



CITY OF  
**PORTLAND, OREGON**

**OFFICIAL  
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **31<sup>st</sup> DAY OF OCTOBER, 2018** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Fish, Fritz and Saltzman, 4.

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

Item Nos. 1124 and 1126 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

The meeting recessed at 9:53 am and reconvened at 9:45 am

<b>COMMUNICATIONS</b>		
<b>1117</b>	Request of Dee White to address Council regarding Federal Lead and Copper Rule drinking water regulation being ignored (Communication)	<b>PLACED ON FILE</b>
<b>1118</b>	Request of Randy Gragg to address Council regarding downtown food carts (Communication)	<b>PLACED ON FILE</b>
<b>1119</b>	Request of Brett Burmeister to address Council regarding threats to Portland's lively and internationally renowned food cart scene (Communication)	<b>PLACED ON FILE</b>
<b>1120</b>	Request of Daniel Huerta to address Council regarding food carts (Communication)	<b>PLACED ON FILE</b>
<b>1121</b>	Request of Injured and Pissedoff to address Council regarding wanted - honest attorney, liars and liberty, and justice for all (Communication)	<b>PLACED ON FILE</b>
<b>TIMES CERTAIN</b>		
<b>1122</b>	<b>TIME CERTAIN: 9:45 AM</b> – Proclaim October 31 <sup>st</sup> to be Age-Friendly Business Day (Proclamation introduced by Mayor Wheeler and Commissioner Fish) 15 minutes requested	<b>PLACED ON FILE</b>

<p><b>1123</b></p>	<p><b>TIME CERTAIN: 10:00 AM</b> – Accept the Quarterly Technology Oversight Committee Report from the Chief Administrative Officer (Report introduced by Mayor Wheeler) 30 minutes requested  <b>Motion to accept report:</b> Moved by Saltzman and seconded by Fritz.                  (Y-4)</p>	<p><b>ACCEPTED</b></p>
<p><b>CONSENT AGENDA – NO DISCUSSION</b></p>		
<p><b>Mayor Ted Wheeler</b></p>		
<p><b>Bureau of Planning &amp; Sustainability</b></p>		
<p><b>*1124</b></p>	<p>Accept donation of goods and services from the Pearl District Neighborhood Association for the improvement of downtown public solid waste and recycling collection (Ordinance)  (Y-4)</p>	<p><b>189231</b></p>
<p><b>Office of Government Relations</b></p>		
<p><b>1125</b></p>	<p>Update Administrative Rule 3.01, Coordination of Government Relations to reflect the central coordination of State, Federal and Tribal Programs (Ordinance; amend ADM-3.01)</p>	<p><b>PASSED TO SECOND READING NOVEMBER 07, 2018 AT 9:30 AM</b></p>
<p><b>Commissioner Nick Fish</b></p>		
<p><b>Parks &amp; Recreation</b></p>		
<p><b>*1126</b></p>	<p>Authorize the Director of Portland Parks and Recreation to execute the Sixth Amendment to the Thomas Cully Park development agreement to allow the transfer of Department of Environmental Quality and Multnomah County funds to Verde (Ordinance; amend Contract No. 30002864)  (Y-4)</p>	<p><b>189232</b></p>
<p><b>Commissioner Dan Saltzman</b></p>		
<p><b>Portland Fire &amp; Rescue</b></p>		
<p><b>1127</b></p>	<p>Amend fee schedule associated with Fire regulations to increase the annual portable propane fee from \$25 to \$35 (Second Reading Agenda 1105; amend Portland Policy Document FIR-12.01)  (Y-4)</p>	<p><b>189230</b></p>
<p><b>REGULAR AGENDA</b></p>		
<p><b>Mayor Ted Wheeler</b></p>		
<p><b>Bureau of Planning &amp; Sustainability</b></p>		
<p><b>1128</b></p>	<p>Authorize compliance and enforcement measures for the Bureau of Planning and Sustainability Administrative Rules for Energy Efficient Building Requirements for Planned Development Bonuses (Ordinance; amend ENB-14.10) 15 minutes requested</p>	<p><b>PASSED TO SECOND READING NOVEMBER 07, 2018 AT 9:30 AM</b></p>
<p><b>Office of Management and Finance</b></p>		

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<p><b>1129</b></p>	<p>Adopt a new Comprehensive Financial Management Policy FIN 2.18 Interfund Lending (Resolution) 10 minutes requested (Y-4)</p>	<p><b>37392</b></p>
<p><b>1130</b></p>	<p>Amend the Heavy Vehicle Use Tax Code to remove the four-year revenue target (Ordinance; amend Code Section 7.02.500) 10 minutes requested</p>	<p><b>PASSED TO SECOND READING NOVEMBER 07, 2018 AT 9:30 AM</b></p>
<p align="center"><b>Commissioner Chloe Eudaly</b></p> <p align="center"><b>Bureau of Transportation</b></p>		
<p><b>1131</b></p>	<p>Vacate a portion of an unnamed road east of NE 160th Ave and south of NE Halsey St subject to certain conditions and reservations (Second Reading Agenda 1111; VAC-10116) (Y-4)</p>	<p><b>189233</b></p>
<p align="center"><b>Commissioner Nick Fish</b></p> <p align="center"><b>Parks &amp; Recreation</b></p>		
<p><b>*1132</b></p>	<p>Authorize a five-year grant agreement with Portland Parks Foundation for operational costs associated with fundraising and development services for Portland Parks &amp; Recreation programs and projects for an amount not to exceed \$500,000 (Ordinance) 10 minutes requested (Y-4)</p>	<p><b>189235</b></p>
<p><b>1133</b></p>	<p>Amend the Parks and Recreation System Development Charge Code to clarify language and improve program implementation (Ordinance; amend Code Chapter 17.13) 10 minutes requested</p>	<p><b>PASSED TO SECOND READING NOVEMBER 07, 2018 AT 9:30 AM</b></p>
<p align="center"><b>City Auditor Mary Hull Caballero</b></p>		
<p><b>1134</b></p>	<p>Assess property for sidewalk repair for the Portland Bureau of Transportation (Second Reading Agenda 1113; Y1097) (Y-4)</p>	<p><b>189234</b> AS AMENDED</p>
<p>At 12:09 p.m., Council recessed.</p>		
<p align="center"><b><u>WEDNESDAY, 2:00 PM, OCTOBER 31, 2018</u></b></p> <p align="center"><b>DUE TO LACK OF AGENDA THERE WAS NO WEDNESDAY 2:00 PM MEETING</b></p>		

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **1<sup>st</sup> DAY OF NOVEMBER, 2018** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish, Fritz and Saltzman, 5. At 3:03 p.m. Mayor Wheeler left Chambers and teleconferenced until 4:30 p.m. Commissioner Saltzman presided from 3:03 p.m. to end of meeting, 5:15 p.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Lauren King, Deputy City Attorney; and Ovie Griggs and John Paolazzi, Sergeants at Arms.

The meeting recessed at 3:15 pm and reconvened at 3:20 pm  
The meeting recessed at 4:48 pm and reconvened at 4:53 pm

**1135**      **TIME CERTAIN: 2:00 PM** – Adopt the Southwest Corridor Light Rail Project Preferred Alternative and direct further actions (Previous Agenda 1062; Resolution introduced by Commissioner Eudaly) 3 hours requested

**Motion to accept Eudaly substitute exhibit C:** Moved by Eudaly and seconded by Fritz. (Y-5)

**Motion to accept Fritz amendment #1 to substitute exhibit C, 3(a) to evaluate appropriateness and capacity of a park-and-ride facility at Barbur Transit Center:** Moved by Fritz and seconded by Saltzman. (Y-5)

**Motion to accept Fritz amendment #4 to substitute exhibit C, 13 to add evaluation instruction for SW 68<sup>th</sup> Avenue Station:** Moved by Fritz and seconded by Saltzman. (Y-5)

**Motion to accept Fritz amendment #5 to substitute exhibit C, Other Priority Actions, to add 3. Historic Landmarks Review:** Moved by Fritz and seconded by Saltzman. (Y-5)

**37393**  
AS AMENDED

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At 5:15 p.m., Council adjourned.

**[INSERT AGENDA HERE]**

At p.m., Council adjourned.

**MARY HULL CABALLERO**  
Auditor of the City of Portland



By Karla Moore-Love  
Clerk of the Council

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

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## Closed Caption File of Portland City Council Meeting

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

Key: \*\*\*\*\* means unidentified speaker.

**OCTOBER 31, 2018            9:30 AM**

**Wheeler:** Good Morning everybody. This is the Wednesday, October 31<sup>st</sup>, 2018 halloween day morning session of the Portland city council. Karla, please call the roll.

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

**Wheeler:** Commissioner eudaly wanted to be here. Unfortunately she is sick today. So she is not able to participate. Good morning.

**Lory Kraut, Senior Deputy City Attorney:** Good morning. Welcome to the Portland city council. The city council represents all Portlanders and meets to do the city's business. The presiding officer preserves order and decorum during the city council meetings so everyone can feel welcome, comfortable, respected, and safe. To participate in the 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 for the first readings of ordinances. Your testimony should address the matter being considered. When testifying please state your name for the record, your address is not necessary. Please disclose if you are a lobbyist. If you are representing an organization please identify it. And the presiding officer determines the length of the testimony, and 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, and if you are in the audience and would like to show your support for something that is said, feel free to do a thumbs up. If you want to express that you do not support something, please feel free to do a thumb's down. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed, if there are disruptions a warning will be given 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 I want to make just a brief comment. My recollection was two weeks ago when I presided over the council that we had a number of people who seemed to be willfully and deliberately testifying completely at odds with the issues that were actually being discussed. And I had to repeatedly remind people that you were to testify on the items that are being discussed in front of the council. We encourage that. We welcome it, that's what the public testimony is for. My understanding is last week in my absence that continued. I want to underscore that is a complete waste of everybody's time and resources. And it puts me as the presiding officer in a position of basically having to police public testimony. I don't want to do it. I don't want you to have to do it. And I don't want to waste the public employee's times who are here as a requirement of their job to provide testimony and provide staff, only to have people come in and behave in a very rude and inconsiderate manner of their time and the public's time. The more time that you take, the less time that everybody else has to testify, and I want to remind you that two weeks ago when I presided over the council, we had to limit the public testimony on the last five items because people kept interrupting and they kept talking about things that were irrelevant to the conversation. It robbed other people of their opportunity to be able to address the

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council. So again, I am asking you, let's behave, let's act like adults. You are welcome to testify but please follow the council rules and testify on the matter being considered before the council. We are always interested in hearing what you have to say, but it has to be germane to those items. So with that, we will start off with the communications, could you please introduce the first individual for communications.

**Item 1117.**

**Wheeler:** Good morning.

**Dee White:** Hello, my name is dee white, for over a year now, I have come here to ask that you urgently address elevated lead in the water levels. You acknowledge that there is no size level of lead, yet your fix is years away, and this is unacceptable. For over 20 years you've been funding an alternative compliance to the federal lead and copper rule. No other city in the u.s. Has been allowed to redefine this federal rule to their liking. No other city except Portland. In fact, in 1997 the epa rejected your special rule-making only to have the Oregon health authority quietly and perversely approve it. This antiquated alternative to the federal rule, called the lead hazard reduction program is essentially unchanged today. It is incomprehensible that Council just last week approved more money for this alternative rule that continues to fail in best protecting our drinking water and our health. Again, the point of the chart here, all across the west, mainly the northwest here, we're looking at the same plumbing, the same old homes and buildings, but with drastically lower levels of lead compared to Portland, which is right there in the middle. Lead is an irreversible neurotoxin. You cannot see, taste, or smell lead in water. It especially impacts pregnant women and young children. More than 400,000 of all deaths In the u.s. every year can be attributed and linked to the lead exposure, yet today the water bureau's PR team is busier than ever convincing the public their under-treated water is safe to drink while at the same time cryptosporidium, an intestinal malady, has been escalated to a serious health threat that a half billion dollars filtration treatment plant is being sold to the public. Other water providers are protecting their citizens right now. Their lead levels are lower than ours. They fix pipes, which poor treatment has corroded. They offer filters and bottled water for those most vulnerable to this potent neurotoxin. Meanwhile you continue to delay and drag your feet while failing to protect drinking water at thousands of at-risk homes, schools, preschools, daycares, parks and businesses. After flint in 2016, the epa asked the water bureau what more can you do to minimize the lead at user's taps as quickly as possible? It's a simple question. What more can you do now? To minimize the lead at user's taps? Very simple. Well, it's still being ignored.

**Wheeler:** Thank you. [applause] Commissioner Fritz.

**Fritz:** Miss white, thank you very much for continuing to highlight this issue. I was disappointed you were not able to be here when we had a full presentation on both the problem and what we are doing to fix it, and indeed, we do need urgent changes. The PH of the water needs to be reduced to 8.5. Currently it's 8.2, and so having a public meeting on november 8th from 6:00 to 7:30 at IRCO, the immigrant refugee community organization on northeast Glisan and 106th, I think, to talk about both the treatment for lead and the treatment for the cryptosporidium. If you are interested in this topic and you want to get a free lead testing kit and various other information including how to get financial assistance on paying your water bill, please come to that meeting on november 8 from 6:00 to 7:30. Look forward to seeing you there.

**Wheeler:** Thank you. Next individual, please.

**Item 1118, 1119 and 1120.**

**Wheeler:** Karla, I am sorry it looks like the subsequent two individuals would like to come up as well at the same time. That's fine. Sure.

**Wheeler:** Good morning.

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**Brett Burmeister:** I am brett burmeister. Portland native, and i've been tracking and writing about the Portland street food scene, the food cart scene, for ten years. I've been recognized both nationally and internationally as a food cart expert and an ambassador. Portland's food cart scene is the envy of the world. In downtown Portland alone there are 130 food carts available any given day throughout the year to feed both Portlanders and tourists alike. In juxtaposition there is one mcdonald's and zero burger kings. 130 small businesses, family businesses and taxpayers throughout the city and suburbs there are almost 1,000 food carts operating in the tri-county area according to Multnomah county records. The largest food cart pod at 10th and alder with 55 vendors may close within the year. 55 small businesses that will close or be required to move. Travel Portland notes that food is the number one reason tourists visit Portland. Food carts are a large part of that according to yearly surveys. Every year I personally provide food cart tours in downtown, three to five times a week for tourists. Additionally I partner with travel Portland to show both national and international media the food carts for both print and other forms of media including tv shows and blogs. This summer alone I did food cart tours for mexican, japanese, british, french, and australian journalists. The world knows about Portland's food cart scene, and they know it well. Food brings people together. The reason we have farmers markets, community gardens, and food carts. We create the community space. During the summer months around 10 to 12,000 people walk the sidewalks around the food cart lots. By comparison around 5,000 is the average for many other blocks in the city. Every day food carts in downtown bring people together and create community space. Portland's food carts are as integral to the culture and the fabric of the city as is saturday market, Washington park, forest park, the rose festival, and pioneer courthouse square. We need to do something to change how we're going to manage the food carts moving forward, as it is an important piece of why Portland is Portland. Thank you.

**Wheeler:** Thank you. Good morning.

**Daniel Huerta:** Good morning. My name is Daniel Huerta. I am the co-owner of Churros Locos. Back in early 2013 due to budget cuts I ended up losing my job. After I lost my job I was at a crossroads with what was next in my career. So my wife, my now wife and I decided to start a food cart. April of that year we were open for business. We ended up securing a spot in front of what now is providence park during a timbers home game. Fast forward to 2015, the organizers of the world street food congress along with brett burmeister invited us to bring our churros-making expertise to southeast asia, singapore. We were among 25 vendors from 12 different countries. We probably represented Portland as a world renowned food cart city. We did so well in everything and everything went so good in 2015 that the organizers invited us for their 2016 edition in the philippines. While in manila, we represented Portland and the us as we were one of two mobile food cart vendors from the united states. After coming back from the philippines we were featured on cnn news, huffington post, Univision, we were the top 10 dessert trucks in america, ranked number four in the united states. Oregon [inaudible] magazine featured us as a top dessert caterer here locally in Portland. My wife and I travel around the world, and almost everywhere that we go when we tell people that we are from Portland people respond. Wow. Portland really has a great food scene. A major part of the scene are the food carts that we have here in Portland. We can think of the Aybla mediterranean grill, the owner, sayed is a hard-working immigrant from syria. He started with one small food cart, and now he has a restaurant and six mobile carts around the city. Jaime, owner of Tamale Boy is another mexican-american Portlander. He started selling tamales out of the trunk of his car, and now he has two restaurants, two mobile carts, and a location at the pdx airport, and a booth at the moda center during the basketball games. Nong from Nong's Khao Man Gai is also an immigrant from thailand. Their cart is an original cart at the 10th and alder lot. She serves some of the best chicken rice outside of southeast asia. She now has two

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restaurants. We are just some examples of mobile vendors that emerged from the food carts to showcasing what Portland's scene really has to offer. As children of immigrants our parents instilled in us hard work and dedication, and I stand here in front of you fully dedicated to advocate and to preserve the food carts and also the street food here in Portland because it's part of Portland's identity. The block 216 project will displace 55 of downtown's 130 food carts. Downtown food carts will become an endangered species if we don't have a plan of action. And I think that now is the time to act sooner than later. Thank you.

**Wheeler:** Thank you. Good morning.

**Randy Gragg:** Good morning. Back when I was the editor of Portland monthly we devoted a whole issue to food carts in Portland, and in 2010. As you know the movement was really born of the recession. It was the only downtown retail sector that actually grew during the recession. And rather dramatically. Filling various surface parking lots, but food carts also became really an important urban regenerator, you know, essentially creating the ground floors of the future buildings around the parking lots but also turning places like o'bryan square, aka paranoid park and needle park into a nice place to have lunch. It was absolutely transformative. I was working next door during that time. But the parking lots where the food carts have thrived are poised for development. That's natural. 216 will displace more than a third of the downtown's food carts. Possibly as soon as september, and some are already closing due to uncertainty. Inevitably downtown food carts will become an endangered species. This is the goodman's blocks and you know, their future plans. The alder food cart pod is important because of its proximity to the west end which is the cluster of the best downtown, local downtown retail with powells and the ace hotel and polar and great businesses like that. And so to lose that is going to lose an essential ingredient of this district, but we can change the story with a kind of bold, simple, thrifty move that Portland is renowned for and not only save the food carts, but we can grow them. So we wanted to introduce you to an idea, a culinary corridor. And it's a pretty simple idea. It's basically as the planners call it tactical urbanism at its best, what we propose is creating a corridor of food carts along the mid town park blocks between direct park and o'bryant square by repurposing a few parking spots. The area is currently a retail dead zone and has been for a long time, actually. And in the last 20 years I know when I was at the Oregonian, I wrote about four different plans for the mid town park blocks, and none of which produced the kind of festival streets that were imagined. And you know, doing this doesn't have to be made difficult. We are proposing a fast track task force, a feasibility study of 9th avenue from o'bryant square to the south park blocks, with a pilot program for a single block. And that could happen anywhere along there. It could happen at o'bryant square if some portion of the square can be reopened. I know that there is a group working on that idea. The culinary corridor could connect the west end shopping district by the mid town blocks to travel Portland, which is taking route in director park with a new meet and greet center. And this is how the retail works best. It connects the destinations through lively urban trails. Pearl to powell to travel Portland to the cultural district. I will take a couple more minutes. Pioneer courthouse square we installed this new food carts. It has been a tremendous success and has added to our bottom line about 100,000 a year. The culinary corridor would need a similar approach as we took there. But it also needs to be real, authentic and grassroots. So we imagined inter-mingling the brand names, but also work with mercy core northwest and prosper Portland to possibly create a micro-finance program. That's how the early food carts got started, courtesy of mercy corps northwest. If it works the culinary corridor can expand. If it doesn't it can go away. Research is needed. The private sector, I have talked to a number of people who are willing to step up if the city will step up, too, particularly if o'bryant square is included into this. The time is to act now. Otherwise the national and international headlines will be high-



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rising downtown Portland loses its street food soul. Jeff Miller and Travel Portland is solidly behind us. I have a letter from them, and we hope that this can take root. We think that it's a great idea, and it could really preserve this wonderful culture for downtown Portland.

**Wheeler:** Thank you. It's an exciting concept. It's a very exciting concept. [applause]

**Wheeler:** Obviously, Randy and colleagues, to be continued. I appreciate you bringing this concept forward.

**Gragg:** I am sad Commissioner Eudaly couldn't be here. She has transportation, and that's a big player, but I know that there is a lot of studies going on. We thought it would be good to try to project this to you all so as the other folks are working on this it can start to be part of the conversation.

**Wheeler:** Good. Would love to get a copy of your presentation. If you want to shoot me an email or whatever. Cool. Thank you. Very good. Thank you.

**Wheeler:** Next individual, please, Karla.

**Item 1121.**

**Wheeler:** Good morning, sir.

**Injured and Pissedoff:** My name is injured and pissed off. Given the paper that I filled out August 31st to each of you -- each of you should have this. Of course that was two months ago. What I actually had wrote was wanted honest attorney. That seems pretty simple enough, plus Ed Tabor. And then I have on the second line there is a minus sign at the end of Ed Tabor. On the second line it says liars plus liberty and justice for all. That's actually what I signed. I had it dated it by the city auditor's office. Ed Tabor. Anybody can look that up on the internet. He's a former police officer of Pendleton, Oregon, 30 years, twice served as police chief, and of course on Mayor Wheeler, I was speaking on August, or October 18 was the last date that I spoke at the Multnomah County Board of Commissioners from September 13 to October 18, and I was explaining that this article on invited guests at Willamette Week had written after four dog attacks, and, of course, your letter after five, and then another two dog attacks after that. Seven.

**Wheeler:** Can we take a Recess, please. [recess taken] Sorry, go ahead.

**Pissedoff:** I'm injured and pissed off everywhere I go, legally. Ed Tabor, I would not let him with his police department telling me that there was no animal control after my service animal had been attacked, and now he's a polygraph examiner, and I had to prove that the police chief referred -- said it was against the law for I and another blind man to take our animal into stores, and he thought kind of stupidly with the United States Department of Justice, and that all to interest any attorney that wants to handle my case because liberty and justice for all isn't apparently for a blind person in Portland, Oregon because after seven dog attacks, you have got nerve enough to think there that you were helping me. Well, I don't need that kind of help from anybody. I am lucky to be alive because a half million people that I have had hip surgery since August, or November 16 of 2010, a half million people are dead now from hip surgery since then. More than a half million. And, of course, I have spinal cord injuries, and almost 80,000 people since then have been crippled or paralyzed.

**Wheeler:** Thanks for sharing today. All right. Time certain, 1122, please. I am sorry, the consent. I have pulled one item, 1124, to take up at the head of the regular agenda. Have other items been pulled, Karla?

**Moore-Love:** Yes. Item 1126.

**Wheeler:** 1126, thank you very much. Please call the roll on the reminder of the consent agenda.

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

**Wheeler:** Aye. The consent agenda is adopted. First time certain item, 1122, please.

**Item 1122.**

**Wheeler:** Commissioner Fish.

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**Fish:** I'm proud to introduce this proclamation in my capacity as Council liaison to Venture Portland, Elders in action, and the age friendly advisory council, all of those organizations teamed up to create the inaugural age friendly business awards, which we both attended this morning. We celebrated equity focus, age friendly businesses who provide inclusive services to people of all ages and abilities. We are pleased to have as our honored guest this morning the following panel, Barbara Bernstein from Elders in Action, and Heather Hoell from Venture Portland, and Joyce DeMonnin from the AARP and Dr. Margaret Neil from Portland State University. After our panel the Mayor will read a proclamation and we will get a photograph. Who is going to kick it off?

**Barbara Bernstein, Elders in Action:** Thank you Mayor Wheeler and Commissioners for having us here today. My name is Barbara Bernstein, executive director of Elders in Action, and-

**Fritz:** Just pull the mic up.

**Bernstein:** Thank you, I just have a few words. 100 years ago, the average life expectancy was between 33 and 45 years of age. Only 10% to 12% would make it to age 65. And only 4% to age 85. That's now the average age. Since 1950, we've added 30 years to the life-span, and our longer lives are healthier and more active than ever before. This aging population represents new markets, which businesses are innovating to meet. The aging population represents an unprecedented pool of talent that can be harnessed to make workplaces more effective and dynamic and improve our communities through volunteerism. The age friendly awards recognizes these changes and seeks to recognize those places of work and commerce that are meeting the challenges and the opportunities of the aging population. All the applicants and awardees are creating great opportunities for older adults to realize their full potential and to contribute to the wellbeing of our community. When the older adults thrive, the whole community thrives. Elders in Action is honored to have been the partner over the last 12 years along with PSU, the Institute on Aging, AARP, Multnomah County, City of Portland, and others in the work that contributed to the Portland being honored by the World Health Organization as one of the first age friendly cities in America. We are thrilled to be partnering with Venture Portland to continue in the tradition of the age friendly innovation to present the Portland age friendly business award.

**Heather Hoell, Venture Portland:** Good morning commissioners. I am Heather Howell, the executive director of Venture Portland. As you all know Venture Portland is a support system for the city's 50 unique neighborhood business districts. Together they contain 19,200 businesses and provide 270,000 jobs. And as you heard me say before, we are a small business town, and in Portland, small is really big. We are thrilled to be here as part of the inaugural age friendly business awards and recognizing the neighborhood businesses, nonprofits, and government agencies that are employing and serving people of all ages.

**Margaret Neal:** I am Margaret Neal, the co-chair of the Portland and Multnomah County age friendly advisory council. I am the past director of the Institute on Aging. I want to thank the City of Portland, all of you, Mayor and Commissioners for your support of the age friendly effort. This morning we had a wonderful celebration downstairs where we awarded age smart employer awards to businesses throughout the city who have promising business practices to support inter-generational, multi-generational workforces doing things to help older -- to hire older adults, retain older adults, and provide professional development to those workers. Then we also created the age friendly business awards, which were for companies that served older adults in a variety of different ways. So thank you for your support. I thank all of our sponsors for this event. AARP Oregon. All the work done by Heather Hoell and Shanna Pittman-Frank at Elders in Action. Portland State University, all of the members of our committee, the age friendly economic development

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and employment committee which I co-chair with Joyce DeMonnin, so thanks everyone, and I look forward to having another awards ceremony next year.

**Wheeler:** Thank you.

**Joyce DeMonnin:** Thank you Margaret and commissioners. You know at AARP we are looking for the 100-year life. And we know that it's time to disrupt outdated modes of thinking. And by doing this today, you are demonstrating true leadership because so many people think that when you are 65 or 66 you are done. And we know that people are not done at that age. Whether they want to continue working and contributing to the community or they want to volunteer or be a mentor or start a business because we know that the people 55 and older start more businesses than any other age group. So we applaud you for your leadership in this area. I do want to take one moment to give a shout out to the mayor who ten years ago convened a group as the Multnomah County chair, and I got to chair the workforce committee for that. A report came out in 2008 called "everyone matters." I think that in a day and age that we live in today the title that everyone matters, matters even more. And thank you mayor for starting the conversation, the recession sort of disrupted some of our work, but we've been chugging along, and to see this many businesses apply to this beginning award is a testament to the work and the leadership that you have given us, but also the great work of our committee. That businesses are getting it. If you want to have a strategic business strategy, you better have a strategy for 50 plus. Thank you very much.

**Fish:** Thank you very much. The mayor will read a proclamation, then we'll have a photograph and we will invite our honorees because we have some of the businesses that we honor that are here, and we will have them come forward and take a group picture. Mayor?

**Wheeler:** Thank you, commissioner. Whereas in 2006 the World Health Organization launched the Global Age-Friendly City's Project based on two trends, population aging and urbanization. And whereas in 2011 Portland had the honor of becoming the first U.S. city to be certified as age-friendly. Whereas each year older adults generate more than \$7 trillion in economic activity nation-wide. A figure that's expected to double by 2032. And whereas Portland's small businesses are the backbone of our local economy. Whereas many of our local small businesses are certified age-smart employers that embrace age diversity and create workplaces that value equity, inclusiveness and inter-generational respect. Whereas Portland values the leadership of the Age-Friendly Advisory Council of Portland and Multnomah County, its economic development and work committee and are champions for local small businesses including Venture Portland and Elders in Action. And whereas today we presented the inaugural age-friendly business awards to Portland businesses that provide quality employment opportunities and innovative services to our older adults. And whereas the city of Portland and Multnomah County share a vision of the city that welcomes and celebrates people of all ages and abilities. Now therefore I, Ted Wheeler, the mayor of the city of Portland, Oregon, the city of roses, do hereby proclaim October 31st, 2018 to be the age-friendly business day in Portland and encourage all residents to observe this day. [applause] Should we get a photo? Let's get a photo right now down here in front.

**Wheeler:** Karla, the next item, time certain 1123.

**Item 1123.**

**Wheeler:** Colleagues the Technology Oversight Committee provides citizen oversight on significant city technology projects especially those of high risk or high cost. This gives us early and continued technology oversight by an independent five-member committee for the purpose of increased transparency and accountability. The committee sends quarterly reports to the chief administrative officer who then forwards the reports to city council. The quarterly

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reports include information from each project's independent quality assurance consultant and toc's assessment of the project status. Good morning. Thank you for being here.

**Heather Hafer, Office of Management and Finance:** Good morning, I am heather Hafer, the new senior management analyst for the office of management and finance and also staff support for the technology oversight committee. With me today are some familiar faces. Jeff Baer, the director of the bureau of technology services, and two toc members, diana garcia, appointed by commissioner Fritz, and Victoria Trapp, recently appointed by commissioner Saltzman. As you know, toc is made up of five community members, each named by a city council member. The other toc members who are not with us here today are Ken Neubauer, for commissioner Fish. Jimmy Godard for commissioner Eudaly, and Will Pinfold for mayor wheeler. The toc advises the chief administrative officer, tom reinhardt. We are here today to present information from the TOC's quarterly report to mr. Reinhardt for july through september 2018. This past quarter toc followed two projects, Portland's online permitting system or POPS and the city budget office's software replacement project, budget formulation management or bfm. The toc also just started monitoring the Portland, Oregon website replacement project as well as the integrated tax system project, and you will be hearing more about those in the next update. We will be projecting the dashboard. The dashboards contain information from the project management staff, quality assurance contractors and toc. Jeff, diana and victoria will provide the most current project updates and answer any questions you may have.

**Jeff Baer, Director, Bureau of Technology Services:** Good morning Mayor Wheeler, and members of City Council, I am jeff Baer, director of Bureau of technology services. I am here to provide a few updates since the end of september and answer any questions you have or concerns you may be hearing about related to these two projects. The first one is the Portland online permitting system, pops, and although you see in the report the triple constraints, scope, schedule and budget, there are numerous other activities behind each of those constraints. We are tracking six different work streams within each of these, with this project. They include the inspector app, the inspection scheduling, [inaudible], the public permit portal and contractor app and electronic plan review which we went live in under a pilot program this past july. This past week, we received and achieved a major milestone in receiving a new release from the vendors, csdc. That included a number of updates and fixes that we had identified as potential issues. Our team has been conducting quality acceptance testing and it's going very well. We actually have gone through each of the different fixes that we identified and there are no significant issues that we are facing at this point. The bureau of development services also held two open house events last week to highlight all of these different parts of the POPS program, really trying to socialize what is coming. We have a phased in deployment of the applications and a good turnout for those two events, and we are scheduling an in-depth review with the members of the technology oversight committee to get them a deep dive into the different aspects of the project. Overall, the project is going well, not without it challenges. We have a huge lift in front of us with training and some change management, but the project is going pretty well. I will turn it over to diana and victoria.

\*\*\*\*\*: A callout we wanted to make from the TOC is we know this project has challenges in the past. We have been very pleased with how both the city and the vendor have responded to those coming up. While things are not perfect, we would not expect them to be. This is probably one of the most complicated projects you have in house right now. We expect to have some ups and downs, and we are again very pleased and very happy with the way that both the city and the vendor have approached those. And tried to make sure that they are communicating and working together in that space. While the status is yellow, we see it as an upward trajectory of things getting better. As long as they continue to operate in the way that they are planning and the way that things are going. We are very

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pleased to hear that the release from last week went the way expected and things kind of prove out that we believe that things are going to move forward in a positive way for the city as long as we continue to partner and hold firm on what we believe to be right for the city.

\*\*\*\*\*: Good Morning. The update for the budget formulation management project as heather mentioned, also know as BFM. A little familiarity with this, this is the replacement for the existing brass system that the city uses for budgeting software. It is a cloud-based program. It will encompass combining many sources of data into one singular source of data. It will also integrate with the planning system's sap and the City's budget office publishing software as well. What the group has done to date, why it's in green, they have made significant progress on the report development, and the file structure for those is all established. They are also uploading the administrative parts, and that's been finalized, and the end user training has also been scheduled and invites out for that so they are progressing right along with the end user impact there. Next milestones we will have, we will continue to progress on the reporting development. As you can imagine there are many reports that have to be converted over, and we will also schedule U-perform training which is an online-based training program as well. And from the committee perspective, we are very pleased with where this is. And we moved it into the green status because of the progress on the reports and development there. We don't have any concerns at this time that the project team and the support that they have from the vendor will not continue in the green status.

**Baer:** I would just add to those comments about the bfm which stands for budget formulation and management. The budget office has done an excellent job in terms of managing the implementation of this project, and since the prior report period, they worked alongside with our team on the enterprise business solutions to finish up those interfaces with the sap application. The project them is now working to complete a number of report simulations and budget manual with early November followed by trainings, so I would say that the project is going very well.

\*\*\*\*\*: If anyone has any questions, we would be happy to entertain those.

**Wheeler:** Commissioner Saltzman.

**Saltzman:** I am curious how the electronic plan review pilot has been going since july did you say?

**Baer:** Since july, yes. We have got good feedback, and two large projects, just commercial projects that have gone through. We put it in as a pilot, just to learn and see how it is working well, and so far we have gotten great reviews from the reviewers that have done through the plans examination, so it's shortened their time line significantly so we are slowly going to open that up to roll it out to the further commercial developments and to residential eventually.

**Saltzman:** Okay.

\*\*\*\*\*: I think that that's also a good example of the way that the pops is approaching the work and finding the ways to get things out quickly to the city to help improve not just the lives of your city employees but also to those who have to use the system. It's a good example of a way to gradually roll that out and to find that benefit and to continue that for the city.

**Saltzman:** Okay. Thank you.

**Wheeler:** Very good. Any further questions? Otherwise, I'll entertain a motion.

**Saltzman:** Move to adopt the report

**Fritz:** Second

**Wheeler:** We have a motion and a second. Commissioner Fish, did you have any questions?

**Fish:** No, thank you.

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**Wheeler:** Very good, please call the roll.

**Fritz:** Thank you very much. I am so glad that there are people who know so much more about this than I do who are looking over it and giving us your expert advice. We really, really value your assistance and guidance and thanks to staff for being willing to support you and give you the information and in an open and transparent way. Aye.

**Fish:** Aye.

**Saltzman:** Thank you Dyanna and victoria for your service and for the other members, and it's a good report so thanks a lot, aye.

**Wheeler:** I appreciate your service and thank you. I vote aye. The report is adopted. Thanks again and we will see you in a quarter. Next item 1124, please.

**Item 1124.**

**Wheeler:** Colleagues today I am excited. This ordinance highlights one of the ways that the city and the community at large have joined together to help make Portland the cleanest city in america. This emergency ordinance is an exciting new partnership between the pearl district neighborhood association and the city to improve our public garbage can program. This ordinance will allow the bureau of planning and sustainability to accept the donation of a new style of garbage can to replace the existing older style cans and also increase the overall number of public cans in the pearl district. The initial plan is for the pdna to donate 95 cans to the city over the next few months, and with the first 23 expected to be installed around the north park blocks in mid november. The city's acceptance of pdna's donations will also allow the bureau of planning and sustainability to focus funding on their citywide public garbage can expansion project. I would like this turn this over to kevin Veaudry Casaus from the bureau of planning and sustainability for an overview of Council action, thank you. Kevin did I pronounce your name properly? If not, would you please correct it?

**Kevin Veaudry Casaus:** Sure, I'm Kevin Veaudry Casaus-

**Wheeler:** I was not even close. I got kevin right. Appreciate you being here.

**Veaudry Casaus:** Thank you. Good morning mr. Mayor and council members. I am very happy to be here on behalf of the bureau of planning and sustainability. In partnership with the pearl district neighborhood association, this has been a very generous collaboration that the pearl district neighborhood association is providing to us. We will initially be getting the first of these new garbage cans in a few weeks along the north park blocks, we expect new ones to be installed with the many, many more to come shortly thereafter. We know that having an adequate number of clean, well-functioning garbage cans increases the livability of an area, and we know that having these cans in place will enhance the experience of people who live in, work in, or are just visiting the pearl district. This is going to be a large expanding project, and through the donation that we received from the pearl district neighborhood association, we will be able to expand citywide that much more quickly and efficiently, so we are very happy about this.

**Wheeler:** Very good, thank you. Colleagues, any questions? Public testimony? Karla on this item?

**Moore-Love:** Yes, we have two people signed up.

**Wheeler:** Thank you. Kevin, if you want to take a seat, you're welcome to.

**Joe Walsh:** Good morning, i'm joe walsh and I represent individuals for justice. I was not going to speak on this item except that I may have made an interesting comment. You want to be the cleanest city in the united states, and immediately went through my head why. Why would you want to be the cleanest city. Friendliest city? The most transparent city? The honest city? The most receptive city? Why the cleanest? What is it about you, mayor, that you have to be clean?

**Wheeler:** Mr. Walsh, you can be number one, you can be number one in many areas. This is not to the exclusions of everything else-

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**Walsh:** Let me have my three minutes. Then you can say what you want. You can take a shower. You can get clean. Whatever. You are spending a lot of money on this stuff, and you become dependent. Why doesn't the city just do its job? If you need trash cans, get the damn thing out there. Don't depend on me or somebody else. Don't depend on the business community because then you are dependent on them. And they get pulled any time that they want. So mr. Mayor, why don't you do your job? People always ask me why don't they fill the potholes and collect the garbage? Those are two main parts of city government, and you are giving it to somebody else. But you are going to take a shower and get clean, mayor, because you have to be clean. You have to be the cleanest city in america. You have a police department that is totally out of control. You have people that are outraged. You can't hold a meeting without somebody causing an uproar. And it's not me, I'm the best behaved one lately. And that's saying something. So we are -- this is stupid.

**Wheeler:** Good morning.

**Maggie:** So first I would like you to reinstate Charles, because yes, he did sit on the testimony bench, but he's an unarmed guy. He's passionate. The second thing that I would like to say is that you know that businesses do not recycle enough. I go into businesses, and they never have recycling inside of their businesses. So businesses need to do more actually to contribute because they are the ones selling all these goods with all these plastic bottles and cans and you know, we need more plastic bottle recycling bins, and we need more canned recycling bins all over the place, not just in the pearl district. The businesses should contribute to that because consumer goods that they sell do have an impact on the landfills, so that's my opinion about that.

**Wheeler:** Thank you. Good morning.

**Lightning:** Yes, my name is lightning. I represent lightning super creativity, xx1, pdx. And the only concern that I have on this, and I don't have any issue with the term, clean city. Obviously we need to have more trash pickup devices. I don't necessarily call them cans. If you are looking at that type of solar type setup that they are using. I guess where I have a problem on this is that one of the things that my understanding is that pdna, the pearl district neighborhood association is independent of the city. My only question to the city is that since they are part of the 95 neighborhood associations, do you in any way fund them in any manner? Do you in any way give them any grant money? Because in my position, what I would find interesting is that if the city gives them money, then they buy cans and donate it back to the city for a tax write-off. Is that really independent? And we're going to be going over this on some other foundations. Is that really independent of the city? So I don't have any issues here. I think that mr. Walsh brought up a great point here that in my opinion, the city should have just paid for it out of their general fund or their own funding. He brought up a very valid point there. This is a donation from pdna, a neighborhood association, a 501c3, my understanding and is funded by the city, so I don't know. When I am looking at different nonprofits, I kind of like to see that separation. No employees involved. Money transferred over not given back for a donation. I like just a clean slate in no conflict of interest in any way that it appears to be. So again, just from my position I don't like this juggling back and forth from neighborhood associations back to the city, the city paying the neighborhood association, going back and forth. So again if my good friends at the irs are listening, please audit the city. Please audit pearl district NA, Association. Please audit this and get back to me. I am lightning. Feel free to get back to me, and we'll go from there. Thank you very much.

**Wheeler:** Very good, and we also have invited testimony, mr. Stanley Penkin is here.

**Moore-Love:** And mary sipe.

**Wheeler:** I apologize. Thank you. Good Morning

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**Stanley Penkin, Pearl District Neighborhood Association:** Good morning. Thank you for talking thrash with us this morning. I have a couple of hard acts to follow here. I will say first that, to the last gentleman, we welcome an audit and we refer his comments to our CFO. So we will see what our CFO has to say. But thank you for this morning and working with us on the trash. This is probably the largest and most ambitious project that we have ever taken on as an association. I want to acknowledge a few people first. John Hollister, who you know who was instrumental in getting this initiative going. Unfortunately, he would love to be here, and hand out the books to you but he's not. He's out of town. I also want to thank Kevin at BPS and [inaudible]. They were just so totally diligent, sincere, and cooperative in working with us on this project. It is somewhat complicated as I think that you know. I also want to thank people in your office, Mayor, Seraphe and Michelle for their help and cooperation. I want to say as I walk around the Pearl District and other neighborhoods in the city, I hear a lot of grumbling about livability issues. Crime. Trash. Litter. The homeless. So on. We are a growing city. We have a lot of things going on and a lot of issues. The reality is, the government alone can't do everything that we want it to do. People say why doesn't the city do this or that? Well, folks, the reality is, the city can't. We don't have those resources. Not only Portland. I think it's a universal problem. The cities across the country. So this program to us is an example of how communities and government do work together, and I think that what we -- we look at this, not just as the vacuum of the Pearl. We look at this as an example of how cities and communities can work together and an example for other neighborhoods across the city. So this is just the beginning. I do want to say that you mentioned the 95 cans, Mayor. Beyond that our intent is to add upwards of another 100 cans in areas where we don't have cans. We lack trash cans throughout the Pearl, especially in the North Pearl. The newer areas, so our ambitions go beyond the 95. I am happy to say that we are well underway to raising the money for the 95. As you know, it is mentioned, the first 23 or 25 actually are coming in very soon. So thank you. This is just the beginning of the communities and the cities, the city government working together. Thank you.

**Wheeler:** Thank you, Stan, we appreciate your leadership on this.

**Mary Sipe:** Good morning, I'm Mary Sipe, and for the first time I am speaking to you as a newly elected member of the Pearl District Neighborhood Association Board. I just want to thank the city for partnering with the Pearl District on this project. I would like to kind of point out a couple of things that I think a couple of the people that testified maybe don't understand. The Pearl District is rather a unique neighborhood. In most neighborhoods, you don't have thousands of people coming into your neighborhood on a daily basis. You don't have events that attract sometimes 10,000 people to your neighborhood park. And we are a destination. We are visited by people from all over the world. And one of the problems that this creates is trash. The volume of trash generated in our neighborhood is, I think, much greater than what you would see in any normal residential area. And so as the neighborhood association and as the neighbors and the community members, instead of just grumbling about it, we came together and figured out a way that we could partner with the city and address the problem. And just like Stan said instead of walking around going why doesn't the city do this? What is the city doing about this? We have decided to be a part of this solution. I want to thank the city for partnering with us, and may this program grow.

**Wheeler:** Thank you. Commissioner Fish.

**Fish:** I have a question. Stan thank you for taking the time to come in and update us on this program. You've been doing private fundraising, I understand?

**Penkin:** Correct.

**Fish:** The brochure you gave us lists different sponsorship levels. How much do you anticipate you are going to have to raise to fully fund the 95 --



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**Penkin:** The ultimate goal is \$350,000. That would be for approximately 170, somewhere between 170 and 200 cans total. So the initial, the initial phase is basically some new cans in the north park blocks, that's the first phase. That will set the example of what these cans will look like and how they will work. Beyond that, the additional 70 is to replace the existing city cans that are now in the pearl district.

**Fish:** Can you remind me, who will be picking up the trash, so if one of these cans is on parks land, I assume the parks bureau would be responsible for cleaning it, if it's on, if it's on -- in another right-of-way, would it be clean and safe? Or some other vendor?

**Penkin:** No. So bps is responsible for the trash collection on the streets. The parks, they are separate from bps. And actually you just opened the door for me to lobby you again for putting some of these cans in the north park blocks that we have met with staff at parks and rec. There are five trash cans in the park that are of a different type. They are the ugly concrete grounds that get picked by homeless folks seeking the recycling. We wanted to put five of those cans there as well. Right now parks is kind of more comfortable with the cans that they have right now.

**Fish:** We'll take a good look at that.

**Penkin:** The other thing that I want to say we appreciate that the city has indicated that the trash collection times will be increased. It is currently two times a week. We understand it will be increased to at least four times a week. We are hoping for even more. We are happy with the four. The other thing, the other part of the program that was not mentioned is we are creating a volunteer group sort of an adopt a block program whereby we will have residents within the pearl picking up any additional trash that accumulates in the streets. We expect there to be far less trash because these cans are so-called "bear proof," tamper proof, so you cannot rifle into them and pull out the recyclables. The other part of this that should be mentioned is the cans have a recycling component that goes to the side that will accept cans and bottles which are easily accessible. Someone doesn't have to rummage through to get those cans and bottles to collect the 10 cents.

**Saltzman:** I was wondering, your brochure speaks to sponsorship opportunities. Are there opportunities for logos or advertising on the cans?

**Penkin:** Well, we had wanted to be able to put the names of sponsors on the cans but the city, I am speaking to bps, that is something that the city does not want, so the only thing that will be on when will be, will say pearl district. It will have city seal. Actually I do have a graphic of what the first round of cans will look like, which I can pass over to you, with a tree logo on it. They are pretty attractive.

**Saltzman:** Mayor, you know, I would urge us to review our policy about not allowing advertising on the newspaper stands and also the trash cans because it's such a nonissue in most cities, and it's done very tastefully, and it generates the revenue to do this, and I know that you have -- this is the plan to clean up the trash, and we should be able to unleash the resources of the private sector to do that as well. And I think that logos, advertising, done tastefully is part and parcel in making this successful.

**Penkin:** I appreciate that, commissioner. It does put a little hamper in our fundraising efforts because people -- especially businesses, especially would like to see their names on the cans, and that's been a bit of a deterrent towards our fundraising. So if the city would choose to change the policy on that we appreciate it.

**Saltzman:** I think it's due for review and the policy is antiquated, and it's inhibiting our ability to be successful.

**Penkin:** But we need you to act on that quickly. Now the first group will not have that opportunity, but we are getting close to ordering the next 70 cans, so if you can get that done quickly, we would greatly appreciate it.

**Fritz:** There is always bumper stickers that you could add.

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**Penkin:** Well, I guess. So while I have this podium, I just want to take a moment to talk about something that we are -- the pearl district neighborhood is sponsoring on december 3. We are holding a livability summit. Mayor thank you very much for participating in that. We are going to have a community-wide conversation about livability issues ranging from trash to graffiti to crime to the homeless situation. There will be an opportunity for the community to come out and to learn more about what the city is doing, how we can work together, and the theme is communities and government working together. It will be at the main stage at Portland -- at the armory, Portland center stage. It seats 600 people, and we expect to have 1200, especially with the mayor being there. We are promising you it will not be a bitch session, well.

**Wheeler:** You have all heard.

**Penkin:** We invite you to come to that, including all the commissioners and there will be other leaders from the city there for a very, we hope, a robust conversation.

**Wheeler:** Thank you, stan. And people do express their frustration about these issues, and honestly I think that it's okay. If people want to express their frustrations, the key is how do we take that frustration and turn it into positive outcomes, and this is a great example of a group of people coming together and saying there is a problem. We want to work with the city to help address the problem, and you are making a positive contribution in doing it. So if we can encourage other people to take their anger, their frustration, and turn it into positive initiatives like this, all across the city, I think that that would be a fantastic thing for the community.

**Penkin:** And to that point, and I think I said that when we spoke, I had been invited to a building in the pearl district to talk about what the neighborhood association does. And I walked into a buzzsaw, the people were upset about a whole bunch of things. They had an opportunity to vent. We had an opportunity to talk. And afterwards, a number of people came up to me and said okay. I understand. How can we help? We want to get engaged, so I think that people have to vent. And look to find solutions.

**Wheeler:** That's what I am here for. Very good. Colleagues, any further questions? Very good. And please call the roll, Karla.

**Fritz:** Thank you very much for this project. I thank you for calling yourself [inaudible] so we could hear about it, if anybody wants to donate they can email [president@pearldistrict.org](mailto:president@pearldistrict.org). I like this brochure because it has this picture of what one of the cans will look like. The logo says, "keep it pretty rose city." I don't think that there is anything wrong with being pretty, and I like that the recycling is on the outside. So it's not that people can't get them, it's that people can get them in a respectful manner and it's really clear that there is an available bottle or can that can be taken back. Commissioner Saltzman, the trash can going into the park in the city where I grew up is sponsored by two city council members, which I think is an intriguing possibility. I am happy to vote aye.

**Fish:** Well, I want to thank stan Penkin and john Hollister and the pearl district neighborhood association, and their newest member for driving this. This is public and private partnership at its best, when people say why does government partner with the private sector, I would point you just to the parks bureau. We have over 100 partnerships that help us to deliver world class services, and without those partnerships we would not have the same level of service. So we are dependent on building these smart partnerships with the community, and the other thing that I want to note is that the increase in the trash in our city is a by-product of a very happy development, which is unlike the trend across the country, our downtown is an attractive destination for people. If you doubt that come downtown with me on a saturday night. You will see an enormous number of people taking advantage of what we have to offer. And as a result they leave a bigger footprint. We are seeing more trash. The cities as they grow and as they become more successful leave more trash. It's just the nature of things. So we are playing catch-up. We are doing it with a

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trusted partner who deserves our thanks today, and stan, I will take this up with the parks bureau and get back to you on the question you raise. Thank you. This is a happy day for our city. Aye.

**Saltzman:** I would like to thank the pearl district neighborhood association and the outstanding members. John hollister, stan Penkin, mary Sipe, among others for this great partnership. We really appreciate your leadership on this. Aye.

**Wheeler:** I am enthusiastically supportive of this. This is one component to livability in our city. It's one for which there is no excuse for us to be excellent at providing the service. We should absolutely be able to keep the litter off of our streets and out of our parks and off the sidewalks. It's critical to, I think, to the look and the feel and the vitality of this community. High volume, high tourist destinations like the pearl district are disproportionately impacted by the livability issues like this. And I think that it's fantastic that the neighborhood has stepped forward in a significant way with a donation. They come in the spirit of partnership, and perhaps lost in the fray here was something that was said at the beginning of the presentation, which is because the pearl district is doing this, this allows us to take resources and push them farther out across the rest of the community. I think that we all acknowledge that the pearl district may have some resources and some capacity that other neighborhoods across the city may not have. And because of their generosity and dedication they are helping to improve the livability in other neighborhoods across the city, as well, and I want to acknowledge that. So thank you. This is great. Another important step in our effort to become the cleanest city in america as well as all the other things that we do so well in this city, and so many other lists that we top. This is not to the exclusion of all else. This is just one more thing that we are going to do that's going to make us all proud of the fact that we are Portlanders. I vote aye. And the ordinance is adopted. Thank you. Commissioner Fish has requested, since he has staff here presently, to go to 1126. Let's take care of that.

**Item 1126.**

**Fish:** I am not sure what I think about executing the sixth amendment but we can discuss that later. By the way, I think that this is claudio's first appearance before council in his newest role at Portland Parks and Rec and we are very excited that he's taking on this leadership position, and welcome, and I believe that this was pulled by lightning, if I am correct. And so if you can make a brief presentation and we will hear from lightning.

**Claudio Campuzano:** Sure. I am claudio Campuzano. Good morning commissioners and mayor. This is the sixth amendment of an agreement entered into in 2012 for the construction of thomas cully park. Thomas Cully park is a 25-acre park completed through -- we were just discussing the public private partnerships. This is a shining example of a public private partnership with our community partner verde. The park was converted from a brownfield and recently opened. This amendment includes work that allows for final permit approval and some final safety improvements including monitoring issues. So the amendment is funded through intergovernmental partners including \$526,000 from the Oregon department of environmental quality and the \$70,000 from Multnomah county, and this really -- those agreements have been included in the earlier council actions, and this really just is the sixth amendment to update the agreement to disperse those funds.

**Fish:** Thank you very much. That concludes the presentation, mayor.

**Wheeler:** Very good. Public testimony. I believe that lightning?

**Moore-Love:** There was not sign-up sheet for this one.

**Lightning:** Yes, my name is lightning and I represent lightning super creativity, x x1, pdx. My reason for pulling this is again would be on the gas monitoring probes that are currently out at the park. One of the concerns that I have on this is with deq stepping in on this is that it's my understanding in a lot of these gas monitoring probes have been neglected, damaged over time. And from my position, when you are talking the release of methane

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and understanding the health effects that it can have on people, that if we don't have this monitoring system set up and working properly, in my opinion it's a public safety issue. My problem is that all of the data that I have received on this states that there are serious problems currently out there. Now my understanding you are working right now currently with the people out when working, doing things at this location, but just how bad is the methane gas being released at this old landfill? I am just talking strictly from a public safety issue to make sure that the public is aware of this and why this monitoring system has been so neglected, hasn't been kept up, and things broken, and things pushed over, and things covered in water, and different things that you couldn't possibly get an accurate reading from. Now again from my position I want to have everything on this monitoring system brand new. Everything up to date. Not things that have been used in the past and neglected, and you want to sit there and to continue to use it. So my question to you as the city, as people protecting the health of the people in the city, do you think that this information you received on this monitoring system is accurate? Do you think that the system you have in place would give you accurate readings? Or do you care? Or do you care? Do you care about the public's safety? Now again as the self appointed ambassador called the nuisance inspector of the city hall I am going to find you and ask deq to come alongside of me and to fine you for \$250,000 as of today. And I am going to ask the deq to make sure that this system is operating, that this system is functional, and that the people working around this system at this time should feel like they are safe. We are talking methane being released from a landfill with equipment that is not functional. I am not happy today city hall. You get a \$250,000 nuisance lien slapped on every one of you. Enjoy it. Have a great day.

**Wheeler:** Thank you. Good morning.

**Maggie:** It seems like there is a lot of stuff at the city and county level where people go everything looks fine, everything sounds great. Contractors don't have to fulfill their services, and that's not a good thing. Public safety-

**Fish:** Do you have evidence that Verde in this case is not-

**Maggie:** I'm talking-

**Fish:** I know, I'm asking, it won't go credit against your time because this is an amendment to a contract. Do you have any evidence that verde, a community-based organization, has not fulfilled any of its contractual requirements?

**Maggie:** Well, I think --

**Fish:** Do you have any evidence?

**Maggie:** We are concerned about it, and it seems to be a process that you guys just have a lack of monitoring of your contractors, and I have seen you not monitor other contractors in the past. Let's have a monitoring of the proper monitoring of the contractors where you are not just like looking the other way so that they can get their money. Let's do what you say that you are going to do, okay.

**Wheeler:** Thank you. Very good. Please call the roll

**Fritz:** Commissioner Fish, I appreciate you bringing these amendments which address the concerns, and if you have not been to this park in the cully neighborhood, you should go because it's wonderful. Aye.

**Fish:** Aye. **Saltzman:** Aye.

**Wheeler:** Aye. The ordinance is adopted. Next item, 1128.

**Item 1128.**

**Wheeler:** Colleagues, today we are going to consider an ordinance authorizing the compliance and the enforcement measures for bps administrative rules for energy efficient building requirements, for planned development bonuses. Barry manning and Vinh Mason are here to provide an overview and answer any questions. Good morning.

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**Barry Manning:** Good morning. Barry Manning with Bureau of Planning and Sustainability joined by Vinh Mason with our green buildings team. Thank you all. As the mayor said we are here today to request that the council adoption of an ordinance that we are proposing that approves the compliance and enforcement measures for a new administrative rule that we are creating. It deals with energy efficiency standards for new buildings that would be utilizing a planned development bonus, which is a new provision within the zoning code that was adopted as part of the comprehensive plan. I will give you background. Vinh will talk about the details of the, of the administrative rule and what we are asking for, and then we would be happy to answer any questions for you. Just as background, as you all are aware the comprehensive plan 2035 plan was adopted in -- actually back in December of 2016 and then made effective in May of 2018. As part of that we also did a co-reconciliation project. And as a part of that package, we adopted new commercial mixed use zoning that applied outside of the central city and gateway. As part of that zoning package for the commercial mixed using zones we included a new bonus called a planned development bonus, which is in titles 33, chapter 130, which is an option for sites over two acres in some of the commercial zones in the central -- outside of the central city gateway historic and conservation districts and some planned districts. So what that bonus does is illustrated here. Basically it allows additional height and the use of the bonus FAR that's allowed by our code when a project meets certain criteria and has a certain level of review. The planned development bonuses intended to allow a developer with a large site to better utilize the far that we allow in our code. The reason for this is that they cannot effectively utilize all of the far that's available within the existing height limits on large sites. So this planned development bonus would require a design commission review, a type 3 design commission review where they are reviewing the site plan massing height transitions and other transitions to adjacent neighborhoods and connections to the street system and the pedestrian system. It would require inclusionary housing as part of our inclusionary housing ordinance, the planned development bonus requires as part of the site plan an allocation of 15% of the site area as a privately owned but publicly accessible park or plaza area on the site, and the final component, which we are talking about today is it requires energy efficient buildings. The bureau of planning and sustainability at the time of adoption indicated that we would be developing administrative rules that set the parameters for these energy efficient buildings, and we've been in the process of doing that. Vinh is going to explain that more in detail. As we got into the process, we learned a bit more about the complexities of it and are here to talk about the compliance and enforcement measures that we think are appropriate. I am going to hand it over to Vinh.

**Vinh Mason:** There is some additional background. The draft administrative rule was created with the working group of architects, developers, and the building energy professionals, also informed by a public comment period and public hearing on May 9, 2018. To achieve that height bonus, the buildings would have to be 58 to 70% more energy efficient than a conventional or typical building in the city currently, and these energy efficiency targets are in alignment with the energy trusts of Oregon's path to net zero program and incentives. When a project comes forward to apply for a building permit, they would present to BPS for compliance that the design for the building meets the energy efficiency target. Because the building permit, though, at the beginning is not necessarily how the building turns out, there could be valued engineering along the way, and we have an as built design [inaudible] so the compliance enforcement mechanism kicks in two years later, within two years later, and so the project, or the owner of the building at that time would have to demonstrate that the as built design or the actual -- or the as built design of the energy performance or the actual performance of that building meets the energy target established. Next I would like to talk about the penalty proposed for noncompliance because we want to ensure the penalty is substantial if for some reason,

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which would be uncommon, but for some reason the building project decided to value the engineering out at some point along the way during the building permitting process. An example might be if a building proposed solar panels to achieve the energy efficiency target and later decided through the building permit process that the solar panels would no longer be part of the project. So the example that we have here is a multi-family building and a commercial office building. So you can get a sense for what type of numbers we are talking about here for the enforcement compliance penalty. The example is the city block, 40,000 square feet, and the footprint, ten stories high because the bonus would bring a building up to the -- could potentially bring it up from ten stories, to ten stories from five or six floors. So at 400,000 square feet we looked at the project evaluation, which is the numbers that bds uses for their permitting process, their international code council building evaluation tables. They are developed across all jurisdictions. They tend to be lower than actual, or technically lower than the actual design costs and the construction costs. So for the project of this size, we wanted to look at what would be the energy efficiency cost premium to meet the energy targets that are proposed? And as you can see on the next line for both the multi-family and office buildings. So we wanted to assure that whatever compliance penalty that we have, that it approaches that number, and as an inadequate incentive -- an adequate incentive to not assume that a building could purchase the height by not meeting the standards. There is a range in the penalty from .5 to 5% of the project's valuation. That range is depending on how close they come to meeting the energy efficiency target. We don't expect the buildings to reach this point, and I think the project would come through the door and they are seeking the bonus and they know that they could receive a penalty, and we also know that these buildings can already be built. We expect the project teams to move forward. If for some reason they get -- they do not pursue the energy target, and they have received their height, we need to ensure that there is a significant compliance penalty.

**Manning:** So with that, what we are requesting today, we would be happy to answer any questions that council has about this. We are asking you to adopt the ordinance we proposed that would approve the compliance enforcement approach that we outlined today and that penalty, which is significantly more substantial than any of the other zoning enforcement penalties that we have on the books, hence why we are asking for this approval. Authorize bps to periodically amend the administrative rule as we see the need to. We can come back to council with the details of an enforcement approach if that changes at all. Then also in concert with this, because this would be implemented as a zoning violation, if there were a violation that were identified, we would need to amend the enforcement fee and penalty schedule that's part of the bds package of title 3. That's included in your packet, as well.

**Mayor Wheeler:** Commissioner Fritz

**Fritz:** Thank you for your presentation and I appreciate this. This is a tricky issue to figure out how to manage. Isn't the penalty, should that be more related to the value of the increased square footage rather than the cost of the energy because - obviously \$4 million is a lot of money? If you're making \$4 million more a year because you have 55 feet more in building and that's an ongoing benefit, isn't that going to dissuade people from cheating or value engineering out?

**Manning:** That's a great question. One of the reasons we didn't gear it on that is the far we're allowing is not really increasing on a site, it just allows you to better utilize the area, so the increased height is just a better way to utilize existing floor area you might otherwise have [inaudible]. We decided not to go down that path initially for that reason. The other reason that the additional construction cost of this type of construction, may offset some of those benefits. It's a bit of a complex issue.

**Fritz:** That is a very good answer in terms of not increasing the far.

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**Manning:** Maximum far on these sites is, in a cm3 zone for instance, is five to one, which is the same as it is in the base zone with maximum bonuses with inclusionary housing as well. The issue is on large sites is you can't always effectively utilize all that far, additional height allows flexibility to do that.

**Fritz:** Okay, and where will the money that's collected go too?

**Manning:** Right now our understanding, that is another point of discussion as part of our process developing this rule. Bps actually considered whether we could administer this rule ourselves. We don't have the capacity to do that right now. We had discussions with bds. They felt that zoning enforcement approach was a mechanism to enforce this that's in place now and mechanisms are set up. We have coordinated effectively with them. Bds would assess the penalties, if they were collected would go back to bds at this point in time. We have had discussions about potentially creating an energy efficiency fund of some sort but we haven't fully flushed that out at this point in time. We didn't know if the penalties would be enacted by council and move forward. We can pursue more research on that and see if we can set up a mechanism to do that but we have not done that to date.

**Fritz:** I think that would be a good thing to do. Then maybe if there were affordable housing or other projects that may need assistance to do those the energy efficiency you could use the fund for that, for example.

**Wheeler:** Commissioner Saltzman

**Saltzman:** Did I understand you to say that you would assess compliance two years into the project? Did I just hear that?

**Mason:** Yeah, that is correct. The initial energy performance is determined by an energy use intensity in the design model that's typical for modeling of these types of buildings. That goes along with the building permit at the beginning where they get their height approved. Then after the building is built that's where we want to determine if solar panels have been removed. We wanted to have some after the construction confirmation. Part of that is looking at the as built design, it could actually be the day after a building is completed they could demonstrate compliance rather than wait two years. The reason we have up to two years is because some buildings which used to use actual performance, so instead of us, the bps, confirming the compliance, we actually are requiring the owner of the building to submit a third party verification that it's completed. Some of those third party verifications can be done the day after construction when they are based on actual energy performance those verifications are done after a year of data. Often that first year is a year where the building is settling into its design, so they may wait until up to two years.

**Saltzman:** Waiting for two years is a way to make sure the building is operating the systems are operating as intended.

**Mason:** That's right.

**Saltzman:** My question is, what what happens if a building is sold in that time, and it's not complying.

**Mason:** Yes, as we have the admin rule currently set up it's the owner of the building at the time when compliance is demonstrated. If the building is sold the new owner would have to demonstrate that compliance.

**Saltzman:** Okay.

**Manning:** I would add as part of the design commission review there would be a condition of approval that subsequent buildings built under this planned development would be subject to the energy efficiency requirements so there's a history that goes along with the projects as well.

**Saltzman:** I mean this is recorded somewhere? A prospective purchaser of a building would easily encounter this encumbrance on the property?

**Manning:** I believe we have a covenant that goes with it as well.

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**Mason:** There would be a covenant recorded at Multnomah county. The covenant would last up to 20 years.

**Saltzman:** I'm just fearful that we'll see a subsequent owner say nobody told me about this. That sort of stuff. Sounds like you've thought that out.

**Manning:** We tried to put in those safeguards. Yes.

**Wheeler:** Any further questions? Any public testimony?

**Moore-Love:** We have one person signed up. Maggie.

**Wheeler:** That's you. Come on up.

**Maggie:** I'm going to pass.

**Wheeler:** Very good. This is the first reading of a nonemergency ordinance. Moves to second reading. Next item, please, 1129.

**Item 1129.**

**Wheeler:** This new comprehensive financial management policy will improve internal controls and transparency of the city's internal lending process. This policy will enable the city to use its own internal liquidity when available rather than rely on short term bank loans or public borrowings. I request bureau director support for early notification of the City treasurer of the bureau's funding needs. With us to talk about this is of course Jennifer Cooperman. Welcome and thank you.

**Jennifer Cooperman, CFO:** Good morning Mayor Wheeler and Commissioners. For the record I'm Jennifer Cooperman, chief financial officer and Director of the Bureau of Revenue and Financial Services. I'm here to present a new comprehensive financial management policy, FIN-218, on interfund lending. The need for this new cfmp became apparent to me this past summer when brfs was asked to assist the Portland housing bureau to borrow funds on a short-term basis to facilitate purchase of a new property. While an interfund loan was determined to be the most expedient and favorable interim financing option available. I could not find any written guidelines regarding the process, documentation, authorization or oversight responsibility. This cfmp is designed to remedy those concerns. The cfmp went out city-wide for two weeks of comment. What is before you reflects the comments that were received. I want to thank the city employees who took the time to read the cfmp and submit comments and make the final product better than what was initially shared with them. I'm happy to answer any questions you may have about this new comprehensive financial management policy.

**Wheeler:** I'm all for it. Any public testimony on this item?

**Moore-Love:** No one signed up.

**Wheeler:** It's okay this time, Dee, but please in the future if people could sign up in advance, we'd appreciate it.

**Dee White:** I just have one question. I just read the resolution. It is a resolution. I just want to make sure that if there's ever any interfund loan that it did read like this but there's going to be an ordinance presented at city council before any funds are loaned across bureaus. I think I read that in the resolution I just want to confirm that that will happen.

**Wheeler:** That is correct. The cfo is nodding in affirmation. Good question. Thank you.

**Lightning:** I'm lightning. I represent lightning super creativity xx1 pdx. One of the things I noticed is that you will be charging principal and interest on these loans. I was curious, so I have a more clear understanding on this interfund loan, that would be taking money from another bureau if I'm correct on what we're talking about this to where maybe parks wants to do something and they say, hey, I want to do an interfund loan to get additional money. I hear that maybe the Portland housing bureau might have some money so I'll send in an application to see if I can get approved. Then I'm going to charge a certain amount of interest on this which my understanding would be going back to the original bureau possibly on that payment. But I guess where I get a little bit hesitation on this is that as you know when the public is looking over the budgets and a certain amount of money is



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supposed to go here, a certain amount is supposed to go here, let's look at what's going to happen can with this this money, make sure we have everything in line, then all of the sudden from another bureau i'm requesting \$500,000 over here. So it takes everything away from what is overlooking that budget.

**Fish:** Great question but we're not talking about interfund lending on general fund appropriation. We're talking about mostly things like reserve accounts and other encumbered accounts that we're borrowing from. But I think we can ask jennifer, but I don't think the primary purpose here is to move general fund appropriations around. I think it's to tap other encumbered funds like replacement funds and other things that sometimes get fully subscribed and can take a loan. The interest is designed to hold them harmless to make sure they are -- they get a return on the investment.

**Lightning:** Thank you for the clarity on that. I think there are some other issues to make sure it's clear on exactly where that money would be coming from, from that particular bureau and also-

**Fish:** If I could, what I hear you saying is if we go through a budget exercise where we say housing gets so much of general fund then the next thing we're doing is transferring that to another bureau through an intergovernmental -- it could potentially undercut what we just have done through the budget process. I don't think that's the intention here.

**Lightning:** I think we're both on the same mindset there. My biggest concern is what happens if that loan for some reason can't get paid back. Then we come up short over here. I'm just looking at it from above to make sure that we don't end up taking from one bureau and not being able to replace it back in a reasonable time frame. Anyway that was my concern. I think commissioner Fish offered me some clarity in that area.

**Fish:** Why don't we ask jennifer to come back and just confirm that. You raise an important point.

**Lightning:** Very good. Thank you.

**Cooperman:** You did a great job answering those questions. This is meant not to undercut the budget process. This is meant to be an alternative way to use idle funds that would otherwise be earning the city investment portfolio rate. The borrower of those funds will pay that rate so that the lender is whole as to the return on their funds. And the nonpayment at the end of the payment period is a concern which is why one of the criteria is that the loans shall not be written off. If it were ever the case that the borrower bureau was not able to repay those funds then it would come back to the budget office and bureau of revenue and financial services to come up with another plan to ensure repayment can be made. There are alternatives in the public market but this would be -- this interfund lending is intended to allow us to not have to use those opportunities if we need to. But they still exist.

**Fish:** Thank you for a very clear explanation.

**Wheeler:** Very good. This is a resolution. Please call the roll.

**Fritz:** The questions and the answers are exactly why chief financial officer jennifer cooperman is creating this policy to be very clear. There is oversight of when bureaus do these interfund loans. I very much appreciate that. Aye.

**Fish:** Commissioner Fritz, if I could just -- not only agree with what you said but tweak it and further say that it's also why this council felt it was important to have a chief financial officer position. So that we had someone who is specifically tasked with addressing these kinds of issues and then coming to council as a whole and making the case reporting to all five members of council on matters of financial policy. I think this is yet another reason to celebrate the restoration of the cfo position. Aye.

**Saltzman:** Aye.

**Wheeler:** Aye. The resolution is adopted. Thank you. Next item, 1130, please.

**Item 1130.**

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**Wheeler:** The revenue projection for heavy vehicle use tax, the hvt, was created on the best available information at the time the tax was originally enacted in may of 2016. The actual revenues and the timing of these revenues vary significantly from the original projection. A substantial portion of the variance was due to the appeals process that was directed by council subsequent to the formation of the revenue projection used to set the original tax rate. To make up the variance by assessing at a higher rate in the later years of the tax, which is prescribed in current city code, would result in material increase in the hvt rate. After considering the options and feedback from various stakeholder groups it was determined that the best approach would be to remove the rate adjustment provision in the code and keep the hvt rate at the same over the four years of the hvt. We have a number, thomas lanham, you'll kick us off. Is that correct?

**Thomas Lannom, Director, Revenue Division:** Yes, mr. Mayor, I am, thank you very much. I'm Thomas Lannom, I'm revenue division director of the bureau of revenue and financial services and we have staff from pbot and revenue should you have questions. The heavy vehicle use tax was passed by ordinance 187743 on may 11, 2016, just prior to a ballot initiative 26173 passing on may 17, 2016. The ballot initiative established a 10 cent gas tax in Portland and the hvt, the heavy vehicle use tax was established by city council and is 2.8% of the Oregon weight mile tax paid by heavy vehicles. So PBOT and the Revenue Division created a joint forecast for the heavy vehicle use tax, HVT, based on best available information at the time the tax was enacted. Based on this analysis, we believed a rate of 2.8% would yield about \$10 million over four years. \$10 million was the target revenue figure based on a pbot analysis of the road use split between heavy vehicles paying the hvt and passenger vehicles paying the gas tax. In hindsight the actual tax rate needed to meet the \$10 million target is about 4.5%. The projection was overstated for two primary reasons. First it was a new tax and pbot revenue were working with imperfect information and had to make assumptions about who would ultimately pay and how much. Second subsequent to the ordinance passing at the direction of council pbot and revenue created an appeals process for de minimis, or immaterial driving activity in Portland that resulted in substantial reduction in revenue. Because all parties recognize the projection was based on imperfect information in 2016 the 2016 ordinance also granted revenue division administrative authority to adjust the tax rate in later years to meet the \$10 million target. We're here before you today to have that code provision removed because the rate required to hit the target represents a 60% increase above the tax rate and that's not what anyone intended back in 2016. Pbot management as you stated earlier, consulted with stakeholder groups primarily fixing our streets oversight committee and Portland freight committee after considering options such as increasing the tax rate, extending the tax for a fifth year or combination thereof pbot management and stakeholder groups unanimously determined the best approach is to remove the rate adjustment provision of the code and keep the rate the same over the four years of the hvt. So again, the ordinance before you today would accomplish that. Again, we have staff here from pbot and revenue to answer any questions you may have.

**Wheeler:** Commissioner Fritz.

**Fritz:** Thank you for the presentation that outlines the problem. I'm concerned about the outreach and having discussions with the community because it was very contentious back in may of 2016 about getting this tax passed. The council members signed a letter saying that the trucks would pay their fair shares and that's what this was calculated to do. Commissioner Saltzman, Commissioner Fish and I each signed that letter and that was a promise to the voters. Knowing that this is not a permanent -- the gas tax is not a permanent measure, it has to go back to voters, what impacts does this change have on whether the voters are going to believe in fact the trucks are not paying their fair share?

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**Lannom:** Well, it would be difficult for me to speculate about what voters might think, but I think there's a couple of things here. I'll defer to pbot as well on a piece of this. The statewide hvt was increased subsequent to establishment of the city's hvt, and there are state shared revenues on that. We are expecting to see some increased revenues related to that that may partially or may fully offset this reduction. We don't have that data yet.

**Fritz:** When will you have that data? If that is the case then you that should factor into the total of the \$10 million that was expected to be made. So I would like to get those numbers before I vote on this.

**Tyler Berry:** If I may, commissioner Fritz, those numbers were reviewed by pbot. When we built our new forecast looking at the maximum and minimum rate required to make us whole on the \$10 million we were supposed to bring in over four year period we reviewed it against odot statewide forecast which does now countenance the increase under HB 2017 so the 25% increase that came in January 1st of this year. With that in mind we were still short and that would still require the increase of up to 60% compared to what the current payments are from our hvt pairs.

**Fritz:** That says the trucks are not paying their fair share.

**Berry:** It certainly says we would need a higher rate for them to bring in the \$10 million that was required.

**Fritz:** I think this is something we need to be very careful about. I think the gas tax has been a great success. It has not raised gas prices in Portland compared with adjacent jurisdictions. I live close to adjacent jurisdictions and the gas prices, there's no noticeable increase. I think it's been very effective and certainly the fix our streets projects going on all over the city are crucial infrastructure and we need to continue to get that revenue. We should be very careful about doing anything that is going to impact whether or not the voters would reapprove the gas tax. I'm just trying to think in my own mind what would voters pamphlet state in that case because people would come in and say, well, the trucks are not doing what they said they were going to do.

**Lannom:** I don't have a clean answer for you. I think, obviously, that's a policy question for the council. I think the split that was contemplated relative to road use was something like 87-13. 87% smaller vehicles that would pay the gas tax, 13% heavy vehicles. We could certainly do some math to see what the delta is here. Where we stand now, in other words, we may be closer to 90. I'm going out on a limb, maybe 90/10. Something along those lines.

**Fritz:** I think that's important. Even 60% is a lot. 60% of a small number. The other way to argues it is we set it too low in the first place.

**Lannom:** Yes. That's fair. I think that's why the council gave the revenue division the authority to make this adjustment without coming back because we knew the rate was our best guess at the time. It was just that it was much lower than anyone anticipated it at the 2.8%.

**Fritz:** Another approach would be to have a resolution for public comment that would say we're going to increase the truck tax rate to get the revenue then we would hear from the truckers and the public.

**Lannom:** Certainly that's an option the council has.

**Wheeler:** Any further questions? Public testimony, Karla?

**Moore-Love:** Yes. We have two people signed up. Jennifer rollins and maggie.

**Maggie:** So I just want to say that I think all vehicles on oil should be taxed, and we should take that tax and put it towards electric chargers for electric cars and bicycle lanes for scooters and bicycles and alternative forms of transportation and pedestrian walkways and all sorts of other ways to get around. Thank you.

**Wheeler:** Thank you. Good morning.

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**Jennifer Rollins:** Good morning. I'm Jennifer Rollins. I chair the fixing our streets citizen oversight committee. I wanted to be here today to just give a little bit more background on our discussions because we did have a long and heated discussion about some of the issues that commissioner Fritz was just raising. We reached our unanimous decision as kind of a compromise because there were some unintended outcomes of the heavy vehicle use tax the way it was put together. But one of our biggest hesitations is that not only did you make a promise to voters but there's been a long history ever since there was a gas tax there's been a weight mile tax associated with it and they have gone in concert based on the impact of different types of vehicles. It was such an important issue to voters that it actually the state is required to do that as part of the constitution of the state of Oregon. Obviously the city is not bound by that and you can make your own decision, but it was as commissioner Fritz alluded a contentious topic. There was a lawsuit filed against the ballot measure. And you know making this change now is abandoning that commitment. I personally, not on behalf of the committee, personally argue 13% is too low and I would be happy to chat another time in another three minutes, but you're really walking away from that. The committee's sense would be that we would be willing to support this this time in in the interest of getting projects done and fixing our streets if the freight community would be willing to change their list of projects so that only the money coming in was going to the freight community's chosen projects. In interest of keeping fixing our streets really successful and the projects going and having a great outcome at the end of the four year pilot project. I wanted to share that background because I think it's important as you talk about this issue.

**Wheeler:** Thank you.

**Fritz:** I'm puzzled -- could you tell us more why did you come to consensus? You just gave arguments about -- if the freight -- if there's less money for freight projects those are some of the most important to people in communities we hear from in St Johns and elsewhere all the time that those freight projects are really important for neighborhood safety as well as for getting the freight moving.

**Rollins:** Sure. You know, we were concerned with having ongoing support. We did find it compelling that the rate was such a big change, something that was really an unanticipated result. The number of appeals wasn't part of the original thinking, and -- you know, the committee is not just made up of neighborhood folks. It also has representatives from the freight community. Our committee is supposed to represent the entire spectrum. I think the sense was that this compromise that the freight community rethink what their priorities were and tie the spending to the amount that they have collected was a way to keep the committee unified and still moving forward.

**Fritz:** It's helpful that you came to explain this. Thank you.

**Wheeler:** Commissioner Saltzman

**Saltzman:** Well, I was going to just agree with that, commissioner Fritz's assessment. I heard this issue when I was pbot commissioner and probably signed off on this approach, but the more I think about it and the more we discuss it I feel that this could be an action that would come back to haunt us. I guess I'm looking for maybe a little more daylight on it.

**Rollins:** I wrote a great letter to the pbot leadership. I would be happy to share with you.

**Saltzman:** Okay. This is first reading?

**Wheeler:** It's a first reading so there's time to take some action.

**Saltzman:** Okay. If you could send me that letter that would be great.

**Fish:** Thanks for taking time to join us today. Very, very helpful. I join with my colleagues in having some concerns about this. I am going to need more information as well. So thank you.

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**Wheeler:** Thank you for being here, we appreciate it. This is a first reading of a nonemergency ordinance. It moves to second reading. Next item is 1131, second reading. Karla?

**Item 1131.**

Colleagues, this is a second reading of an ordinance. There's already been public testimony and presentations on this ordinance. Is there any further discussion? Please call the roll.

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

**Wheeler:** Aye. The ordinance is adopted. Let's take care of the other second reading while we're at it. 1134.

**Item 1134.**

**Wheeler:** Please call the roll.

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

**Wheeler:** Aye. The ordinance is adopted. Next, 1132.

**Item 1132.**

**Wheeler:** Commissioner Fish.

**Fish:** Colleagues, we know that a world class park system depends on strong public-private partnerships. The Portland parks foundation is Portland parks and recreation's chief philanthropic partner. This fiscal year the city council budgeted and allocated \$100,000 to the foundation and today's ordinance authorizes a grant agreement for those funds. This agreement will also provide a mechanism for future years if there is an opportunity to provide further financial support. Our deep thanks to the foundation and outgoing executive director jeff anderson. In fiscal year 2016-17, we granted \$50,000 and the foundation turned it into \$2 million. That's a pretty good return on an investment for the public dollar. We look forward to our continued work together. Now we will have a brief presentation from Kia Selley, interim director Portland parks and recreation, jeff anderson, executive director of Portland Parks Foundation, and mary ruble, board chair, Portland parks foundation. Welcome to all of you.

**Kia Selley, Interim Director, Portland Parks & Recreation:** Thank you Commissioner. Mayor and Commissioners, i'm Kia Selley, interim director of Portland parks and recreation. As commissioner Fish stated, the purpose of this ordinance is to officially release the \$100,000 allocated during the regular budget process for this fiscal year. The grant agreement is for five years and it will allow for potential future allocations specifically a maximum of the same \$100,000 per year should funds be available. We are pleased at this grant for operational support will allow the foundation to continue to support our bureaus' work through fundraising for capital projects like the Barbara walker footbridge and programs like summer free for all. As you know as a private philanthropic organization many individuals make personal donations as well as through their planned or estate giving through our foundation. Additionally the foundation is able to apply for grants at private family foundations. This is funding that would not be available to projects or programs otherwise. Now it's my honor to introduce jeff anderson. It's his last day on the job. He's executive director of the Portland parks foundation and mary ruble, the board chair. Thank you.

**Jeff Anderson:** Thank you Kia. Mayor, members of council, i'm jeff anderson, executive director of the Portland parks foundation. The foundation was created by the city in 2001 as part of pp&r's 2020 vision planning process. As noted by commissioner Fish, we're the chief philanthropic partner with the aim of attracting private gifts to support public parks. As we approach 2020, this strategy has really proven to be a major success. Ppf, the foundation, has raised nearly \$14 million for parks and programs along with over \$3 million more for our own operating support. We have supported dozens of capital projects along with such annual programs as recreational scholarships, community gardens and summer

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free for all, and the handout I think you all got reflects selection of those projects. We are committed to extending this record of effective work. Commissioner Fish alluded to our most recent capital campaign building the Barbara Walker footbridge over West Burnside to enhance public safety and natural experience of the Wildwood Trail. This project has attracted over \$2 million in private gifts and grants to complement the city and Metro's commitment of just over \$1 million in public funds. The campaign, like the foundation itself, is steered by volunteers who believe in the importance of attracting private philanthropic dollars for public good. We believe this project and others throughout our history exemplify how a fundraising partnership like this one should work. Your allocation of operating support will allow PPF to spend more time raising private funds for special park projects that may not otherwise be completed rather than spending that time raising money for our own daily operations. We deeply appreciate that commitment. As I stressed in past testimony to the Council, parks are essential city infrastructure in our view. Research tells us they produce physical health, mental health, and stronger communities. Not to mention the very oxygen we breathe. No other city priority or infrastructure motivates private donors the way parks do. Public parks build a sense of place and they help drive broader community development. This is why they inspire the kind of grass roots energy that drove the development of the new Cully Park in a diverse and vital but challenged neighborhood. Nine out of ten Portlanders report using our parks every year. They generate good will, they generate volunteer commitment and with appropriate and equitable investment from city leaders, that can in turn generate greater trust in our public institutions. Something we sorely need. I would even venture to say that investment in public spaces is one important strategy in sustaining democracy itself. So in closing I want to extend our appreciation, especially to our three sitting commissioners who have led parks during the foundation's history. Commissioners Saltzman, Fritz and Fish. Thank you for all your efforts, and once again our heartfelt thanks to the whole Council for your support. I would be pleased to answer any questions you have but meanwhile would like to turn the floor over to foundation's board chair Mary Ruble.

**May Ruble:** Thank you and good morning Mayor Wheeler and Commissioners. I'm Mary Ruble, chair of the board of the Portland Parks Foundation. I'm also past chair of the Portland Parks Board and actually have been involved with parks for over 18 years. We believe wholeheartedly in public-private partnership at the foundation. That is what has helped us create one of the nation's best parks systems and thereby one of the nation's most livable cities. In addition to Jeff's remarks I would like to say thank you for your support and to note the importance of leverage through the foundation. My career has been in the financial services industry and I tend to look at the numbers. In the 17 years since Portland Park Foundation's founding, the return on investment of operating dollars has been 4-1 private dollars to city money. The return doesn't occur every single year but it does occur over the long term. During our recent campaign for the footbridge as Jeff mentioned it has been even more dramatic. In the 18 months following the first \$50,000 grant from Portland Parks and Recreation to the foundation, which is the only previous instance of operating support, we have raised over \$2 million, which is a significant return on investment. Nearly 1,000 individuals, foundations and businesses have made gifts to support this public safety measure and to beautify our city. In addition to its own fund-raising the foundation leverages volunteer time and funds for other projects that benefit Portland. For example Portland Park Foundation's consulting support and small seed grant last fall of \$2500 to the Friends of Mt. Tabor have been leveraged through a volunteer led campaign to raise over \$100,000, a very good return on investment. We're now supporting a permanent part-time position at Mt. Tabor to educate, train and coordinate volunteers to remove invasive species which is an important issue in our city. We also are contributing to watershed health. The kind of work that we're doing is dedicated to the city of Portland and through

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our parks friends groups. We can accomplish amazing things when the city and the foundation work closely together and we pledge to continue building our partnership with pp&r that will lead to great dividends for Portland. In closing I would like to thank jeff anderson who has many have noted this is his last day. Jeff has been a terrific executive director of the foundation. Under jeff the foundation has gained prominence, breadth and traction in the city and we're poised for a great future. We look forward to continued partnerships. Thank you very much.

**Wheeler:** Thank you. Commissioner Fritz?

**Fritz:** I have a question for Commissioner Fish, will the \$100,000 for next year be a line item in the parks budget request?

**Fish:** So let me put that to Kia. That's a great question.

**Fritz:** The mayor graciously included the \$100,000 that we're giving out today. This is for an ongoing for five years so that will need to come back to council as a decision, right?

**Selley:** So it would come back to Council as a decision through the budget process.

**Fritz:** It will be called out as a line item.

**Selley:** That's correct.

**Fritz:** Thank you.

**Wheeler:** Public testimony? I'm sorry. I apologize. Commissioner Fish and then Commissioner Saltzman

**Fish:** Let Dan go first

**Saltzman:** I think maybe jeff said since the foundation's inception it's raised \$14 million?

**Anderson:** \$14 million in addition to funds we raised for our operational budget,

**Saltzman:** Which is about \$300,000, you said?

**Anderson:** The operating budget this year is about \$385,000. The total raised for operations over our history has been a little over \$3 million for operations.

**Saltzman:** This sounds like a good investment with a good return as mary said. I am a little leery about sort of the precedent being set here in that other friends of organizations might look to us for operational support too. I just don't think that's how the playbook is written. Foundations are supposed to raise money to operate themselves and raise money for the mission or cause. But I appreciate this and it seems like a modest amount. Let's keep it a modest, well leveraged amount. Thank you.

**Fish:** Can I just comment? I think what commissioner Saltzman just said is very important. It is my view that when we have designated a particular entity as our official partner it's different than if you are in a less official capacity. For example, I have felt it was appropriate for us to give some assistance to the Portland rose festival foundation because we have tasked them to be the official festival for the city of Portland. Likewise in the original 2020 vision plan we established the parks foundation board as our official partner in raising funds. I think commissioner Saltzman makes an excellent point, though, that we should be very judicious in the use in essence priming the the pump with our partner organizations. My test would be at a minimum is it an officially sanctioned and sponsored organization that we have established that unique relationship because I think as he suggests and implies and I agree with, we can't just provide seed money for all of our friends' groups. I appreciate your comments. I just wanted to ask mary, the board chair, this is jeff's last day. Do you expect sometime in the future to have an announcement about the future leadership?

**Ruble:** I do, thank you. We have run a very inclusive search process that included people from the city as well as our board and other park supporters. We are very close to an announcement, hope to have that in the next couple of weeks. We had some excellent candidates.

**Fish:** Well, you want to take a picture? [laughter] i'm getting signals here. After we take a vote on this, mayor, could we get a photograph with jeff and mary?

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**Wheeler:** I certainly have no objection to that. Does that complete your questions? Do we have public testimony, Karla?

**Moore-Love:** We have three people signed up.

**Wheeler:** Very good

**Moore-Love:** We have Maggie, Shedrick J. Wilkins, and Lightning

**Wheeler:** Maggie, will you start us off please.

**Maggie:** Okay, as far as i'm concerned, any city money going to the parks right now, you can fill all the parks with concrete, build a wall, whatever because right now with all the homeless people and the people being kicked out of shelters or not wanting to go into shelters because they are so unhealthy, you have transgender people who can't use the bathroom in directors park because you have closed it, and elderly and disabled. The woman who was kicked out of salvation army because her bed wasn't paid for last week, last monday or tuesday night she was kicked out, she tried to advocate for herself as the peggy semolinski of some sexual assault in terms of director program she was with. Said people do and she was taken out by the police. So she was out for a week out in the rain. She was at director's park. We tried to get her in somewhere for three hours. I was on the phone in directors park and then finally I had to leave. I had to go back to safes. Somebody stayed with her, alexis, who also goes to county and testifies, and you know they close -- why are we using taxpayer money when they close the bathrooms at these parks and elderly, transgender and disabled can't use them? They also pull the games that if the homeless come, they arrest them or chase them off or they pull the stuff that people use to use the park there. The chess boards or the games. They will just pull them. So let's just build a wall around all the parks and fill them in with concrete because you're only going to let certain people use the facilities. The bathrooms. So yeah, you're arresting homeless women who come in there and scream because there's no -- she needs adult protective services so the police come along and arrest her. You're just not doing your job.

**Wheeler:** Thank you. Good morning.

**Shedrick Wilkins:** I'm Shedrick wilkins. It's halloween. 2018. On halloween 2011, I toured occupied Portland for two park blocks out here. I thought the way it was set up was very civil, organized. They were trying to make a statement that because of the stock market crash of august 2008 there was a lot of people that lost a lot of money. And students couldn't afford to go to psu, so she decided to become a part of that. It was well organized. There was a group of troublemakers there, but in the future if trump messes up the stock market I think people could be housed in public parks as was done.

**Maggie:** I second that motion.

**Wilkins:** Damage to the parks out here. I don't think so. I think if the stock market does have problems there is not adequate shelter. Also, mayor, I am 50 feet from a proposed pearl district shelter that you haven't made yet.

**Maggie:** I second the motion about housing people in parks because that's taxpayer money.

**Wheeler:** Thank you. That's not what we're talking about. Lightning, good morning.

**Lightning:** Yes, my name is lightning. I represent lightning supercreativity xx1 pdx. Just from my position I may have a concern on this money being funded for fundraising from Portland parks foundation. Now, again, where my concern is that it's my understanding, and I may be wrong on this, that Portland parks foundation was originally set up by the Portland parks and recreation. Now, when we talk about independence from a nonprofit 501c3 to the city itself, again, as I have stated to mayor wheeler, I like to have a real clear line there. There's no looking at it but if I could finish, commissioner Fish, one of the concerns I have here is that for instance i'll use an example here when you use the term official nonprofit to work alongside of us for the public-private partnership, I would like to as the lightning parks foundation to work alongside the city. Now, since you already have an



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official nonprofit working alongside you raising money working alongside by side, literally even doing p.r. To where what they can say you're going to say this or what you can do we're going to be in contact with you immediately on that, that's not much independence. It's kind of like I had problems with what's called an employee independent contractor. I had someone come say you're saying they are an independent contractor but you're telling them every little thing to do and everything to do we think they are your employees so let's pay the other benefits and you call them an employee. I ran into a problem on that and i'm seeing the same thing here. This nonprofit or foundation was pretty much set up by the city. It's called the official for the parks. How does that when we talk about equity for anyone else say some people in northeast Portland when we're talking to cully and they want to get in the middle of this, be part of this, they want to be that official nonprofit, when you have this set up in this manner, from the city, my only other concern I have on this situation is that when we're talking conflict of interest, no city officer or employee during his tenure of two years thereafter shall have any interest direct or indirect in any grant agreements or proceeds thereof. City officer or employee who selected grantee participated in award this agreement or managed this agreement shall not seek the promise of employment from the grantee or be employed by the grantee during the term of the agreement. So here's a problem I have. If you're the city and you create the nonprofit, how do you stay out of that kind of that shadow of the conflict of interest situation? I'm just saying use an example of independent contractor employee status city of Portland nonprofit. That's my concern. As an ex-state treasurer, mayor, I know that you watch these things very close. Probably more close than anyone else would. So that's why i'm bringing my concerns at this time. Thank you.

**Wheeler:** Fair enough. Thank you. Please call the roll.

**Fritz:** Thank you very much for the presentation. Thank you, commissioner Fish, for bringing this forward. I really appreciate jeff anderson's comments both here and at the city budget forum last year when I think you single handedly turned things around. I will finally today get around to posting your speech on my blog. You really do understand the value of parks. It's very difficult to raise money for operating expenses and we don't want to be taking so big of a cut off the donations for specific projects that that seems to be unreasonable. I think this is a good use of taxpayer money. I will say I think you should add the \$68 million we raised through the fix our parks bond measure to your tally of the things that the foundation helped get done because the foundation volunteers and staff drove me to over 100 meetings to spread the word and get that bond measure passed and we're seeing the great results all over our city today. I will appreciate it if we can have the annual report from the foundation come to council so that we can see what leverage this money is getting because I know it's going to continue. People value our parks. It's not just that there's just so many things that go in parks that people really care about but behind the scenes work, they ought to care about because that's what makes the rest of it happen. Aye.

**Fish:** Jeff anderson, thank you for your service to the parks foundation. We have a little token of our esteem, which we'll give you when we take a photograph in a minute. Mary, thank you for your leadership at the parks foundation. I have a long history with the foundation and I can assure all my friends that they operate quite independently of the city and have their own leadership structure and they make their own decisions. I'm also very proud of the projects that you've raised money for. One included the cully park in the most diverse census track in our city, which is at the heart of cully. It speaks to the values of the organization and where they raise money and invest money. I enthusiastically support this ordinance. Aye.

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**Saltzman:** Well, I also want to thank Jeff Anderson for your leadership of the foundation. Done a good job. Mary for your ongoing leadership on the board. Thank you very much. Aye.

**Wheeler:** Thanks, Jeff. I vote aye. The ordinance is adopted.

**Item 1133.**

**Wheeler:** Commissioner Fish.

**Fish:** Okay, before we begin I'm going to hand out a letter that we received from the parks board supporting the matter before us and we'll turn it over to staff for presentation.

**Sarah Huggins:** Thank you, Commissioner Fish. I'm Sarah Huggins, parks system development charge or SDC program manager. I very much appreciate this opportunity to bring forward suggested updates to the park system development charge code, chapter 1713. This outlines implementation of the SDC program. The parks SDC program has been in place since 1998 and throughout the years the code has been updated periodically to improve program implementation. Our goals for this particular code update were to ensure code language is clear and precise, to correct inconsistent and in some cases outdated code language or references. To simplify code language, so for example, in some cases we had paraphrased other sections of code instead we are providing a link or reference to that code instead of restating. Under Commissioner Fritz's leadership we focused on improvements to the SDC credit process. In this context SDC credits are things that the bureau can award for either donation of property or construction of a park improvement qualified public improvement and these credits can be used to offset the building permit fee. In particular updates to the SDC credit section included updates to the credit review committee membership. That's a public group that advises and makes recommendation on the award or denial of credit requests. Updates to review and recommendation process including provisions about making meeting materials and recommendations and decisions all available to the public through the e-files program and on the park's SDC website as well. Updates to decision making authorities for SDC credits. So in current code the director was the decision maker on SDC credit awards and in the proposed updates before you the director could still make a recommendation on credits if the value is \$250,000 or less but for credit awards above \$250,000 that would now be a commissioner decision and in any cases where the public SDC credit review committee was not all in agreement on a recommendation the director and commissioner would confer with one another before making a decision. We also proposed updates to the appeals process. Given the additional levels of review and input for the recommended award of credits we're proposing appeals of credit award decisions be limited to the applicant. Since SDC credits are directly tied to a building permit our concern was that opening that door and making appeals available to anyone could delay someone's building permit process, so they would have to pay a fee or get the credits awarded to be used against a building permit before they can get their building permit issued. We are also updating the appeal process so previous language or current language allowed appeals of an administrator decision to go to the hearings officer and appeals of a director SDC credit award decision to go to council within 30 days. What we're proposing in these amendments are to change the decision making threshold so decisions that were made by the director would be appealed to the commissioner and then to city council. We're adding the commissioner as a step in that appeal process as well. The code updates I want to be clear are not changing the SDC methodology, rate structure or the council adopted SDC CIP list of eligible projects. Preparing these code updates was a collaborative effort and I would thank everyone who reviewed the updates and offered feedback in particular I would like to thank the parks board, league of women voters. I think Debbi is here with us today. Thank you. The development review advisory committee, many parks staff, Commissioner Fritz who really championed the development of these SDC

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code updates and commissioner Fish who reviewed and supported bringing them before you today. Staff and the city attorney's office and auditor's office who all reviewed these.

**Fish:** Mayor, if I could, Sarah Huggins has done an outstanding job of giving you an overview of this. I had a letter blocking my introductory comments and so at the risk of appearing ungrateful, I would like to read one paragraph here. These code changes in our view will increase transparency around parks systems development charge credits, include decision making thresholds, appeal processes and the committee review process. They are almost exclusively the work of my predecessor, Commissioner Amanda Fritz, and the stakeholders she engaged. I want to thank Commissioner Fritz for preparing these improvements. This matter was taken back to my office during the transition so I could get up to speed on it. We're now bringing it forward largely unchanged for council approval. Thank you, Commissioner Fritz, for the work you put into this.

**Wheeler:** Great. Is there any further discussion on this item? Public testimony?

**Moore-Love:** Yes. Two people signed up.

**Wheeler:** Welcome.

**Shedrick J. Wilkins:** On a similar topic of which I had discussed on 1132, in the future I will mention one person's name who is a great homeless advocate is Ezra Mubarak. I know in January what happened in the federal park in which he tried to establish a homeless encampment it was slammed down. I'm not here to say that was a perfect place to do that but I favor putting homeless people in parks in a very controlled fashion. I'm a supporter of Joanne Hardesty. I know she may put Ezra Mubarak on her staff. Ezra Mubarak and I met about the homeless bill of rights in 2011 in which I met you, Mayor Wheeler, and you were trying to get the Multnomah County Health Center built. Now, it will be built and it may send and dispatch paramedics to homeless people who are cold or something, but I understand homeless people will not be allowed to stay there. But it will orchestrate and be kind of like a dispatch center for people and that building will be involved with making sure they get some place, a hospital. And it's about ready to be finished. Again, I think it's really a discredit to the city at the bus station there are African-Americans and other homeless people begging me for money. I thought the navigation center would move people under the Broadway bridge or move them away. I do know that Chinatown Neighborhood Association is very concerned about homeless people sleeping right on the bus station property. You know. And in the future when that health center is made, they don't want people doing that. You're going to have to move them. They don't want county employees working there, accosted by people sleeping on the sidewalk at the bus station. Again, these are things I have read, and so next year think about Ezra Mubarak. I don't get in the Oregonian or Willamette week and he does. Even though I talk here, but I strongly support- and Joanne Hardesty some claim she's a troublemaker. She's not a troublemaker, she just sees things that aren't working. Ezra Mubarak is the perfect eyes and he has a spirit of Dr. Martin Luther King. I hope that Joanne Hardesty criticized you as a mayor. There are people begging, sleeping, doing some stuff. Let's try to solve it.

**Wheeler:** That would be a refreshing change, people criticizing the mayor. Good morning.

**Debbie Aiona, League of Women Voters:** Hi. Mayor, Commissioners, I'm Debbie Aiona representing the League of Women Voters of Portland. The League has been actively involved in the Parks SDC program since inception. We offered input on the original ordinance and serve on the Credit Review Committee and the Periodic SDC Methodology Update Task Force. For the most part the League supports the proposed code amendments but we have significant concerns. The League strongly objects to eliminating the public's right to appeal SDC credits. Granted by the Parks Bureau Director or Commissioner in charge. This right provides an important safeguard that should be maintained. The proposed code allows only the developer applying for a credit to appeal the decision. Lead staff as you heard from Sarah and the code revision effort explained to us that there is

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concern members of the public might use the right to appeal as a way to slow development. There has been, however, only one appeal during the 20 years the parks sdc program has been in place. The league filed that appeal in a case in which we believed an sdc credit was granted inappropriately. We took the appeal to the city hearings officer, and then circuit court. After the applicant requested settlement discussions, our appeal was resolved with a \$50,000 donation from the developer to the parks foundation. Clearly with only one appeal in 20 years, this proposal to deny the public the right to appeal is unnecessary. Furthermore, the league opposes changing the party authorized to hear sdc credit appeals from the city hearings officer to city council. Given the interaction city council members sometimes have with developers, the hearings officer will be seen by the public as a more neutral party and should continue to hear those appeals. The league appreciates proposed code language outlining the credit review committee process. Several years ago we expressed concerns about the inappropriate role city staff and the applicant played in the process. Since then we have participated in a committee meeting that followed the vastly improved process thanks to commissioner Fritz's office we fully support including it in the revised code. We also support the updated list of types and specific examples of organizations eligible to serve on the credit review committee. In conclusion, the league believes it's essential that the public continue to have the right to appeal decisions as significant as those granting parks sdc credits. This might be a different discussion if the existing right to appeal was being abused but it is not. The city should stay true to maintaining the critical checks and balances we rely on to ensure credible and accountable decision making by our leaders. Thank you.

**Wheeler:** Thank you. Perfectly timed as well.

**Aiona:** Yeah, I practiced at home. Then I just want to say one tiny thing. I would love to stay for your discussion. Hopefully I can but I have six-month-old waiting for me at home so my daughter can go back to work.

**Fritz:** Thank you so much for all of your input.

**Saltzman:** What was the appeal the league was involved in?

**Aiona:** It was in the river district, it was Jameson Square. The Hoyt Street properties applied for sdc credit even though the development agreement said that that property was going to be conveyed at no cost to the city. Then there was an additional layer of concern on our part because the credit application was based on the loss value for developing that property at its zoned use as far as if it was going to be an apartment building or commercial. But there was a restriction on that property that it could only be used as parks open space which brought the value down considerably. So we kind of after winding our way through ended up with a fairly satisfactory outcome.

**Saltzman:** Thanks.

**Wheeler:** Very good. Any further discussion or questions of staff? There being none this is a first reading of a nonemergency ordinance.

**Fritz:** I want to say thank you to Sarah Huggins. She's an absolute superstar.

**Wheeler:** This moves to second reading. Thank you, Sarah. We're adjourned.

**At 12:09 PM Council recessed.**

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## Closed Caption File of Portland City Council Meeting

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

Key: \*\*\*\*\* means unidentified speaker.

**November 1, 2018 2:00 PM**

**Wheeler:** Colleague, we have a pre-gavel proclamation today regarding the 2019 Citywide Charitable campaign. The City of Portland's charitable campaign was introduced by commissioner Mike Lindbergh in 1989. The campaign allows city employees to donate to their choice of participating charities through payroll deduction. Employees have donated more than \$3.1 million over the last 11 years. The 2019 campaign will run from November 5 through November 30. To kick off this year's charitable giving I'm going to read the charitable campaign proclamation and then strategic communications manager, Jen Clodius and communications management analyst Janet [inaudible] to receive the proclamation on behalf of the city. When I'm done reading it maybe we could go up in front and get a photograph. If Betsy is around she's our go-to council photographer. Michelle Plambeck is here to be our go-to council photographer today. Whereas the city's charitable campaign was established in 1989 by then commissioner Mike Lindbergh as an opportunity for employees to give money to charities through a payroll deduction. And whereas the city's charitable campaign represents an easy and important avenue for city employees to support the charities in their community that matter most to them. And whereas eight city partner nonprofits and 12 umbrella organizations representing nearly 400 charities will participate in this year's campaign. And whereas these groups help make positive changes in areas including but not limited to the environment, education, health care, social justice, housing, arts and culture, child abuse, equity, human rights, and whereas last year city employees donated more than \$260,000 and whereas city employee donations have totaled more than \$3.1 million over the last 11 years and whereas the commitment to charitable giving is demonstrated by city employees year after year. And whereas the city-wide charitable campaign will open Monday, November 5. Now therefore I, Ted Wheeler, Mayor of the City of Portland, Oregon, the City of Roses, do hereby proclaim the month of November to be city-wide charitable campaign in Portland and encourage city employees to participate in the city's charitable campaign. Thank you. [applause] Ladies, do you have anything to add?

**Jen Clodius:** Thank you very much. We appreciate the opportunity.

**Wheeler:** Maybe we can grab a photo down front.

**Wheeler:** All right, good afternoon. This is the Thursday, November 1, 2018 session of the Portland City Council. Karla, please call the roll. I did not realize my mallet was as heavy as it is today.

**Eudaly:** Here. **Fritz:** Here.

**Fish:** The Mayor will be taking part in some anger management classes after council today. Here.

**Saltzman:** Here.

**Wheeler:** I gotta just say this. Turns out that working out is finally paying off for me. [laughter] Here.

**Wheeler:** Good afternoon.

**Lauren King, Deputy City Attorney:** Good afternoon. Welcome to the Portland City Council. The city represents all Portlanders and meets to do the city's business. The

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presiding officer preserves order and decorum during meetings so everyone can feel welcome, comfortable, respected and safe. To participate you may sign up in advance with the clerk's office for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions or first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying state your name for the record. Your address is not necessary. Please disclose if you're a lobbyist. If you're representing an organization please identify it. Presiding officer determines 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're in the audience and would like to show your support, feel free to do thumb up. If you want to express you do not support something, thumbs down. Disruptive conduct or shouting will not be allowed. If there are disruptions a warning will be given that it may result in the person being ejected from the remainder of the meeting. A person that fails to leave is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe.

**Wheeler:** Thank you very much. Karla, we have one item today, will you please read it.

**Item 1135.**

**Mayor Wheeler:** Commissioner Eudaly

**Eudaly:** The proposed action before council today is to adopt the preferred alternative for the southwest corridor light-rail transit project along with supportive actions to ensure the project is developed in manner that addresses key issues and opportunities in Portland. With the southwest corridor project we have an opportunity to deliver high capacity transit service and safety improvements to one of the most congested parts of our region. In doing so, we can make significant strides in achieving our climate goals and provide real transportation access to jobs and opportunity. That's a lot of opportunity. Our favorite word today, word of the day, opportunity, for all Portlanders. It's not often we get to make such transformative investments. The southwest corridor transit route is the final planned leg of our regional transit network and our partners to the west and we have been waiting for this improvement for many years. The improved connectivity for Portlanders and those living or working in Tigard, Tualatin and those beyond will be a buffer against the traffic congestion that we know will continue to grow with our population. This corridor has a thriving education sector populated by PSU, OHSU, UNM, and PCCC. These institutions provide a diverse range of work force and professional service training for people in this region. Improved transit access between these schools will encourage collaborative offerings and allow students to spend more time on campus and less on the road. There are many important project elements to be evaluated and refined in the weeks and months and probably years ahead, such as connections to Marquam Hill, the route through the crossroads area, balancing the size of park and ride lots, improving access to transit stations for pedestrians and cyclists and developing the Ross Island bridge head project among others. One of my favorite opportunities. As we have done on all prior light-rail transit projects, we will be asking the project team to develop a conceptual design report that studies issues and concerns and identifies opportunities in partnership with our Portland neighborhoods in preparation for future design phases. This is an essential next step in moving the project forward. Without protections large capital projects risk actual displacement of housing and gentrification. In 2016 this council directed the development of an equitable housing strategy for the corridor to get ahead of issues we have experienced in the past. I have stated before the commitment to housing strategy is essential before implementing this transit project and I would not support it without it. I want to take this opportunity to acknowledge the vital work of the southwest corridor equity and housing advisory group. They have come up with an amazing plan, and I'm looking forward to continuing to work with them. So today I'm happy to announce that the cities of

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Portland and Tigard with Washington County Metro and TriMet have agreed to work together to promote affordable housing, business stabilization and other development in the corridor in conjunction with light-rail, something that will truly move us forward in terms of liveability and equity. Now I would like to invite Councilor Bob Stacey from Metro and Doug Kelsey, TriMet's general manager, to provide opening remarks before the staff presentation. Welcome.

**Wheeler:** Thank you, gentlemen.

**Bob Stacey, Councilor, Metro:** Thank you for that introduction which allows me to dispense with my talking points. [laughter] I'm pleased to have the opportunity to provide words of encouragement for what I think is a very important decision which is only partially made. Your action on the preferred alignment is the first of many steps which the commissioner has outlined that the commissioner is the third member of this council that I have had the pleasure to work with as co-chair of the steering committee. I apologize, I'm Bob Stacey, Metro Councilor for District 6. I'm here representing the Metro Council. Commissioner Saltzman and I had a term together, former Commissioner Novick. I have been co-chair of this committee for six years and it's around for seven years. As the commissioner says, it will be more years before the detailed work necessary to ensure that this alignment decision becomes a carefully designed community amenity lie ahead of us. Again, as Commissioner Eudaly said the region is growing rapidly and that growth will be felt in the southwest corridor through Portland into Tigard and Tualatin. This transportation project can guide that development and will encourage some of it to occur in southwest. We know that transportation investment leads to growth in property value and that can lead to displacement of small businesses and low income households. There are at most recent count some 11,000 houses, homes, that are affordable to low income households in the corridor. We are committed as obviously the city is as well to ensuring that we can preserve and expand upon that supply as development occurs in the future with this transit investment. The cities and our partnership in developing an equitable development strategy and housing strategy is critical to avoiding the displacement that has occurred in past public investments for transportation purposes. On Tuesday of next week the voters of our region will have an opportunity to support the regional affordable housing bond and Metro is committed to ensuring that the appropriate proportion of those funds are spent on maintaining and increasing the supply of affordable housing in this corridor. This is probably my last occasion other than my vote on the Metro Council as steering committee co-chair because we're passing the baton to TriMet. We have come through the planning stage, the final design and implementation will be led by TriMet but with a full participation of participating communities. On November 15 with your affirmative vote today the Metro Council is poised to approve this locally preferred alternative and forward it on to our partners. Thanks very much. I have to scoot to my own Council meeting which also began at 2:00 p.m. Forgive me if I now depart unless you have questions for me.

**Wheeler:** Colleagues? Thank you, we appreciate your presence, sir.

**Doug Kelsey, General Manager, TriMet:** Good afternoon. I'm Doug Kelsey, general manager with TriMet. Thank you, Commissioner Eudaly, for your comments, Mayor Wheeler and Commissioners. As Bob noted, the region's growing quickly and so is the southwest corridor. The estimates have this corridor growing with 70,000 people and 65,000 jobs by 2035. The models also show that I-5 between Portland and Tigard will be congested up to 17 hours a day by that point. By 2035, the southwest corridor light-rail is projected to carry approximately 43,000 daily rail riders. In the years ahead it will only grow from there. It's essential for projects of this complexity and size that we partner together and I believe we're doing just that. This is one of the largest infrastructure projects in this region's history, and yes, it's a complex one. We are currently having designed just approximately the 5% level. There's an immense amount more to go. However, in the next

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few years, we will all be needing to work equally closely together with the community on the other 95% to create the best new rapid transit project this region has ever seen. That's why trimet is extremely appreciative of metro's leadership to get us this far. It's taken many years as commissioner stacey has noted but it's only at the 5% mark with an immense amount to go. I would also like to thank commissioner Saltzman for your helping guide the project to where we are today. Through your role on the steering committee and Ipa recommendation it's greatly appreciated. For those in the audience and at home it's often not understood the complexity to help everybody across the finish line to points like today. Thank you so much. I also want to thank the city of Portland staff. They have been tremendously steadfast in their advocacy for people of Portland. In front and behind the scenes the city's land use vision and the transportation project that benefits all modes of travel, not just rail. As we have an integrated system. I would also like to especially thank teresa boyle. She's worked with trimet for many years. This is not her first project. This is her fifth light-rail project. She and all the city staff do a fantastic job, trust me, on the other side representing trimet and city of Portland interests but particularly the city of Portland's interests. One of the indication of continued success of the partnerships is the mou on affordable housing. An important cornerstone. This represents extensive collaboration among your bureaus, trimet, metro, to help address the rising housing costs in this region and the complexities that come with it. This agreement was born out of the inclusive work that metro facilitated to advance an equitable housing strategy and included many city bureaus and their directors. Chris warner from pbot, joe zender with the bureau of planning and sustainability, Shannon callahan from the housing bureau an kimberly branam from prosper Portland. Each represented vigorously and brought important considerations to this agreement. I would like to thank these real professionals for making this agreement happen. It really does take a village. We look forward to continuing the work with the city of Portland and other regional partners as we engage in the community in advancing this project design as we get ready ultimately to go for federal funding as we compete for those dollars like never before. Staff will be up next here shortly to outline the project and address specific questions you may have. Personally having lived in other regions this is a really exciting time, a challenging time, but one I think will be memorable for the city and this region. Thank you so much for considering today's efforts.

**Wheeler:** Thank you.

**Eudaly:** Thank you Mr. Kelsey. Now I want to invite our staff team up to the table.

**Teresa Boyle:** I'm teresa boyle with transportation. I'm the city's manager for the southwest corridor light-rail project. With me today are staff from metro and trimet and our own bureau of planning and sustainability who will also have a part in this presentation. They will introduce themselves when it's their turn. So we'll be doing a staff project overview, talking a little bit about the land use and the perspective that provides us on the project. We have a work plan to discuss and some information on next steps. There will be a public testimony moment and we have some invited testimony. I will be calling the invited testimony then we'll step down for public testimony then we can come back for questions. So we have a lot going on today, and in the coming months. I wanted to bring to your attention the fact that we will be back next week talking about the jurisdictional transfer of highway 99 west barbur boulevard. Metro council has actions to take in november and in early 2019 we'll establish a steering committee and community advisory committee. We're going to be in the project development phase. This is really work horse moment for the team. We have a lot of work to do. We have a lot of input and feedback to get from our citizens advisory committee. The steering committee will make decisions and we'll develop it and publish it in a conceptual design report and publishing an FEIS. So big picture, here's where we are-

**Fritz:** Teresa, could you explain the acronyms as you go along?



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**Boyle:** Yes, I will. Thank you. I ran out of time on my slide. FEIS is final environmental impact statement. Conceptual design report, I will often be referring to it as a cdr. I'll do my best to define up front. In early 2020, we expect to be asked to commit our share of local match to finance the project and if we hit all of these other marks our projection would be we could open this light rail for service in 2027. We talked on division transit a few months ago with you about it being synchronized swimming. This is really more of the open water marathon swim. I think we're about 25% of the way into it. We've got a long ways to go. Next up will be staff from metro and trimet.

**Malu Wilkinson, Metro:** Good afternoon. I'm malu wilkinson, investment areas manager at metro. I'm happy to be here today. I am going to start -- oh. How do I do it? Click? All right. I would like to start by stepping back and reminding us all that we began this look at high capacity transit in the southwest corridor really as part of implementing the 2040 growth concept and our regional vision. This vision includes protecting farms and forests and natural areas, focusing development in town centers along main streets, in employment areas and investing in the transportation that supports the people being able to move around in the region we all enjoy and live in today. As you heard from councilor stacey and doug Kelsey, this part of our region is really growing fast. We are expecting 70,000 more people in the southwest corridor which goes from Portland to sherwood by 2035. It's not only a place where there are a lot of people, there are a lot of jobs. This is really a job center of our region and we have many jobs there right now. We're expecting even more to be there in the future. Most of the people who work in communities in the southwest corridor don't live in those same communities. For example, in tualatin, 93% of workers live outside tualatin just moving around. By 2035 we expect more than 255,000 people to be working in the southwest corridor and we want to be sure that people from across the region can get to those jobs. So the infrastructure in parts of the southwest corridor isn't really supporting people who live there today all the time. That infrastructure will be even more taxed as we anticipate the future growth in the area. This is just an example of infrastructure in the southwest corridor on barbur boulevard. 55% of it doesn't have a sidewalk on both sides. This is something that would be addressed with the southwest corridor light-rail project. So if we -- oh. Can you go back one? Okay. So out of order. We switched the order. I switched the order on teresa. When we started this project in 2011 we started with the direction of the metro council and the joint policy advisory committee on transportation that identified the southwest corridor as a top priority for regional high capacity transit investment. In 2011, in october, the steering committee met for the first time. That means they have been meeting for seven years almost monthly. There were 12 members of the steering committee representing 11 agencies and jurisdictions. When we started we really started with the land use. We asked the cities to work with their community and identify the places where we anticipated future growth to occur, so on that map that you see those circles are the places that the community identified for future growth. You can also see on that map a dashed line that shows the southwest corridor light-rail project. That clearly doesn't connect all of those circles on the map. Teresa, we have to work together here. Then because of that the steering committee defined in 2013 a shared investment strategy. This shared investment strategy was endorsed by all project partners and that sis, as we call it, because we love acronyms, apologies, commissioner Fritz, this is an acronym that we really liked which we defined shared investment strategy to support the luv, being the land use vision. This strategy included all types of transportation investments to enable people to better walk, bike, drive, move freight and ride transit and also included green projects. We have an inventory of habitat and parks investments in the southwest corridor that crosses jurisdictional boundaries that we never had before. That's something we don't talk about much now but it's a resource that our partners can draw from even today. One of the outcomes of the

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shared investment strategy was the bus line 97 trimet put in place to connect downtown sherwood with downtown tualatin on tualatin sherwood highway that was never there before. That was a relatively short term -- it's been a while now -- outcome. With that if we can go to the map. This map here, one of the centerpieces of the shared investment strategy was a major transit investment. You can see on this map the region's high capacity transit network. In dotted lines you have the southwest corridor and division transit project. You can see on the map that that helps fill in a missing part of our high capacity transit network. You may see on your screens the network behind of the local transit service that is also obviously critical to allow people to move around. The other thing you'll see on this map is it doesn't show city boundaries. It shows places. These may not be the places you want to go or that everybody would want to go but it represents a concept that people really care about the places that they want to get to, either to work or to play, to watch a game, go to school. So that's what we're trying to serve are the people trying to move around the places. Now to the picture of the person. So what we're aiming to do with these kinds of investments is give people the freedom to choose how they move around. One person, Amira, in this photo, is training now for a new career at ohsu, Oregon health sciences university moving from cleaning operating rooms to being a pharmacy technician. This will really help her change the things that she's able to do with her family. She's a single mother. This is one of the pieces of the southwest corridor equitable development strategy that we're working on along with the transit project. Now the cac. Our process started with land use, as I said, and it's focused both on how we serve and how we engage people. Over the last seven years we have had thousands of interactions with people, both informal and formal opportunities for the last year and a half for the focused work that we have been doing to get to a locally preferred alternative we convened a community advisory committee. We had a very competitive application process. There were over 40, actually I think it was close to 60 but I couldn't remember the number applied to be on the community advisory committee, we only had 19 positions. So those 19 positions represented people in Portland, tigard, tualatin and Washington county. It included people from businesses, community groups and institutions. There were 14 monthly meetings. These meetings started out being two hours long but we were asked to have them be longer. They were two and a half, sometimes three hours long. These people really worked very hard to understand the issues related to choosing an alignment for the light-rail project. They really tried to -- I think they got a great sense of how hard it is to make these decisions and there are so many factors to weigh. Despite that, they came to a consensus on the locally preferred alternative that they recommended to the steering committee in august. So that group I just want to express huge amount of appreciation for all the people who served on that cac, also to aaron key from metro who managed that. I want to say more about the engagement that we did. The community advisory committee, 19 people, were communicating with those that they represent, but we also sent out letters to businesses and individuals throughout the southwest corridor. We had our documents for the draft environmental impact statement online and in offices and libraries for people who wanted to actually thumb through a hard copy and didn't want to print it. We had open houses. We had informational hours with staff at libraries. We had three public hearings. We blasted out through email and social media information about the project. We wanted everybody who could pay attention to learn about it. We had advertisements in newspapers and were available to go to neighborhood associations and business organizations to present and answer questions, and I want to just tell you a little bit about a culturally specific testimony event that we had in tigard in partnership with unite Oregon. We worked with unite and we had a three-hour event where the first part was a bilingual presentation about the draft environmental impact statement, the information in it, and the initial [inaudible] proposal that was there. After the presentation, we broke to small groups.

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We worked with attendees to train them how to provide effective testimony to decision makers whether it was written or orally. I think it can be anxiety inducing to only have three minutes to provide the information you want to convey to those making decisions and once we trained them we had councilor stacey and councilor dirksen who co-chaired the Metro southwest corridor steering committee there to accept public testimony from those who had just been trained in a comfortable environment. It worked well for us, we would like to do more events like that in the future. I would like to end with emphasizing that as we move just one step closer as teresa said, it's a marathon swim through open water, one step closer to investing in the southwest corridor light-rail. It's really critical that we focus on the end goal that we're all working towards, which is with our 2040 regional vision our goal is inclusive growth, our goal is that we have inclusive growth throw equitable development so that all people can enjoy the types of investments we're making throughout the region, and that you're helping us with that here today. That includes housing, and you've already heard quite a bit about the housing. We appreciate the work that Portland and Tigard did together in the equitable housing strategy you adopted last month. Trimet's commitment on housing around stations throughout the region, and as Councilor Stacey mentioned, we might potentially have a new tool to work with in a couple weeks. Also our goal is to not just focus on housing but also have work force development and business stabilization programs as part of our equitable development strategy that we're collaborating with our agency partners and our community partners to develop right now. We have pilot programs. One of them is a partnership with Oregon health sciences university and the immigrant and refugee community organization that is helping Amira who you saw in the photo earlier move from a lower paid job to a more -- higher paid job. So it's really critical that we do this work in coordination with the light-rail project so that we are aiming towards inclusive growth as people continue to come to this region that we all live in and love. Dave is going to tell you more about the actual light-rail project.

**Dave Unsworth, Trimet:** Thanks. Mayor, commissioners, I'm Dave Unsworth, trimet's director of project development and permitting. I'm excited to be here today. I'm going to hopefully succinctly tell you why this is a great project and the path, the many options and alignments we took to get here. What we're trying to do is build low cost transportation that is reliable and gets people to where they need to go. If you look at the first bubble there you see two bubbles in the lower left side. What we note here is Tigard, Tualatin and city of Portland have a reverse commute. There are as many people going out to the high paying jobs in Tigard and Tualatin as there are people coming to downtown and working in those areas. That's why it works well for us. We're expecting about 43,000 rides per day in year 2035. By addressing congestion, one of five people heading south in the p.m. Peak are going to be on light-rail. That takes pressure off I-5 and pressure off of Barbur boulevard as we look at it. As we look to address our climate smart goals if you will, climate action goals this is key. Get people on the reliable transit service, out of their cars, connect them to the communities. Connections are what we do well. If you look at the orange line it's making sure we connect people, build sidewalks and we imagine how that street, Barbur boulevard, will be redone. We built off the great work the city of Portland has done with the Barbur concept plan. Infill is part of that transit oriented development and probably with this project more affordable transportation oriented development. It's taken us a long time to get here. Hopefully it will be a faster trip from Bridgeport into downtown Portland in the future. In comparison to cars. We're expecting it's about 30 minutes to be on a train that takes you by all those station opportunities as you go by there. 2035 we're projecting on a normal day, which there are fewer and fewer of those, 29 minutes to get there from a car to downtown Portland. What we know about I-5 when we see more and more people come in the freeway, roadways get more fragile so better plan for twice that time, 58, 60 minutes in order to make sure you're getting there on time. It's that fast, reliable service we think is

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really important. Access. So this is really about connecting people to jobs. I'm not going to go through all the slide, but with light-rail you provide in 30 minutes 70% more access for households to jobs and other locations. We're making it faster. Making it more reliable for people to get to connect to the places that they want to go, whether it's education, whether it's a job, whether it's getting home at night. The marathon began really in 2013. We started with 30, 60 different alignments where we have gone through whittling that down with a very good public involvement process where we have been engaged with people all the way down the route. The pros, the cons, pluses, minuses. You weigh all of those to try to figure out what is the best set of alignments that should move forward, and really that is why we're here today. We think, we hope, we have heard with unanimous recommendations from the steering committee and cac, we think we have it pretty well at the 5% level engineering. Let's go back to the next one, it really started with is bus rapid transit, BRT, another acronym for you—we've got a quarter every time we have an acronym we ought to be looking at local funding for the project. Light-rail. We compared the pros and cons of that and what we realized with bus rapid transit that by the time you actually build it ten years after you're really at capacity. It wasn't as much of a savings. We also looked at tunnels under Marquam hill, we looked at tunnels under pcc. The determination was extend it as far south as you can, get that benefit, connect to the other centers. Cost of a tunnel really would make you stop much, much shorter than you would like to go. It's really more than light-rail. You've heard part of this before. It's the connection up to Marquam hill, 18, 19,000 people that want to go up there every day, can you make it a shorter, more reliable connection to them. We have a shared transit way on Tilikum crossing. Buses coming from Gresham, from east county get a faster way into downtown. For about 1.3 miles, they share the bridge, they share the alignment with light-rail and streetcar. They get through that. Same thing for buses coming in from Hillsdale. We'll see shared transit way where those buses operating on the bus line and get into downtown faster. Pcc is a really important connection so if you're going to start at and you can't afford a four-year college that's where you start at with your training. We have to do a great job connecting to it. A tunnel would have done that, the cost was too much. We're looking for other opportunities through shuttles and improving 53rd avenue to connect to that. Sidewalks. Malu showed a snapshot of 55% of Barbur Blvd doesn't have sidewalks. This project will fill in those gaps and do it where bikes are protected and we have safe and secure sidewalks moving forward. Preferred alternative. This is the moment today. This is about after we have whittled down to the 60, the most promising alignments, what do we base that one. First was the [inaudible]. What's the purpose and need of the project we're doing? We had a draft environmental impact statement that looked at the pros, the cons, the tradeoffs for that. We had significant public comment not only through the cac, but open house. I spent many nights away. Probably a good thing sometimes having those conversations. A lot of agency input. It's a take-home exam. We know our federal transit administration, we're competing against projects in Seattle, Los Angeles, Denver and other locations, so we understand we have to do some work to make sure it's ready and cost effective, good project. Now I'm going to quickly walk through some of the choices that were made here. On inner Portland segment, we had two options, either being on Naito Parkway or Barbur Boulevard. Barbur Boulevard was less expensive, faster and had a lot fewer impacts on the historic neighborhood that we go through there. It had probably a better connection to Marquam hill. For those reasons we chose to move that forward. Also that shared transit way, you see the [inaudible] woods, basically from about that location comes in and connects into downtown Portland. Now, remind you much like the orange line that we connected to the yellow line, this line, we don't have a color for it yet, will connect into the green line from east county, comes through downtown Portland and will continue down further south making that a better connectivity than there is today.

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**Fritz:** Could you just leave it the green line? Why not just extend the green line?

**Unsworth:** It's more complicated than that, I'm afraid, and I'm not in charge of picking the colors, but I would be with you if I got to choose that. I'll take that back.

**Boyle:** I have been lobbying for a purple line for 15 years I just want to say.

**Unsworth:** After five lines maybe you get to choose one. I'll let you sort it out. The Vermont and Newberry viaducts currently today, ODOT owns that roadway. That precludes really very safe bicycle and sidewalk activity is very narrow. We expect to replace those. As a result from the Barbur Transit Center all the way into downtown there will be wide sidewalks that address those connections that need to be made. This is not quite outer Portland but essentially the next section out. I would say from Fred Meyers, which is Custer, you can see where the stations are. We had two different choices, be adjacent to I-5, impacting some of the ramps, and having stations that weren't well celebrated that weren't as safe and visible and probably didn't embrace the Barbur concept plan as well. The steering committee unanimously with the CAC said you should be in the center of Barbur Boulevard. We have work to do on this project. Doug said we're at 5%. That's probably right. I would point to one of the first places they have work to do is around the Barbur Transit Center. How do we get over the crossroads? We had a meeting two nights ago that focused on that, you may hear more about that later. We know we have more work to do on that and we're all in on doing that. Those are the alignments as we look at moving further south, the connection up to PCC, whether it's a bus shuttle or something else, as we look at improving access on 53<sup>rd</sup> Ave is important. The next steps for us as we move forward, we ask our federal partner to move into project development. It's a mother may I, it's a pretty big step. Trimet will form a new steering committee, probably a smaller committee. That means we won't have Sherwood, we won't have King City. It will be more constrained to the people that actually are touching their property. Washington County, Trimet, Metro, City of Portland, Tigard, Tualatin and Durham. More public -- we'll form a new CAC. They have done Yeoman's effort. We'll ask to reengage that and ask for applications as we move forward. We'll be advancing designs and engineering, working with SWEDS, another acronym, the Southwest Equity Development Strategy. We'll be completing the environmental document, the final environmental one, and completing what you would call CDR, Conceptual Design Report, as we move forward. Big moment in November 2020. Have we painted a picture? Have we argued why people ought to be spending more on transportation? That will be a choice for voters in November 2020. We seek to secure federal funding against a very competitive process, what we've been good as a region by pulling together and doing that. The light rail opening on a bright sunny day in September 2027. This is the same kind of schedule that if you don't like to read a lot of words does it graphically but says the same thing.

**Eric Engstrom:** Thank you, my name is Eric Engstrom. I manage the comprehensive and strategic planning program in the Bureau of Planning and Sustainability. I'm going to talk about growth, land use and housing in just a few slides. It's already been mentioned several times that the Southwest Corridor is expected to grow by a lot in the next 20 years, 70,000 people. Within Portland excluding South Waterfront and the Central City, the Portland portion of the Barbur Corridor is zoned capacity for more than 10,000 new housing units, enough to accommodate about 8% of the city-wide 20-year growth forecast. We can do better than that actually and I'll talk about that in a minute. At least 3,000 of those homes could be within a block or two of the new station platforms in Portland. The Ross Island Bridgehead project area could accommodate a few thousand additional new housing units including 300 to 400 more on land currently occupied by highway ramps. As was also discussed last month we if we can successfully marshal new resources for the equitable housing strategy our goal is at least 700 units will be affordable to those at 60% of MFI. With the existing resources our minimum target is 350 units which includes 150 new and 150 to 200 acquired or converted. Land is also critical element of achieving the targets

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in the housing strategy and has been mentioned earlier there is a new agreement, mou, with the project partners that speaks to that. Not all of the land acquired for the project will be needed long term. So construction staging or parcels that are partially purchased but have land left over, so the mou spells out a process by which there's an opportunity for cities to acquire some of that land to facilitate affordable housing as the project wraps up. City agencies are also exploring if there are ways we can acquire property and make that land available to trimet as part of our contribution to the project. Also facilitating housing eventually. Next slide. As metro noted we planned this with land use in the lead within Portland the barbur concept plan which you adopted in 2013 identified those key places along the corridor that we wanted to serve and create a division for some of the alignment choices that eventually remain. The preferred alignment connects those dots. There are key educational and employment destinations along the alignment and you may recall that through the comprehensive plan a number were upzoned and rezoned because we discovered during that process that those are some of the fastest growing sources of jobs in the city right now. So this alignment also helps connect that employment and educational opportunity in anticipation of more growth. Next slide. The 2035 comprehensive plan anticipated transit investment in this corridor, and the barbur capital highway crossroads is a town center in that plan both in the city's plan and on the 2040 vision. Other town centers include lents, hollywood and st. John's. We can do more with land use as the light-rail plan solidifies and our station locations become fixed points. Thanks to metro funding we're embarking this year on a new land use plan for the west Portland town center. This new planning effort can help expand zoning capacity in and around the transit center and can be a vehicle to continue efforts to avoid displacement of existing residents especially the communities of color and immigrant communities with a foothold there. These are conceptual images, I should note, of the west Portland town center, what it could look like both from a bird's eye view and sidewalk level. We'll use this process to figure out what we really want if this or another vision is more compelling. Be clear this is not about what it will look like but who it will be accessible to. This project also fulfills very long term plans. The ross island bridge head project is a concept that dates back to Portland's very first neighborhood plans in the early 1970s. The corbett lair hill plan. We're also beginning the process of updating the historic design guidelines in the south Portland historic district and setting up a process to fine tune land use around the ross island bridge head as that project evolves. This is an image of the harbor drive expressway construction in 1940, Portland's first freeway. The section of it in south Portland is a remnant today that most of that highway was removed to build waterfront park. Last slide. This is an image of the ross island bridge head and what it could look like with revitalized naito parkway. Trimet mentioned that barbur alignment has been chosen but that really creates an opportunity for neighborhood main street on naito as that is reenvisioned. The gibbs, in the foreground of this image, is a critical east-west pedestrian bike connection that helps make this land use vision work. It links the transit station with revitalized naito parkway, south waterfront, ohsu, Terwilliger parkway, which you could argue is a destination in its own right. Pass it back to teresa.

**Boyle:** Thank you. So we have a lot of work coming up. A lot of technical work. We have environmental work to do. The cdr, conceptual design report, and we'll be updating costs as well. So this really is outlined. We have a work plan. It's directed by the steering committee. If you look at exhibit a, attached to the resolution on pages 18 to 20, specific plan. This is really intended to help guide our completion of the feis, and do some of the other issues evaluation. We would not be doing this process if not for input community engagement. So we'll be having many meetings, emails, websites, lots of meetings with property owners. In the near term the things that we will be soliciting and getting feedback on have to do with couple key topic areas, crossroads alignment, Marquam hill connector,

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station locations, park and ride locations and sizes, and pcc shuttle. While that's going on, as Eric mentioned, bps will be doing some evaluation of land uses and we'll be furthering the ross island bridge head. Conceptual design report, here it is. These are the three I have been involved with starting with interstate max. The downtown mall. Green line and then the Portland-Milwaukie line. They are all available online. So the conceptual design report is a way of capturing the work efforts that we are doing over the next many months and it is intended to illustrate in a clear and accessible way what the design elements are, how we have addressed issues, directs us for our future work. It has a strong community component as do all of the individual technical analyses. It will be coming to our Planning and Sustainability commission, it will be coming to our design commission, and coming to you. We expect to release the draft in this fall of 2019 with a final in early 2020. So i'm going to hit these near-term topics that we'll be talking about for you before we do public testimony. We'll start with the crossroads. Our steering committee chose b2 for those of you not playing along at home that's bridge alignment that flies over the crossroads on the south side of barbur boulevard and a taylor's ferry alignment, that is also called refinement 2. They asked us to evaluate these and consider a smith alignment, smith is one that was brought to us through our cic by a neighborhood member. So we started that evaluation work and we have come up with more. You never want to get a bunch of engineers in the room and ask them to evaluate anything. We have more. We have a smith modified and we also have a new alignment called collins. We met on monday as dave indicated to talk about these five alignment choices and we'll be meeting again in early december and my guess is we'll wrap up sometime in january. Really looking for the steering committee to provide an alignment selection sometime in early '19. These are pictures of the alignment options. I would wouldn't spent spend a lot of time looking at them, but there are 5 of them-

**Moore-Love:** Sorry. We lost the picture. We're good.

**Boyle:** This is it? They really bracket the crossroads area. The things we heard when we brought in the taylor's ferry option from the community are the ones listed above. Lots of concerns about really all the things that we need to look at. Traffic congestion. Should we use taylor's ferry road. Environmental impacts. Property impacts and what it does to support or not support a vision for the town center. Technical considerations are below. That's the type of stuff that we also consider. This is the collins alignment. It is on the north side of barbur transit center, which is the brown blob in the center. The idea would be that it would have a station area near the transit center and then cross under capital highway using a very short tunnel segment. Then it would be on a bridge from leaving that tunnel crossing over to i-5 in approximately the same length and similar orientation that the taylor's ferry would have. We have gotten a lot of feedback on this already. It's got its -- its interesting qualities but we'll continue that analysis. Spreadsheets, and engineers like spreadsheets. This is out there if any of you want to get these i'll be happy to forward them to you. We'll be continuing to develop, we have a whole host of elements that we are reviewing and evaluating when we look at each one.

**Fritz:** Before you move on, could you just explain to people at home why and some who have written in with testimony, why not just continue down the center of barbur and fix the crossing of i-5 in --

**Boyle:** That was b1, because it was all of our initial thought that that's where light-rail transit would go. It turns out that to add that light-rail on to the existing barbur bridge over i-5 means that you're replacing the entirety of that bridge. In and of itself it's quite a feat but it is substandard in terms of i-5 clearances below and we have a tremendous amount of work to do to replace that bridge to provide the clearance it needs the whole bridge has to come up significantly and it will affect property owners and property accesses. Represents a lot of cost and we have a concern that there's a risk element floating out there that as we

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do that realignment we may be asked by the federal highway administration to do other things around the ramps and for this particular project that's simply a bridge too far.

**Fritz:** Thank you.

**Boyle:** So we like b2, and we like collins. This is the technical team. This is what we took to the neighborhood this week. We'll see what all their comments are. We will continue to move forward. Part of these have to do with the fact that we do not have to replace the crossroads bridge and barbur world foods is displaced. I want to acknowledge commissioner Fritz your concerns you raised so capably in our work session about the taylor's ferry alignment. We all heard you loud and clear and you were right and we were wrong, and i'm saying that refinement to taylor's ferry alignment just doesn't work. It affects barbur world foods. It affects traffic. So we are looking elsewhere.

**Fritz:** Lots of thumbs up behind you. Thank you. That's very gracious.

**Boyle:** We're going to talk about Marquam hill. These are renderings, no, they say sample concept. This is a vision perhaps of what could happen in terms of connecting from the transit center on barbur at gibbs up to Marquam hill.

**Fritz:** Could you just go back to that? That has continued to baffle me since the work session. That gets you to terwilliger but it's really steep to get up Terwilliger to get to the hospital.

**Boyle:** There's another part. I can pull that up later if you would like to look at that in more detail.

**Wheeler:** Could you go back to that? Tell me procedurally, given what we're doing today, which is to accept the lpa, tell me where do the fine details on projects like that get hashed out?

**Boyle:** Oh, i'm going to my next slide. Look at this.

**Wheeler:** Thank you.

**Boyle:** I got a whole slide of process, and this is just the start.

**Wheeler:** I agree with commissioner Fritz, it looks like a major undertaking. I would have questions about that. I want to make sure that by accepting the lpa, we're not accepting that as the final strategy there.

**Boyle:** So I can confirm for you what the steering committee has asked us to do is to evaluate connections up to Marquam hill. The rendering you saw is one concept, but we will be using, we'll be modeling ourselves on what we did when we decided where to build the Tilikum crossing bridge and deciding what that would look like, very involved process. We'll be forming a stakeholder committee in early 2019 that has representatives of the city, friends of terwilliger, neighborhood associations, ohsu, trimet and metro. They are really going to peel it back and define the values that that connection would need to have. Evaluate the options, opening up the options and considering our own regulatory framework that that connection would reside within and then recommend a type of connection to the steering committee.

**Wheeler:** Is it a fair characterization if I -- I don't know the answer -- is it fair to say it's highly conceptual? How would you characterize this in the course of what we are doing here today?

**Boyle:** I would say it's pretty conceptual.

**Unsworth:** I would agree. I think, what we heard when we stepped away from the tunnel underneath the Marquam bridge [inaudible] that would have started further into downtown was let's make sure we don't lose that contact to ohsu, Marquam hill and the parkway. It's really important. So we know, we have done some evaluation, looked at inclines and things like that earlier on and these are the most promising but we have held this off because we know this is an important area. This is very difficult. So we're going through trees, going near a parkway, going through neighborhoods. It's got to be done well and in doing that I think we have recognized that a stakeholder committee that can weigh all of



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those with public input that then goes to a steering committee that has public input, that goes through environmental impact statement and ends up going through two different land uses at the City of Portland, one for environmental, one for design, there's a lot of opportunity. We don't have it right. We know we don't have it right. What we're saying is, by this LPA, this is a really important connection we believe. That's what we heard from our steering committee, that's what we heard from public testimony, that's what we heard from our citizens advisory committee. Let's try to make this connection. How exactly do you do that? There's not certainty on that. And hopefully this process helps do that.

**Wheeler:** I want to agree with you that in concept it would be a huge lost opportunity not to connect this to ohsu. I think that would be almost ridiculous.

**Fritz:** The question is where to connect.

**Wheeler:** And how.

**Fritz:** One of the amendments commissioner eudaly and her staff have already accepted in the substitute exhibit before us is to add to the Marquam hill and Portland community college connections, and additional phrase to consider options avoiding crossing terwilliger parkway. In other words not doing that at all but doing it maybe from the mall or somewhere else.

**Wheeler:** Good, I was going to let commissioner eudaly introduce the substitute when we are done with the presentation but I couldn't miss this opportunity.

**Boyle:** Thank you. Let's talk a little bit about pcc, another very important place to connect with this project. These orange blobs on my screen represent places where students are traveling today to go to Portland community college. In the lower righthand corner you'll see some information that we have about mode split. Really the striking one for us is that 10% of students currently use transit. That's in such a contrast to Portland state university where the majority of the students are taking transit. It is a long connection for them. They have parking up on the hill that is challenging, and as we know with our looking at affordable housing transportation choices and what one has to pay to maintain a car really affect the funds people have to spend on their daily lives. So finding a way without a tunnel to connect this light-rail project to pcc, and provide a meaningful opportunity for students, administrators and staff to get to the college is very important to us. The steering committee has asked us to look at bus shuttle options. The one in purple is a loop effectively that would bring students from tigard to pcc, and barbur transit center. This is in addition to the normal bus service that would be planned for the region but it would have that efficient connection. The other one we're looking at is a connection on southwest 53rd from a station at 53rd. As I note, we would be improving 53rd. We would be improving 53rd because like so many of our streets in southwest, it's a gravel road, a hilly gravel road at that. It's a quarter mile to the edge of campus all uphill if you're coming from the transit station, another quarter mile to the heart of campus. We have a park that joins us. There's southwest trails access through there and our project wants to improve this street with pavement and sidewalks and street lights and all the things that make it safe and comfortable for somebody walking or cycling. Also provide the connectivity for the neighborhood and potential use by a shuttle. We have every intention, however, of retaining the gate currently at the end of -- where the pcc campus line is on the map on the right there's currently a gate that prevents vehicular traffic from going through. Another thing we'll be doing --

**Saltzman:** The shuttle would go through, I presume?

**Boyle:** Yes, the shuttle would go through.

**Fritz:** The pcc master plan doesn't allow for vehicular access at that point. How would that be dealt with?

**Engstrom:** With the new comprehensive plan that council adopted last year we have shifted and rezoned the campus so that the master plan sunsets in the next couple of

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years, replaced with new zoning that has been applied to those campuses. Significant new development on the campuses would trigger a new transportation impact review, which would enable a discussion of circulation and traffic. If we tried to open that up for general vehicle traffic that certainly would be a legit issue to discuss during that review, but it doesn't preclude a discussion of that in the future, but what the campus master plan says may not preclude this.

**Fritz:** That's really distressing, because there was a big public process to decide where access to pcc would happen and learn that part of the comprehensive plan is gone away. It's unfortunate.

**Boyle:** So with regard to park and rides, we looked at basically every place we could think of to put a park and ride. We wanted to identify every place that might be suitable because it gives us the biggest amount of information on potential impacts, and now the next step is to go through and right size those park and rides and there are a number of factors that we'll be going through. This evaluation is one of our early steps. Here are the locations that are in the environmental impact statement, the places that we identified. They are spread throughout the alignment which was something very important to Portland that we were able to capture people throughout the line. This demonstrated seven possible sites and over 4,000 spaces. You can see some of them have like 50 or -- we have a lot of work to do to figure out what the right number is and the right place. So park and rides in Portland, on the lower right is a concept perhaps around southwest 53rd but on the left are the types of things that we will be looking at. How do those stations lay out, how good is the bus connectivity, how many spaces should we provide, how do people access it and what is the potential for transit oriented development, or TOD. This is one sketch, a concept that could happen at southwest 53. On the right in blue is park and ride structure, a structured lot that could serve up to 900 vehicles. In the center, we're imagining some sort of plaza perhaps where drop-off can happen, perhaps a shuttle, a bike station. The brown squares on the left are just at our initial take opportunities for transit oriented development such as housing. This is a rendering of the barbur transit center, our other location for park and ride consideration. It too is reflecting a little bit of a concept about the west Portland town center in the future and we would envision this place if it continues to serve as a park and ride and bus hub to have development that better serves the community. So we're up to a lot of work. In addition to those elements that I have talked about we are proceeding with the jurisdictional transfer of the highway as I mentioned. Metro has a heavy lift to complete the historic and cultural resources evaluations which go beyond the end of the feis period to satisfy state law. Metro will be establishing a land use final order or lufo. This is a single land use action for this particular project just as we have had on all other light-rail projects and it expedites the appeal process when someone has reason to appeal a land use action it circumvents some of the places so they can get directly to luba.

**Saltzman:** Land use board of appeals.

**Boyle:** Oh sorry

**Fritz:** And LUFO is?

**Boyle:** Land use final order. The lufo defines the locations the project is going to be located in and it does nothing to eliminate our local land use and permits. What I can tell you is the orange line in Portland alone we issued over 100 permits. Kind of embarrassed to say. Land use actions type 2, type 3, design commission landmarks commission. Ended up with a beautiful product. The mall in front of landmarks and design commission also went through its own land use processes and i'm aware there are concerns that the lufo may preclude us from having the type of facilities we want to have on this project and I feel very confident for what it's worth that it does not preclude I think we have beautiful systems that demonstrate that.

**Fritz:** How does that work when we haven't decided some of the alignments?

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**Boyle:** So the alignments will ultimately be based on what the steering committee adopts throughout this next process. We have done an initial take on it. It sets a broad frame for the entirety of the project.

**Wilkinson:** Just to add to that, teresa, just about every one of these land use final orders for other projects in the past have also been amended. The metro council can amend the lufo to be consistent with the project. The project really defines the land use final order area. It's likely to be amended at either the end of the final environmental impact statement when more decisions about the project have been made, it potentially again at the time of final funding agreement, grant final funding grant agreement with federal transit administration to be sure the land use final order is in compliance -- only defining the area of the project that the region is building.

**Fritz:** Thank you. That's helpful. One of the concerns I have heard from community members is that community members no longer have -- will not have standing unless they have participated prior to november 15th. Shaking your head?

**Unsworth:** Not true. We will be going through if you want there's a hearing on november 15th. Everybody should be aware of that. We're not constructing anything until probably 2023. As we do we will come in for the same local land use applications, the approvals. That does not circumvent that process at all, and we have proven that over and over. Design commission, we have lots of testimony. They weigh the factors, come to a decision. It moves on.

**Fritz:** That would appeal to the land use board of appeals. My understanding is the lufo goes to the land conservation development commission.

**Unsworth:** Not exactly right. First thing, based on the preponderance of information that the design commission failed to acknowledge something they would first appeal it to city council. After that, if someone wanted to appeal that it would go straight to land use board of appeals. It doesn't go through all the other steps [inaudible] end up at state supreme court.

**Fritz:** Is the land conservation development commission involved at all?

**Unsworth:** The land use conservation and development commission adopted 13 criteria last year that are based on your comprehensive plan, city of tigrard comprehensive plan, tualatin, that the decision that metro will make is based on. So there are findings that say the alignment that steering committee said move forward with, this is what we think the project is, they are weighed against 13 criteria for the land use action.

**Fritz:** I want to get to public testimony and i'll have time before november 15 but it does seem to me that some of the criteria are still pending. We haven't done some of the impacts on traffic analysis. But we can discuss that later.

**Saltzman:** How much longer-?

**Boyle:** I'm sorry, I don't have much left. Here's some information on historic resources. A lot of work left to do. Today you'll be asked to accept adopt the preferred alignment and direct the project team through trimet to create a conceptual design report, address issues raised, implement the ross island bridge head process outlined in the memorandum of understanding, tell us to work on developing the local match financing strategy and have concurrent reports on affordable housing and our progress toward meeting those goals. With that, we're ready for invited testimony.

**Saltzman:** We're going to take a five-minute recess.

**Saltzman:** Mayor wheeler is ill but he wants to listen by phone. So we need a motion pursuant to pcc code 3.02.025. He will be here participating by phone. I need to ask if any member of the board has an objection to that. Okay, no one objects. Welcome, mayor wheeler.

**Fritz:** I move that he be allowed to do that.

**Eudaly:** Second.

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**Saltzman:** He's going to do that, then.

**Saltzman:** We have a couple of invited panels.

**Boyle:** Yes. We chose to bring in the educational institutions and the hospital and v.a. Because they represent thousands of people. We have also ample opportunity for public testimony. Many people in the room.

**Saltzman:** I'm going to exercise prerogative as presiding officer to limit the guests to three minutes each. Okay.

**Eudaly:** You already have them at two.

**Saltzman:** I do? [laughter]

**Boyle:** I moved it back up to three.

**Saltzman:** Two is fine.

**Fish:** How many members of the public have signed up to testify?

**Moore-Love:** We have 18.

**Boyle:** Dr. David sleig, rebecca ocken and jason franklin, if you'll come up, please.

**Fritz:** When are we going to move the substitute?

**Saltzman:** After this. Welcome. Give us your name. You have two minutes.

**David Schleich, National University of Natural Medicine:** Oh, not three? Two is fine. Mayor wheeler, we hope you're on the mend. City commissioners, i'm David Schleich, president of national university of natural medicine, south Portland. NUNM, used to be called ncnm. We support the Southwest Corridor light rail project and barbur boulevard alignment and believe that light-rail in our area will greatly improve access to our medical school which is growing prodigiously to our clinic and the Helfgott research center which is also growing in south Portland. As the city grows and we grow light-rail on barbur alone will not solve the increasingly dangerous traffic problems surrounding our campus which is worth noting. NUNM has worked with pbot and metro and odot for over 11 years to address safety and access concerns and issues caused by the heavy, fast-moving traffic that surround our campus footprint particularly on naito to our west and ross island bridge to our east. We're an island surrounded by highways essentially. Thus NUNM urges you to support the southwest corridor bridge head project in particular, which if approved and funded would finally fix the increasing congestion of the bridge commuter traffic buildup on kelly and water as well as vastly improving naito with traffic calming solutions, all of which are directly adjacent to our university property. These proposed improvements to south portland have been needed for many years and the bridge head reconfiguration project offers an opportunity -- did we lose the Mayor?

**Fish:** Apparently the mayor didn't find you very persuasive.

**Saltzman:** He will be back.

**Schleich:** If he's got the flu we have solutions. [laughter] these proposed improvements in south portland have been needed for many years and bridge head reconfiguration project offers an opportunity to fix long standing traffic problems in our area and greatly improve safety and access as I mentioned for our students. Also for our patients and of course our faculty and staff. We have now more than 20,000 patient visits to our clinic annually. That's growing. All of whom come from all over the city. Having said that, it's really important to the future of NUNM in south Portland that the city of Portland and the southwest corridor planners are aware of the critical impacts to our campus due to likely property acquisitions it would attend for the bridge head reconfiguration project. These property acquisitions --

**Saltzman:** Your 30 seconds over. Is that correct Karla?

**Moore-Love:** That's correct.

**Saltzman:** We get the gist. We won't forget NUNM.

**Jason Franklin, Portland State University:** Good afternoon. Mayor, members of the city council i'm jason franklin, director of campus planning at Portland State. Psu fully supports the construction of light-rail along the southwest corridor and as one of the largest

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generators of trips in downtown we think it's vitally important that the region continues to expand light rail and access to serve both downtown and Portland State. PSU students, faculty and staff rely heavily on transit to make trips to and from campus. Currently over 53% of our students make trips on transit. Most are max. So anytime you go, you notice how many are using max and at the psu campus. As psu grows and becomes more diverse, as we strive to keep the costs of attending PSU low, continuing to improve transit access to campus is a must. As housing costs to escalate, PSU students are living farther and farther from campus and fast reliable transit to campus is essential to reduce cost and stress of traveling to campus. Excellent transit service allows us to continue to reduce amount of parking we provide on campus and in fact a new fourth montgomery building the city is participating in has no parking in it and we're replacing a surface lot to build the building. Managing parking allows us to manage trips downtown, reducing congestion and freeing up space on campus for other uses. PSU shares the city's commitment to climate action and our own climate plan requires us to become carbon neutral by 2040. We'll only achieve this goal by continuing to improve the regional transit system and in particular new light-rail corridors that provide reliable and fast transit. As the City and PSU continue to grow, new dedicated transit corridors are perhaps the most significant method to mitigate congestion and meet our environment goals. PSU recognizes there are many details to be worked out about how a new light rail line will enter downtown and serve psu, but we're ready to continue our collaboration with the city and Trimet and others to develop the best solutions to serve our current community. I urge you to vote to move this project forward and complete the light-rail network that is important to our city and psu.

**Rebecca Ocken, Portland Community College:** Good afternoon, mayor, members of the council, i'm rebecca Ocken, planning manager for Portland community college. Here this afternoon to voice PCC's support for the southwest corridor alignment and equitable housing strategy. Pcc is the largest higher ed institute in the state with a current enrollment of more than 73,000 full and part time students -- our Sylvania campus is the largest of our four campuses and located along the southwest corridor. Since it's founding in 1968, we have seen the area become more economically and culturally diverse. Many of the almost 25,000 students who attend sylvania campus live in or near the southwest corridor. Access to our campuses is key to student success. Our latest survey shows 30% of our students use public transit as their primary mode of travel. With the proposed light-rail extension we anticipate that figure increasing not only in student ridership but for staff as well.

Additionally, we appreciate the inclusion of affordable housing strategy in the corridor planning. Recent studies have shown about half of community college students experience housing insecurity. 13 to 14% experience homelessness. The equitable housing strategy is an opportunity to meet basic needs our students and their families so they can better focus on academic success. Pcc realizes there are some segments of the light rail alignment not yet confirmed. The college is committed to continuing to work with city, metro, trimet and others to help determine the best alignment keeping the needs of our students at the forefront. Lastly as Sylvania campus is located in a predominantly residential neighborhood we're sensitive to possible impacts the proposed light rail extension may have on campus and areas adjacent to it. As such the college will continue its campus planning efforts incorporating broad public participation with particular attention paid to our immediate neighbors. Southwest corridor light-rail extension and equitable housing strategy is needed and done well will have far reaching benefits for pcc and the region.

**Saltzman:** Thank you. Next panel.

**Boyle:** Next up will be Margo McVerna, Michael Harrison and Matt Hilton, who I'm told are going to split their time.

**Wheeler:** Commissioner Saltzman, could I make just a brief statement?

**Saltzman:** Sure Mayor.

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**Wheeler:** So I want to apologize for getting up and leaving. I have a cold and I don't want to run the risk of giving it to my colleagues. I'm also monitoring a situation outside of city hall, so I hope everybody forgives me, but I am paying attention. I'm watching it on tv, and i'm listening via phone. [speaking simultaneously]

**Saltzman:** Who wants to start?

**Margo McVerna, VA Portland Healthcare System:** Good afternoon. My name is Margo McVerna and I serve as a strategic planner at the v.a. Portland health care system. Thank you for inviting me.

**Saltzman:** Get the clock set. Go ahead.

**McVerna:** I got extra time. First and foremost, I would like to express that the v.a. Portland health care system strongly supports this project. We appreciate the continued invitations to participate in working on the details of this project that are important to our mission to serve the veterans. This project will increase transit solutions and improve the commute for v.a. employees. We currently have about 900 parking spaces on our campus, and approximately 3,000 employees. The v.a. pays 100% of the transit passes for our employees. While this project will be an amazing improvement for our work force, trimet and pbot have assured the v.a. this will not result in any reduction of front door bus service for our veterans. The veterans greatly use and rely on front door bus service to get to their health care appointments. And they are our number one mission. Thank you.

**Saltzman:** Thank you. Gentlemen?

**Michael Harrison, Oregon Health & Science University:** Good afternoon. My name is michael harrison. I am the director of government and neighborhood relations at ohsu. Thanks so much for the opportunity to speak today. A lot of people sort of have asked early on, especially in the neighborhood, well, would ohsu employees even use the light rail and the marquam hill connector if it was built? Very appropriate question. My answer today is absolutely. The southwest barbur light rail project is an extension of the existing green line, as commissioner Fritz pointed out. A line that travels past the homes of ohsu employees in lents, gateway, hollywood, through downtown, and obviously the line would continue deep into southwest Portland and into tigard. Our employees are like anyone else. If they can spend more time with their families rather than spend time stuck on a bus in congested traffic, or waiting to transfer buses, of course they're going to choose that option. We currently have employees who take the orange line from milwaukie, walk a third of a mile to the tram, take the tram up to ohsu, and then continue to walk to their destination. Folks who could transfer to the number 8 instead. The proof is in the pudding already with existing infrastructure.

**Matt Hilton, AFSCME Local 328:** Members of the Portland city council, I am matt Hilton. I am president of afscme local 328. I am happy to address you today. Our membership has not really taken a position about a connector but I would like to advocate why transit is so important for us. Our local represents about 40% of the overall ohsu work force, about 6500 people. If you are not a physician, if you are not a nurse, if you are not in research, odds are you are in our bargaining unit. I think where transit is so important to our community as an example, ohsu is the academic medical center for the state. It's viewed with a lot of prestige for top notch quality care. A god-like surgeon or case management team that will guarantee the absolute best of care. Where the rub is, is regardless of why you have been admitted, if you are in a room that has not been thoroughly sterilized and cleaned by our environmental services technician, you could get an infection that's just as bad as what put you in the hospital in the first place. We recently did a study of our membership and we found that 31% live 10 to 20 miles away from ohsu. An additional 17% live as much as 20 to 50 miles away from ohsu. Out of that number, the 6500, 45% use transit as their primary means to get to work. This is really important that we get more

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transit options, that we continue to serve the community and give you guys the care you deserve.

**Fish:** I have a quick question for michael harrison, if I could, mr. President. I want to be clear about something. I am a high frequency user of ohsu. And frankly, I am not allowed in the emergency room because of my compromised immune system. But I get regular care up there. And it's, so it's a nonstarter for me to consider this investment and not have some kind of connector. Are we talking about looking at alternatives here with terwilliger parkway that either go above or below in terms of additional options? Is that what's on the table?

**Harrison:** Probably the question maybe would be better for city staff or trimet.

**Boyle:** Yes.

**Fish:** That's all I needed. Thank you.

**Saltzman:** Thank you all. Commissioner eudaly, you have a substitute you wish to offer?

**Eudaly:** Yeah. I will move to accept the substitute exhibit c.

**Fritz:** Second.

**Saltzman:** It's been moved and seconded. So we are going to put a substitute on the table and there will be some amendments also on the table and then we will take public testimony on those. It's been moved and seconded to adopt the substitute for exhibit c. So please call the roll.

**Fritz:** Exhibit c is putting the substitute on the table.

**Eudaly:** Aye. **Fritz:** Aye. **Fish:** Aye. **Wheeler:** Aye.

**Saltzman:** Aye. Substitute c is before us.

**Fritz:** I have some proposed amendments to exhibit c. The changes we put on the table for exhibit c are things that commissioner eudaly's staff and mine have been working on since the work session. Mostly to clarify the intent of things. And so I have a few more which I would like to get moved and seconded, mr. President, and then hear testimony before deciding whether or not to move forward with them.

**Saltzman:** Ok.

**Fritz:** The first one is Fritz 1. A change to 3a in exhibit c. It states currently the city of Portland understands the steering committee recommendation to optimize the layout of the barbur transit center site for transit operations and redevelopment potential. However, the city's land use goals would be best served by elimination of park and ride facilities at Barbur transit center. My proposed amendment is to eliminate-delete that sentence, "however, the city's land use goals would be best served by elimination of park and ride facilities at Barbur transit center -- and to add "however, the west Portland town center planning process should determine the appropriateness and capacity of a park and ride facility at the barbur transit center."

**Saltzman:** Okay. That's the motion. Do we have a second?

**Fish:** I have a question. Normally when we work out a substitute we don't have amendments. I would like to know what the sponsor feels about each of these amendments, what her position is, and I have questions on the amendments just so I understand them.

**Fritz:** Commissioner, we have run out of time, so--

**Fish:** I would still like to hear from the sponsor as to what her position is.

**Saltzman:** I will for the purposes of discussion I will second the amendment.

**Fritz:** Thank you. Mr. President. And I may even --

**Saltzman:** You want to run through all your amendments and then we will hear from commissioner eudaly?

**Fritz:** As I mentioned before I started this process, I may withdraw some of these anyway after I hear public testimony. The second one I handed out is moot because it's already included in exhibit c and that is to have invited testimony at each of the work sessions to

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discuss the crossroad, marquam hill, and the 53rd avenue park and ride. We don't need that one. I will keep calling it 3 because it's on the list here. This is a minor amendment. The -- actually it's not. A minor one and a major. This is about the connection between 53rd avenue station, whether or not to have a park and ride, and the pcc campus and it reflects the conversation I had earlier with eric engstrom about the current master plan that said there should not be a vehicular entrance at 53rd. Regarding that, it's 7g, what's currently says is the city supports publicly funded street improvements to southwest 53rd avenue between the light rail station at southwest 53rd and the pcc campus to facilitate inviting pedestrian and bicycling access to the campus. These street improvements should be appropriately scaled to the neighborhood environment, and will, I would say "should" not provide private vehicular traffic connection to the campus. And I would -- this amendment would delete the word "private" so it would say should not provide vehicular traffic connection to the campus.

**Saltzman:** Are you -- that would be the shuttle would be exempt from that, I assume? Vehicular traffic?

**Fritz:** It wouldn't be. It could go to the edge of the campus but it wouldn't actually go through.

**Saltzman:** I will second again for purposes of discussion.

**Fritz:** Thank you. Fritz 4 is about the 68th avenue station. This is a new one that just came to my attention through testimony this morning. Although the station is physically located in the city of tigar, it also serves residents of the city of Portland and will be included in the evaluation for the pcc campus shuttle. Portland staff should collaborate with the city of tigar in planning for this station area.

**Saltzman:** I will second that for purposes of discussion.

**Fritz:** I'm sorry. There's two further pieces of it.

**Saltzman:** I'll still second it.

**Fritz:** The alignment between the station at 53<sup>rd</sup> and 68<sup>th</sup> should include bicycle and pedestrian facilities on the light rail structure that will cross i-5 between 60th and 64th and barbur and pedestrian and bicycle facilities must be improved to allow Portland residents to access the station at southwest 68th safely. Thank you for seconding that.

**Saltzman:** Ok.

**Fritz:** And then another couple of minor ones. Under other priority actions, this is Fritz number 5, at number 3, historic landmarks review, continue coordination with the city of Portland's historic landmarks commission where detailed alignment decisions may impact historic or contributing resources.

**Saltzman:** I would second for purposes of discussion.

**Fritz:** Thank you. And the final one is Fritz 6. This is to exhibit c, about affordable locally owned businesses. The light rail, says currently the light rail project should promote preservation and commercial viability of commercial and office businesses especially those serving nearby residents providing family wage jobs at grocery stores and other locally owned businesses. So adding "grocery stores."

**Saltzman:** I will second that for purposes of discussion.

**Fritz:** Thank you. And my final amendment, an amendment to the resolution, and that's a further -- be it further resolved, and this is the one that I most unsure about whether we should do this or not but I want to put it on the table anyways so we can take testimony on it. Be it further resolved the city, Portland city council asks the metro council not to adopt the land use final order for this project until after the council has held the work sessions on crucial decisions described in exhibit c."

**Saltzman:** Again I will second for purposes of discussion.

**Fritz:** Thank you very much. I really appreciate that.



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**Saltzman:** Are there any other amendments to put on the table? Ok? None. Commissioner Eudaly?

**Eudaly:** Thank you. And thank you, commissioner Fritz, for your attention to this item. I want to assure you that we took all of them into consideration and as you know, we incorporated several of them. However, many of them amendments were not deemed appropriate to place in this document because they're too prescriptive. There are many decisions yet to make, and many other parties that have a say in these decisions. But even though we can't address all of your concerns here we will have opportunities to discuss them in detail in future work sessions with the council. And I want to personally promise to take your concerns seriously and bring them to the steering committee.

**Fritz:** Thank you.

**Saltzman:** Now we will move to public testimony and I think again we are going to limit testimony to two minutes. And we will, Karla can call people. Three at a time. Chris Smith from the planning commission. Will kick things off.

**Chris Smith, Portland Planning and Sustainability Commission:** Good afternoon. Chris Smith, vice chair of the Portland planning and sustainability commission conveying the commission's recommendation. You have our letter to be brief I will just hit a few key points. First that the equitable housing strategy is critical. We urge you to fund it early and deeply. Second, that there has been considerable land use planning already for this corridor in both the Barbur concept plan and the comp plan. There will be more. We will have station area planning exercises to go through. I would emphasize with respect to the PCC connection that the commission supports a strong shuttle, bicycle, and ped connection. Commissioner Fritz, I would ask you to make sure that your prohibition on vehicles doesn't include bicycles because bicycles are considered vehicles in some parts of the code. If you could make sure you make that distinction.

**Fritz:** Right.

**Smith:** And with respect to the park and rides in west Portland town center, I would remind Council that both the region 2040 plan and our comp plan envision town centers as vibrant, active places for people whether or not large amounts of parking are compatible with that is something you should carefully consider. Thank you.

**Saltzman:** Thank you. Karla, call the first three.

**Moore-Love:** Terry Parker, r.a. Fontes and Doug Klotz.

**Saltzman:** Most of you have been here before, you know the drill. Give us your name and you have two minutes each and there's a clock in front of you. We will start with Doug.

**Doug Klotz:** Hi. Doug Klotz. Three years ago, TriMet opened the orange line MAX route. BPS had done station area planning as Chris mentioned. They asked for community input and in some areas folks didn't want upzoning, stations near them. Those weren't upzoned. As a result we have situations like 17th and Rhine and 17th and Holgate stations which have R5 zoning within 150 feet of the station and the ridership counts show the folly of this approach. Today, these two stations are the second lowest and the tenth lowest out of the 97 light rail stations on the MAX system because there's only some single-family houses there. So we know we must, on southwest corridor we must protect the affordable apartments and housing that exists there and we have plans in the equitable housing strategy and with the bond to do more new apartments that are affordable as well. But we must make sure that we have room for all the new apartments and other forms of housing. And market rate as well near the MAX stations including the Barbur transit and 53rd MAX station. And I would say that the housing should take priority over parking. And this is a climate issue as well. We need to take the opportunity now at this point in history to do the best job we can to get people out of their cars and taking transit instead. And putting a lot of housing near the light rail stations is one way to do that. I would say, hopefully you could direct BPS to start working now on rezoning all the land within half mile walking distance of

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all the stations consistent with the equitable housing strategy, to get the high enough density in housing there that you could really do the job. I also note in a quarter-mile radius there's a lot of hills and missing streets. We need to work on connecting streets through, putting stairs and ramps where there's great difference, even a couple of pedestrian bridges over i-5 where it would round out the circle around the station. Thank you.

**Saltzman:** Thank you. Terry?

**Terry Parker:** Yeah, Terry Parker, fourth generation Portlander. When the light rail line was built between Portland and Gresham was being considered as one of the several options in the 1970s, I chaired the first and original citizens advisory committee in the region for our transportation project of this magnitude. One of the strongest recommendations for the committee was to take as little private property as possible. The Southwest Corridor project should follow suit with the same type of guidelines to take as little private property as possible. When the Gresham Max line was constructed, grading and overpass construction costs were shared with the improvements to the Banfield freeway. Sidewalks and park and ride lots were added adjacent to the alignment. If built, the Southwest Corridor should also be a bare bones project as opposed to a Rolls Royce-type project that includes extended figures of infrastructure. Any changes to the Ross Island bridgehead and Naito Parkway must increase motor vehicle capacity and significantly reduce congestion not create more of it. The biggest issue with the Southwest Corridor is the price tag. Nearly \$3 billion for infrastructure plus another \$1.5 billion to subsidize affordable housing, some of which will likely be property taken and removed from the tax rolls. The proposed bond measures that in part rely upon residential property taxes to pay off the bonds will unjustly increase the cost of housing for the entire region. The Gresham Max line was paid for with Mount Hood Freeway dollars. Equity for motorists was achieved with an upgrade to I-84. 50% of the funding for the new Max line is expected to come from the federal tax on motor fuels from the highway trust fund. Maintaining two full service motor vehicle travel lanes in both directions on Barbur Boulevard must be a priority. Equity and fair representation for stakeholder motorists is a must do. Currently, transit fares barely cover 25% of the operating cost. Riders are subsidized systemwide at 65 cents per passenger mile. The tax and fee structure for Portland's transportation infrastructure is upside down as it relates to the privilege rankings and comprehensive mode hierarchy plan. Equity requires transit fares be increased whereby the riders share a substantial financial share for the construction infrastructure costs. Adult bicycles need to be assessed a license and user fee to pay for bicycle infrastructure and OHSU needs to pay for its own connection to transit. The entire project needs a clear and transparent non-juggled cost benefit analysis.

**RA Fontes:** Good afternoon. R.A. Fontes. It's just too late for more light rail. You have your flyer out here. Metro staff consistently overestimates ridership on major transportation projects. Max has failed to be cost effective over 32 years of operation. The running with less than a bus load at any one time. These are all documented on your flyer. All the [inaudible] transit vehicles will make buses cheaper to operate relative to rail. Operator cost, driver costs are 60% of bus cost but only about 20% of light rail. Eliminating with vehicle automation buses become cheaper than, yeah, a lot cheaper than light rail. Self driving taxi like services are set to make a big chunk of transit ridership. If you look on the reverse side of your handout, please, it has a report from consultants Fehr & Peers, who were involved with the state -- later report -- and you will notice that most of their models suggest that we will have a drop in ridership of about 30 to 35%, up to 82% on light rail. Now just -- I'm sorry. I just got so much stuff here. But anyway, it's just simply time to get rid of light rail. If you want to have transit that works in the future. We cannot be wasting any more time. It will become just like streetcar and we and in the long run, unaffordable. The sooner we stop building more rail, streetcar or light rail, and go to realizing it's going to be rubber tire, the sooner we can have transit that works for everybody in the future.

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**Saltzman:** Thank you all. Next three.

**Moore-Love:** Tony hanson, marianne fitzgerald and evelyn murphy.

**Saltzman:** Welcome. Again, you each have, give us your name for the record and you have two minutes and we will start with you, mr. Hanson.

**Tony Hanson:** All right. And then I have to take off, I have a four o'clock meeting. Hi, my name is tony hanson, president of crestwood neighborhood association. We submitted written testimony on october 8, 2018. This highlights our main points. First, we are excited the light rail is coming through our neighborhood. However, crestwood believes the southwest corridor locally preferred alternative, the lpa, lacks the vision to support projected growth in our region. We agree with the Portland planning and sustainability commission's july 2018 comments. That the des prioritize motor vehicle movement over people movement particularly in the vicinity of west Portland crossroads. These are a few of the issues, concerns, and recommendations relative to the southwest corridor lpa. We ask that you not accept the lpa in exhibit a and b, support alignment b1, center barbur, or if you must, the unrefined alignment b2. Reject refinement 2, the taylors ferry overcrossing. It sounds like that's already happened, we are excited, thank you. And amend refinement 4, the barbur undercrossing. Specifically, we want to keep light rail on barbur throughout southwest Portland. Alignment b1. The current crossroads is dominated by motor vehicle traffic and has a long list of safety issues. Rebuilding crossroads was called for in the barbur concept plan and offers many benefits such as a more direct route with a full minute faster travel time that translates into increased ridership. Earthquake resilience over i-5 and safer walking and bicycling infrastructure that best supports the Barbur concept plan to make west Portland a more people friendly town center. Staff rejected b1 because of cost and constructability concerns without a full comparison of costs and benefits in lpa. Our second preference is alignment b2 without refinement to the taylors ferry refinement. And sounds like that's what's happening so we appreciate that. Specifically get rid of the taylors ferry alignment. We would like to amend refinement four, the barbur undercrossing. That's the other end of the neighborhood near tigar. To continue the alignment at grade within the city of Portland and add sidewalks and bike lanes to the light rail structure over i-5 as there are no bike lanes on the existing Barbur motor structure over i-5. No matter what southwest corridor light rail must have better pedestrian and biking infrastructure to access transit from the neighborhood to the proposed stations. Thank you.

**Marianne Fitzgerald:** My name is marianne fitzgerald and I am the vice president of crestwood neighborhood. Rather than echoing a lot of tony's testimony, I will just say thumbs up to what he said. We are hesitant to accept the locally preferred alternative in attachments a and b because it has some flaws in it. In particular -- we think staff did a great job incorporating comments into the work plan but there are some things that are being taken off the table. And b1 barbur is our opportunity to improve the walkability within our neighborhood. And we're afraid, so the flyover of b2 does less harm. The taylors ferry alignment was just awful. It would have really precluded future improvement so we are very pleased to know that's off the table. Crestwood did not submit testimony but I am also a little concerned about the naito alignment. And we talk a lot about access to ohsu and marquam hill but we never talk with access to south waterfront. You have to balance both. And as you go through the lpa, there's not a full cost benefit analysis. And I think that we need more work on the barbur naito alignment and the crossroads area before we lock ourselves into the alignments that are chosen in the locally preferred alternative. We do want the crossroads to be a walkable town center. It's not. And while we are glad there will be sidewalk and bike improvements on barbur, they stop at the barbur transit center. Our entire neighborhood will not get any sidewalks and bike paths out of this project. So we are really advocating that the staff take a good look at the shared investment strategy and figure out how we can get access to each of the transit centers. The ones at 53rd and

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barbur transit and 68th are the ones that would affect our community. But there are others throughout the barbur corridor where we need access from the local neighborhoods out to the transit centers. So these walking and biking infrastructure really are key to making this a success. And thank you very much for listening to our comments today.

**Saltzman:** Thank you.

**Evelyn Murphy:** My name is evelyn murphy. I am a resident of tigard. And work in Portland at ohsu. And I probably don't need to say this but I will anyway. I do not represent ohsu in any way. Although I have worked there for now 30 years. And as such I am an expert on commuting. Because of this, I was asked to be on the southwest corridor citizen advisory committee that finished its work not too long ago. I don't speak as an expert. I speak as a citizen, and a stepmother, and a woman who is closer to the end of her life than the beginning. And for the next generation. I hear often and often from my friends in tigard, about the expense and disruption that will be, will come to us with building southwest light rail and they're right. It's going to be expensive and it's going to be disruptive. The hard truth is it will never ever be any less expensive and disruptive than it will be if we move today. Our society is foolish. We react rather than proact. Unlike some places in europe, where I have learned when major roadways are developed, rails are laid at the time they're built so that when the time comes, more efficient transportation can be upgraded. I applaud this work. And the hard work that everyone has done in developing this project. And I and many of the people I know support it and welcome it and will do everything we can to help you make it possible. Thank you.

**Saltzman:** Thank you for your service on the citizens advisory committee, too. Thank you all. Next three.

**Moore-Love:** Wayne stewart, susan egnor, and len michon.

**Saltzman:** Welcome and again just we need your name for the record and you each have two minutes. And I am going to start at this end this time.

**Wayne Stewart:** I'm wayne stewart. I have served on the design commission for about 10 years and chaired it for three in the pastime. This is with regards to the barbur to marquam hill connection. And as I have often heard from my wife who is a retired nurse, first do no harm. The terwilliger parkway is an important culture and historic asset for the city. And it was first envisioned by the olmstead brothers, nationally known landscape architectural firm in the early 1900s. They prepared the 1903 plan for the city of Portland. And like boston's emerald necklace, the terwilliger parkway was proposed as an integral part of a greenway or parkway system across and around the city. This green idea as identified by the olmstead was called, they called it the 40-mile loop. And of course, as everyone knows, that's now grown and exceeds about 140 miles and I have even seen 175 listed at one point. Of all the park improvements proposed by the olmstead brothers, terwilliger parkway most closely hews to the original 1903 plan. I think that's something very important in terms of its cultural landscape and certainly in the history. In 1983, the city council recognized the historic and cultural values of the parkway and adopted the terwilliger parkway design guidelines. Page 1 of these guidelines states, primary consideration shall be given to safe guarding unobstructed views and preserve the heavily wooded character. Improvements shall make a minimal amount of interruption to the natural topography. Of the four alternatives that are currently being considered, for access, only the tunnel alternative connection number 2, will minimize impacts to the terwilliger parkway. This alternative also provides the best weather protection for users, and greatly simplifies access for mobility impaired individuals. Please adopt this alternative as the preferred barbur to marquam hill connection.

**Saltzman:** Thank you.

**Susan Egnor:** My name is susan egnor and the preceding speaker said a lot of the things I would say. I am speaking to the marquam hill connector. And the proposed taking of

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Portland parkland for it. There's no question there needs to be a connector. The issue is, does terwilliger parkway need to be permanently damaged to provide for it? When I moved to Portland 31 years ago, I didn't know anything about terwilliger parkway even though it was out my back door. I learned a lot. I learned that the city of Portland over and over and over again has emphasized how important this unique linear park is to the life of the city. From the initial design through the opening in 1912, the terwilliger parkway design guidelines which the predecessor spoke to. And in 2012 the city supported the terwilliger centennial. Some of you attended. And again in 2013 the city demonstrated its support for the parkway with the purchase of eagle point to help complete the original design. This is a legacy of our city's care for the unique assets. The four choices all cede Portland public parkway parks to trimet. Perhaps that's one way for the city to get out from under the requirements of its own laws governing terwilliger parkway. The tunnel option does seem to be the most preferable. I see no need, however, for the parks bureau to cede any land to trimet so that the tunnel could be built. I would ask that any damage to the parkway caused by building the connector be repaired as part of the process, shrubs and trees planted again under the aegis of the parks bureau. Thank you.

**Saltzman:** Thank you. Sir?

**Len Michon:** Good afternoon, mayor wheeler and council members. My name is len michon. I am here as president of the south Portland neighborhood association, the spna. The southwest corridor light rail project is significant to the city of Portland and other jurisdictions within the metro area. The spna unanimously endorses the southwest corridor preferred alternative on barbur avenue together with the reconstruction of the ross island bridgehead and naito parkway. South Portland neighborhood includes lair hill, johns landing and south waterfront. We are currently involved in several city projects. Number one, the river plan south reach of the willamette river, with long-term projected benefits for the greenway and development between ross island and dunthorpe district. Zero addressing project which will eliminate the leading zero on addresses west -- east of naito with significant benefits to the delivery of emergency services, but with a cost to residents and businesses impacted. And a rewrite of the 1980 south Portland national historic district guidelines which will reflect current design review practices and is being done in conjunction with the regional commitment to move forward with the reconstruction of the west end of the ross island bridge. Beyond that south Portland has challenges, significant traffic congestion throughout the neighborhood with inherent problems of resident safety with impatient drivers and excess pollution created by the idling of cars, unfiltered diesel exhaust and buses and delivery long haul trucks. Lair hill district is inundated with commuter traffic attempting to enter ross island bridge through Corbett and Kelly avenues which are not designed for high volume. As a result, the way-finding, web-based apps which assist commuters stuck in incessant delays from north bond naito to the bridge. The south waterfront district is missing a major northbound southwest bond avenue with the construction of ohsu's chh south and the patient housing building. We will have considerable delays with regard to --

**Saltzman:** Ok. Time's up.

**Michon:** Ok. Let me just continue with one more comment. We continue to be concerned with the potential transit-oriented development at the gibbs street. And I want to reiterate the spna's support for the barbur concept light rail project and high expectations to the ross island bridgehead will be fully addressed in the regional transportation bond funding tentatively scheduled for 2020.

**Saltzman:** Thank you.

**Michon:** Therefore, I support the resolution before you today.

**Saltzman:** Thank you all. Next three, please

**Moore-Love:** Marcia leslie, katie dobler and john gibbon.

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**Saltzman:** Ma'am, would you like to start?

**Katie Dobler:** Thank you. Good afternoon, mayor wheeler on the phone and city council members. My name is katie dobler. I am the chief operations officer at the Portland clinic. The Portland clinic if you don't know is a locally owned by physicians and will be celebrating our 100th anniversary in 2021. Our five branches are located throughout the tri-county area. And we are proponents of a quality mass transportation system which includes comprehensive light rail system. We recognize the cost of housing is skyrocketing and longer commutes strain our life balance. Public transportation is a key component in the growth of the metro area. We promote ridership by offering Trimet passes for our 600 employees. I personally take light rail downtown from east county. We also know many of our 90,000 patients depend on public transportation for daily commuting and to seek medical care at our clinics. We became directly involved in the southwest corridor project when we learned that one of the proposed routes cut through our clinic in Tigard along I-5 between Bonita Road and Carmen Drive. The loss of our building would have disrupted medical care for 7,000 patients, many of them seniors who live by in King City and Summerfield. The ripple effects would have impacted many medical providers in the region who partner with us. The Portland clinic is a member of the coalition for southwest max railroad options. We support the locally preferred alternative approved unanimously by the southwest corridor steering committee. The recommendation includes the railroad route from downtown Tigard to Tualatin which we support. Today we encourage the council to join the Portland clinic in supporting the southwest corridor plan and locally preferred alternative. Thank you for your time.

**Saltzman:** Thank you. Would you like to go next?

**Marcia Leslie:** Ok. My name is Marcia Leslie. Written testimony was submitted on August 30th and also October 8th with details as to why 53rd is the wrong choice for access to PCC. Contrary to what Teresa stated 53rd is paved from Barbur to Capitol Highway. I am urging delay on the vote on 1062 today until the new steering committee is appointed and can vote on the modified Ipa. The direct Ipa, or the current Ipa I should say, is not the one approved according to the state legislation guidelines for development of the southwest corridor plan. The question has been raised as to whether the Ipa is even legal according to that legislation. The Ipa contradicts earlier statements by Metro such as I-5 options could not support the southwest corridor land use vision. Yet the Ipa from Barbur Transit Center to Tigard is along I-5. How does this support land use vision? Emphasis is being given in outer Portland, not to the land use development and affordable housing, but on expanded parking on 53rd at the expense of the quiet neighborhood which is far southwest. The majority of our crime occurs on the PCC Sylvania campus. And we would prefer and we will actively oppose any efforts to open the campus at the fence at 53rd. Numerous fatal flaws exist in other areas of the Ipa. And these need to be corrected before the city votes to approve this plan. Which will shape and define southwest Portland for the next 50 years. Overall, the idea is good, the concept is good. But it needs a lot of work before it's acceptable. Thank you.

**Saltzman:** Thank you. John?

**John Gibbon:** My name is John Gibbon. I am a -- after 15 years I am no longer a land use representative for Marquam but I am their transportation representative and watershed committee representative. My comments today, though, are on my own behalf. Because Marquam hasn't had a chance to meet since the meeting on the 29th. I can say that prior to that, that our support was basically for B2 because B2, the unrefined alternative, really gives us access, closest access on the west end using the current Barbur pedestrian bridge. Takes us right into a station that's as close to west Marquam as you can get. It's not a great access. I spoke to you last month. And I told you I had to walk about a mile coming out of Marquam on mostly unpaved or not mostly unpaved streets but certainly

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unsidewalked streets. And I have to report that one of my neighbors within the last 30 days was put in a nursing home for two months because she was hit in the intersection at 35th and Huber, where we need to do some traffic calming on 35th. So it's still not a good connection for us. But it is the closest one, b2. I support the Ipa reluctantly, recognizing some of my neighbors have major problems with it. But it needs to be refined because as proposed, the Collins option is not included in what was presented as the LUFO and the Ipa at Tr-Met or at the steering committee. So Collins is not our preferred option because that puts the station the farthest away from West Marquam. And I can answer questions about the crossroads if you wish.

**Saltzman:** Ok. Thank you all. Next three.

**Moore-Love:** Bill Garyfallon, Miranda Bonifield, and Phil Barrett.

**Saltzman:** Welcome. We will start with you, Bill. You have two minutes.

**Bill Garyfallou:** Good afternoon. My name is Bill Garyfallou. My family owns the blocks between 17th and 19th and Barbur Boulevard and Southwest Portland, that include the Golden Touch restaurant, the Glen Alden apartments and the [inaudible] working office building. We have done business in the area since my father and mother, Greek immigrants, opened the Golden Touch restaurant back in the 1980s. I have been involved in neighborhood community and city efforts to improve the business environment along Barbur Boulevard for over 20 years. In 1999, I participated in the Citizens Group that helped to develop the Barbur Streetscape Plan designed to construct sidewalk infill along the main arterials joined to Barbur Boulevard and make this area more user friendly for multimodal traffic. In 2013 I represented business interests in the development of the Barbur Concept Plan that promoted public investment in high capacity transit along the six-mile-long portion of the boulevard. And in 2018 I was a member of the community advisory committee that contributed to the Southwest Corridor Light Rail project that worked to determine the best route for light rail to service to Southwest Portland, Tigard, and Tualatin communities. Currently, our family has completed a land use agreement with the City of Portland to develop a mixed use complex on the 2.1 acre lot bordering Southwest Barbur Boulevard, Southwest Multnomah Boulevard, Southwest 19th Avenue and Southwest 17th Avenue, our family's lot. This development will accommodate five buildings with 273 residential units and nearly an acre of additional commercial space. The Southwest Corridor Light Rail project will bring improved multimodal transportation opportunities to include sidewalks, bike paths, bus route connectivity to the Southwest Portland, Tigard, and Tualatin communities and will increase the options and efficiencies and reliabilities of travel along the Southwest Corridor free from dependency on automobiles. We believe the public investment in a transit corridor linking Portland, Tigard, and Tualatin will provide great opportunities for businesses to flourish along these high density routes of travel and will encourage greater residential development options along the entire transit network. We strongly support the Southwest Corridor Light Rail project. Thank you for your time.

**Saltzman:** Thank you.

**Miranda Bonifield:** Good afternoon. It's a pleasure to speak with you all today. My name is Miranda Bonifield. I am a research associate at the Cascade Policy Institute. A favorite frequently misattributed to Winston Churchill, but a favorite quote of mine is, however beautiful the strategy one should occasionally examine the results. I have heard a lot about the strategizing about y'all have been doing and the hard work put into this project and I respect that. But as we went through the 3,000-page draft environmental impact statement we found some things that were very concerning namely the fact that TriMet and Metro have consistently overestimated ridership on MAX for the last 25 odd years. You look at the charts that our president John Charles sent you this week and you can see clearly every time a new light rail line is added there's a brief spike in ridership but nothing that continues to increase. You see ridership steadily declining over the past 25 odd years. We

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are talking about adding another light rail line at the cost of \$2.8 billion, which will probably be increased as we haven't discussed, we haven't finalized all of the projects that are in conjunction with this yet. But there's going to be limited usefulness for this. In addition, when we look at the individuals who actually use light rail we find that in the last few years as an article that was published by trimet employees last year noted, there are more and more individuals who are from higher income brackets using light rail, which is great. But there are fewer and fewer individuals who are from lower income bracket levels. We have talked a lot today about inclusive growth and opportunity. If our goal is to provide inclusive growth and opportunity, then light rail which is a fixed infrastructure that just has to be replaced every 30 years and has continually declining ridership is probably not our best option. I personally would argue that our best option is probably something more like subsidizing ride share for individuals who are too far away from current bus stops or current light rail stops so they are more able to get to those stops. So instead of investing \$2.8 or more billion into a light rail project not likely to meet its goals we should be rethinking how we approach transit to be as inclusive and provide as much opportunity as possible. Thanks very much.

**Saltzman:** Thank you. Phil?

**Phillip M. Barrett:** Good afternoon. My name is Phillip M. Barrett. I have been a home owner in southwest Portland for almost 30 years now. I am a member of the Crestwood neighborhood association. And I endorse the comments that they have submitted on this. I want to just mention, elaborate on some written comments I submitted before the October 10th scheduled hearing. As you know there is no route now selected for the crossroads area. We had a meeting Monday night, and a brand-new option was submitted. It's at least three or four months away before that process reaches the conclusion. My focus actually, in my comments today, is on the Barbur Boulevard-Capitol Highway crossing at the crossroads. In my opinion, as I have stated in my written comments, it is by far the best option for the community from a community perspective. I understand that it's a real challenge for the sponsors of the light rail. But for the community, that is by far the best solution. We have a fundamental problem. Neither the state nor the city has ever made a reconstruction of that bridge a funding priority. When you look at lists for highway, lists for transit, lists for community development, never reaches the top. But I think you are looking at the wrong list. You need a new list that covers golden opportunities. You have got an opportunity to pull funding from community development, transit, and highway to do something that maximizes benefits for the community as a whole by rebuilding that structure. It's 60 years old. It desperately needs a seismic upgrade. There's no better time than the present to get that done. I think with your leadership, I think we can grab a once in a lifetime opportunity to really launch the west Portland town center as a community asset. My only suggestion is that you not vote on this endorsement today but instead hold off for three to four months that the sponsors are taking to come up with a solution and then decide whether you are comfortable with the outcome.

**Saltzman:** Ok. Thank you all. Next three?

**Moore-Love:** The last three are Anton Vetterlein, Wesley Risher and Tony Jordan.

**Saltzman:** Ok. Start with you, Anton. You have two minutes.

**Anton Vetterlein:** Thank you. I am Anton Vetterlein with Friends of Terwilliger. Friends of Terwilliger is very much in favor of southwest corridor light rail and improved transit connections to Marquam Hill institutions. During the planning process, we lobbied, testified and provided written comments on the need for a light rail stop at Marquam Hill to provide the most direct and robust transit connection. However, in the interest of expedience this locally preferred alternative bypasses Marquam Hill and Portland's largest employer and potentially sacrifices Terwilliger Parkway by requiring 10,000 riders a day to walk 3/8 of a mile across it to OHSU. Metro and Trimet intend to acquire the land for the connection from



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Portland parks and recreation and split the parkway by cutting down trees and replacing them with structures of concrete and steel. The draft environmental impact statement states that "the impact to terwilliger parkway from the vegetation removal and ground disturbance will be long lasting and will result in severe visual change to the park. These impacts cannot be mitigated down to de minimis and the marquam hill connection is therefore assumed to be a permanent use regardless of the option selected." these connection options make the aerial tram seem pretty benign. We would like to see a second tram from barbur to ohsu studied as an option because it would likely have less impact. Friends of terwilliger's mission has always been to protect the natural scenic and historical qualities of the parkway. On numerous occasions over the past 100 years, the Portland city council has taken action to preserve and enhance the parkway as well. And now it's your turn, the current city council. We need you to unequivocally tell trimet and metro that the terwilliger must be protected and that they need to work harder to create a robust transit connection that will not do the significant damage that these options do. And we support or would like to see language added to the resolution, exhibit c, that would include compliance with the terwilliger parkway design guidelines. Thank you.

**Saltzman:** Thank you. Wes?

**Wesley Risher:** Good afternoon. My name is wesley riser. I am here today to speak on behalf of the friends of terwilliger as well. I happened to pull out my monthly Trimet transit passes that I have been collecting for the past 28 years of my Trimet use going to and from work. I am a true transit user. And I have been using it, again, for 28 years. Portland city council needs to instruct the follow-on marquam hill connection discussion to preserve the terwilliger parkway. The marquam hill connection has to work. The second biggest transit stop in the entire line will be at the marquam hill connector. And it will serve Portland's largest employer. The employees, patients, and ohsu and v.a. Deserve to make the quickest, easiest attractive secure connection between the gibbs street, barbur station, and the 7th floor kohler pavilion. This represents the employees and the patients and your instructions to Trimet and metro is paramount. The connection 2 which I passed out, you have all received it by our conversation in your offices prior to the hearing today, preserves the parkway the best long-term. And has the benefits I have mentioned. There is no need to connect the terwilliger parkway to the marquam hill connector at grade. Go under the terwilliger parkway, preserve the terwilliger parkway. Do not allow ohsu to hijack metro and Trimet's process and convert Portland park property to a new front door at campus drive. Sam jackson is ohsu's main entrance, not campus drive. When I moved to Portland in 1989, there was a parking lot at campus drive where there is grass today. Portland parks revoked the permit for ohsu to have that park property restored back to grass and plants. It is park property in front of the casey eye institute, not ohsu's.

**Saltzman:** Tony?

**Tony Jordan:** Good afternoon. My name is tony jordan. I am the founder of Portlanders for parking reform. I want to provide some food for thought regarding the park and rides in this project. As you heard up to 4,075 structured park and ride stalls are planned in this project. And I would like to provide some context of cost. I think that should always be thought of when we are talking about parking. That's conservatively 200, probably by the time this is built \$300 million worth of parking being built in this project. Which will last for a long time. To compare that the current metro bond is spending about \$65 million to acquire naturally occurring affordable housing near transit. So this project is expecting to spend somewhere between three and five times the amount of money on parking as we're spending to acquire affordable housing. This could be 1200 to 1700 built or acquired affordable housing units near this corridor filled with 3,000, plus make 3600 people or more who would ride transit quite regularly if they lived near it. It makes a much better sense I think to build housing, a lot more housing near this transit corridor line than to build

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parking. We can bring people into the transit centers with better bus service, dedicated bus lanes, et cetera. And I want to really just -- strike that -- we should really think about when this will come online and not where we are today. This project is going to be built in 2027. The current climate report, we don't have the time, if we are still building 4,000 parking stalls in 2027, I think we have gone down the wrong path and we made a terrible mistake that we probably won't recover from. So please, I urge you to not consider Fritz 1 because that keeps those park and ride at any station as a priority. Okay, I thought-it seemed to me it was saying don't say don't build it. Don't build park and ride if you don't have to.

**Fish:** Tony, could I ask you a quick question.

**Jordan:** Yeah.

**Fish:** You just said the Portland housing bond has allocated \$60 million for housing at various stops. Are you talking about 26-199 if it passes would allocate money? You are talking about the metro bond or the Portland housing bond?

**Jordan:** I believe the metro bond was, has, contains I was told today contains \$60 million to acquire --

**Fish:** The metro bond, if it passes, has money allocated. I want to clarify that. I think you said the Portland bond.

**Fritz:** Right until the last 10 seconds, I thought for the first time maybe you and I are in complete agreement.

**Jordan:** Maybe we still are.

**Fish:** Stop right there: Gavel the meeting to a close.

**Saltzman:** Ok. Thank you all. Is there anybody else?

**Moore-Love:** That's all that were signed up. We need to get the mayor back on the phone. He got disconnected.

**Saltzman:** While you are working to get the mayor back I assume we have some questions for staff. Dave, probably you should come up as well.

**Boyle:** You know I have another slide. This is the questions opportunity.

**Saltzman:** Yeah. I'll start since we had the testimony about the ohsu connector. I was curious whether aerial tram, second aerial tram had been considered. And also I think you said earlier on that an incline had been ruled out. I guess I was curious why that was the case.

**Unsworth:** Earlier on, we looked at escalators, a number of different ideas. Very early brief look. So I think what you should be hearing from us is we think a connection is important. We have two ideas. We want to open the process back up. We know this is really important. We've heard it today. We knew it before. This is going to be really difficult. And I think we open up and look at all different option. I think that stakeholder committee along with steering committee, coming back, been asked to report back to city council on the progress on this. Because it's something that's very important. I can imagine the first meeting we get to we go back through and say this is what we looked at. What else should we be looking at? I am pretty sure someone else is going to say, we ought to be looking at aerial tram. Number of us were just in pittsburgh. So the inclines and the feniculars keep coming up. It probably has as much impact on the parks. That's the lens we are going to be looking at. So I think much like the tillikum crossing where we opened back up and said, what's the art of the possible? How much benefit are we getting to it? Is it really used? Is it fast enough? I think that's the conversation we want to have again. On a more focused community-based discussion about the connection to marquam hill.

**Saltzman:** A tram, second tram is not off the table?

**Unsworth:** Hopefully it's not going to be quoted in the newspaper. I think we'll look at all options.

**Saltzman:** They can quote me. Second tram is not off the table. Ok. Any other questions?

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**Fish:** I have a question. I don't know whether this is for ms. Boyle or someone else. But I am not as conversant in why having a connector from southwest 53rd to pcc is generating the kind of push back it is. We heard from one testifier today who said that it's likely to increase crime, which would be news to my daughter who is one of those students that would use it. So what exactly, putting aside the land use question, and the land use question gets resolved and maybe ultimately decided by this council or luba, putting aside the land use question, what exactly is the objection to having a connector so that students who don't ride their bikes and who don't walk, or who choose to -- or for walking may not be their best option, can't have a connector?

**Boyle:** So i'm going to suppose on this, and I think some of it is because it represents different vehicular traffic potentially using that street, although it is a local surface street that by our transportation system plan is appropriate for that small type of commuter, jobs type connection such as a shuttle would provide. I think probably the biggest concerns I have heard were consistently is that vehicle access to the campus is something that is of large, large concern to the neighborhood. And that drives everything else. That is my opinion. That's my opinion for what it's worth. Yeah. [inaudible]

**Fish:** Is your mic on?

**Fritz:** I don't know if it is --

**Eudaly:** It is.

**Fish:** Karla, now it's on.

**Fritz:** Thank you very much. It's a bad sign when you get muted by the council clerk.

**Fish:** So you were saying?

**Fritz:** I am going to withdraw Fritz 3 because I think that a small shuttle as was described might not have the kind of bad impacts if -- the challenge, though, I think in addition to what teresa said, is that if we have got 900 parking spots at 53rd, there's then a lot of traffic that's coming along pomona, capitol, 53rd to get to that parking lot. And then taking the shuttle to pcc. So it really is connected with, should we have a massive parking structure, parking place which won't be used very much by Portland residents? That would then, that would be the shortest connection to take the shuttle rather than parking at the barbur transit center. So that's all kind of connected with those which is why I would like us to figure out a way to have further discussions on the location and capacity of the parking. Park and rides. I appreciate you working with my chief of staff behind the scenes to look at my other amendments. Colleagues, I am going to withdraw number 6 about the grocery stores because I think it's covered in the, especially those serving local residents." so I am withdrawing 3. I am withdrawing 6. On number 1 --

**Saltzman:** Number 2, also.

**Fritz:** Two is already gone. I never proposed it. But number 1 is about the barbur transit center and whether or not there should be park and ride facilities there. And the way staff has it, they have already made the decision that the city's best interests would be best served by elimination of park and ride facilities at barbur transit center. I believe there's a lot of Portland residents who live a mile north or a mile south who, although you might think a mile is easy to do with a bus or by walking, in fact, it's very steep terrain. There aren't sidewalks to connect even to the sidewalks that there are. So as a practical matter as we head into daylight saving time and cold, rainy winters, a lot of Portland residents both in Multnomah neighborhood and in west portland park and far southwest in arnold creek are going to want to be able to park at the barbur transit center. And I believe that the west Portland town center itself is not likely to be a sustainable unless there is some parking to support businesses there. So I think that that is an open question. And so I understand that teresa's concerned about the word "determined" and whether review. Is there anything else that could get amended into that sentence that would make it --

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**Fish:** Can I ask an additional clarifying question? I was focused more on west Portland town center planning process. First to just understand, because everything in here seems to be a term of art. What do you refer to when you say west Portland town center planning process?

**Fritz:** The process that Eric is leading.

**Engstrom:** I believe that refers to the bureau of planning and sustainability's upcoming land use planning process for the town center area, which would be going, contemporaneously with the continued evolution of the project design.

**Fish:** Who has the final say on that, Eric?

**Boyle:** So transit facilities, park and rides, those are actually regional facilities, and they have a regional function, not merely a local function. And we use the regional process through the steering committee to select where those park and rides should be best suited, where the tradeoffs of cost, ridership, traffic-related impacts, and all the other elements happen. So I don't know how the west Portland town center's planning process aligns with or does not align with the work we'll be doing early this next year. On the transit center. But it's really not just about land uses. There's a whole spectrum of things that will go into evaluating which park and rides can be added to the project in such a way that we're balancing ridership and cost so that we are cost effective in -- and competitive for the funds at the federal level.

**Fish:** Commissioner Fritz, would you consider withdrawing Fritz 1 if the council passed Fritz 7?

**Fritz:** We have got --

**Eudaly:** I won't support that.

**Fish:** I am trying to understand if there's a relationship between the two.

**Fritz:** I have some questions on the land use final order. But I am wondering in light of what you are saying, it's hard for me -- we could -- there is this ongoing discussion of what capacity the park and rides, the location of the park and rides. Particularly the two that are in this section of Portland. Which as I said the one at 53rd is mostly going to serve people who don't live in Portland and is going to cause cut through traffic. One the amendments I suggested which was rejected which I am not pushing is that if there's going to be a lot of cut through traffic from Kerr Parkway, 49<sup>th</sup> to the 53rd park and ride if there is one, there's lots of major neighborhood collectors that don't have sidewalks that wouldn't get sidewalks. And which would, so with increased traffic would be really challenging. But so let me ask my questions about the land use final order. Because that's the piece that I still don't understand. What I had previously read was that, when metro adopts the final order all affected jurisdictions must conform their land use plans to the land use final order and issue all necessary permits consistent with it. The requirements of this law are the only land use procedures and requirements to which land use decisions and land use approvals of any kind related to the construction or operation of the project shall be subjected. So how does that still allow us to have the Terwilliger Parkway plan or make changes in any of these factors?

**Unsworth:** I'll take a shot at this.

**Fritz:** Thank you.

**Unsworth:** The proof is in the taste of the pudding. For we still go through local land use approvals. We will still go through the type three process for design review, and the e-zone that we need to go through for that process. So let's just take Marquam Hill for instance. The first thing that we want to do is convene the stakeholder group that we have that will be made of neighborhoods -- we have talked about that group. That makes a recommendation to the steering committee made up of elected officials, in this case, Commissioner Eudaly would be sitting on that. They make a choice of, ok, is that the right choice that we should -- then put into environmental impact statement, we then go through

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that environmental impact statement. There are federal rules about section 4f parks that we have got to adhere to and the city has another opportunity to comment on that. After we have got approval, we have got funding, we would then proceed through the local land use approvals as we mentioned before, the e-zone and the design review. All of those are opportunities for, certainly public comment, and those are the local jurisdictions' rules, the goals and objectives are applied to the approval of that.

**Fritz:** Thank you. That's helpful. What you said earlier was helpful, too, in terms of the amendments that can happen at the metro council as this process moves forward.

**Unsworth:** Can I say one last thing.

**Fritz:** Please.

**Unsworth:** Same process, tillikum crossing, a lot of work that went into, what does the city need? What do we need? In order to produce something we think the community can be proud. That's the aim. That's what we are trying to do with the marquam hill connector.

**Fritz:** I appreciate that. Why does it say in the state law that that doesn't happen?

**Unsworth:** State law is state law. Legislature said we want to protect the project. Really -- and again I hope the press isn't talking here. But there are places around the country where you have litigants who are trying to hold a project up for any reason. That slows things down. This gives a project certainty. And that's really important when we are going and competing against other cities across the nation. Having certainty as you start moving forward, if you get into a lawsuit at a later date, that, over land use process, that provides certainty. And a way for us to be able to be competitive on a federal level.

**Fritz:** Thank you. That's helpful. And what we currently in the locally preferred alternative doesn't include things like the collins tunnel which was just discussed a couple of days ago. Does it lock us into the crossing terwilliger parkway? No?

**Unsworth:** No, it does not. Nor does it lock us into the -- in fact, we modified the -- the steering committee told Trimet to move forward with an Ipa, and when we started looking at taylor's ferry, you will notice the lufo, there are maps associated with it, no longer includes that. If we wanted to go in and choose the collins alignment, per se, after we had this process, and the b2, we find some issues with it and we want to go back to the collins, we would have to go back through and then amend through another process that modification.

**Fritz:** Ok. This is all very helpful. I appreciate it very much. So in light of this I am going to withdraw amendment 7 because it does seem like we need to keep this project on the right time line. Just a couple more questions. Supposing we, that the process decides that, yes, we are going to take land from parks to terwilliger. Who wins between parks, if parks says no and Trimet says yes?

**Unsworth:** We wouldn't take property away. What we would look to do is, what we would call a continuing control agreement. We have had lots of agreement with Portland parks. I can point to lots of places where we have done work together. One of them was the central greenway where we did work together. In this we would be working with parks department to try to make sure that we found something that they found acceptable. So, in the end, parks has a huge say in this alignment and how it would work. That's why in our stakeholder, our stakeholder committee, we have proposed to have the directors of bds, directors of pbob and directors of parks bureau. We want too make sure that we haven't done something that we can't get through permitting, that we are smart enough, that we prelook at that.

**Fish:** Can I just make a comment? Someone testified and made a note that seemed to imply ohsu has "hijacked this process." I assure you as the new parks commissioner, we will be looking out for, to balance the interests of people that have a justifiable right, interest, in getting to the main campus up there. I happen to be a frequent flyer up there so I understand the need with balancing a city wide treasure. And thank you for putting us at

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the table. We have confidence in the collaborative process that will unfold that the interest that we are going to stake out and the interest that both Trimet and metro will be balancing will be done in a way that's collegial.

**Unsworth:** I appreciate that.

**Fritz:** Thank you. So my final change to my amendments before we go back to number 1 is on number 4, which is the 68th avenue station. My understanding is that the stop is ok with the first paragraph. And part b, about pedestrian and bicycle facilities to get to 68<sup>th</sup> but not with a so I'd like to withdraw part a of that.

**Lauren King, City Attorney:** You are amending-?

**Fritz:** I am amending number 4 to remove a.

**Saltzman:** Second that.

**Fritz:** Thank you. Again, as we go through them I would like to hear from staff directly because I am getting --

**Boyle:** I guess the staff person's perspective who provided that is that's an off the cuff. Reading this in the moment, and providing some level of what teresa thinks. I also think the line should be purple. It doesn't always mean that's the right answer. Actually, I will tell you that the wes line truly is the purple one already.

**Fritz:** This is the part you would be do anyway, talking to tigar and providing ped and bike facilities?

**Boyle:** It absolutely is. My perspective on the other element of that where you are suggesting that the inclusion of the bike and ped facilities be on the light rail structure, that's the council directing that as opposed to the steering committee who said, evaluate that but please look at the other opportunities for providing a crossing of i-5. We don't know yet that that bridge is going to connect people to where they want to go. We just don't. And it's my belief that for us to be directive at this point -- guess what? We will be paying for that. That is likely to be transportation sdc dollars that are brought to a project. And I think it's warranted to have the entirety of the Portland corridor. We have got a lot of projects, whether it's sidewalk on pomona or lesser road or capitol hill road. I think it would be premature to focus and dictate that here. That's teresa boyles's personal opinion.

**Fritz:** Adopted by commissioner Fritz. You used a word that I think might work in Fritz 1. In terms of looking at the park and ride and that is to say "however, the appropriateness and capacity of a park and ride facility at barbur transit center should be evaluated."

**King:** Can you read that one more time for me?

**Fritz:** However, the appropriateness and capacity of a park and ride facilities at barbur transit center should be evaluated." rather than saying yes or no now. That's part of I think what we are trying to do.

**Saltzman:** That's your amendment then? I will second that.

**Fritz:** Thank you.

**King:** So 1 is amended.

**Saltzman:** Ok. I think we're ready to vote.

**Eudaly:** No, I have some questions as the transportation commissioner. First I want to thank my staff and bureau staff for taking the time and putting in the effort to consider all of commissioner Fritz's amendments. It took a considerable amount of time and unfortunately, I only received these most recent amendments 45 minutes before council convened. So i'm feeling very uncomfortable about making a decision here without being able to connect with my bureau staff. So the remaining amendments are Fritz 1, Fritz 4, and Fritz 5. And I want to know if bureau staff or you have any concerns with these amendments.

**Unsworth:** Not having them in front of me it's kind of difficult. Sorry.

**King:** Commissioner eudaly, do you want to take a five-minute recess to let staff look at them?

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**Eudaly:** Sure.

**Boyle:** I feel like i've lost track of everything. I would appreciate that.

**Saltzman:** How about a three-minute recess.

**Boyle:** I was hoping for five. Thank you. [laughter]

**Eudaly:** I could disappear for five.

**Saltzman:** And are we ready to vote on three amendments to the substitute c

**Eudaly:** Well, first we are going to hear from staff with some slight amendments to the amendments.

**Boyle:** Thank you. Our quick confer indicated that with the amendment commissioner Fritz has proposed that Fritz 1 is workable. We would recommend including that. For Fritz 4 which is about the 68th avenue station, we would change the sentence that says "Portland staff should collaborate with the city of tigar" to "Portland staff should offer to collaborate" because it's truly up to the city of tigar if they decide to wish to do that with us.

**Fritz:** That's a really good point. I was going to ask you before, where is tigar at? They delayed their acceptance of the lpa, too.

**Boyle:** They're scheduled for next week. Sorry. November 13th.

**Fritz:** Accepted as a friendly amendment.

**Boyle:** The last sentence in that Fritz 4, again I think the "must be improved" is overstepping when we don't know what should happen and where the money should be spent. I would recommend that you say "pedestrian and bicycle facilities must be evaluated as part of the shared investment strategy."

**Fritz:** Accepted as well. Commissioner?

**Saltzman:** Ok.

**Fritz:** Thank you.

**Boyle:** Must be, must be evaluated as part of the shared investment strategy." and the Fritz 5 about historic landmarks, I believe that continued coordination is already embedded somewhere in exhibit c. There's no harm in making it explicit.

**Unsworth:** We visited landmarks and promised that -- promised them that already.

**Fritz:** They mentioned it when they came us to. I didn't see it in the rest of the exhibits so thank you for accepting that one. And thank you, commissioner eudaly, I appreciate it.

**Saltzman:** Ok. So we are now ready. We will start with Fritz 1.

**King:** Vote on the substitute exhibit first. Because then you are further amending it. You don't want to do the substitute after it.

**Saltzman:** We did vote.

**King:** You put it on the table. Now vote to amend, the vote was to put it on the table and discuss it and now we need a quick vote to put it into the resolution. So that it will be as amended. Sorry. A lot of votes.

**Saltzman:** Then --

**Eudaly:** Just so I know exactly what I am voting on.

**King:** On the substitute. The resolution will be as amended, and then we will move forward with further amending the exhibit.

**Eudaly:** What is the final vote?

**King:** Then you will vote on everything as amended.

**Eudaly:** Ok. I will save my closing remarks for that moment.

**King:** Yes.

**Saltzman:** The first vote will be on the substitute. Commissioner eudaly's substitute exhibit c.

**Eudaly:** Yes. Aye. **Fritz:** Aye. **Fish:** Aye. **Saltzman:** Aye. **Wheeler:** Aye.

**Saltzman:** Now we will vote on Fritz 1.

**Eudaly:** Aye. **Fritz:** Aye. **Fish:** Aye. **Wheeler:** Aye.

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**Saltzman:** Aye. The amendment is adopted. Next to Fritz number 4. As amended concerning 68th avenue station.

**Eudaly:** Aye. **Fritz:** Aye. **Fish:** Aye. **Wheeler:** Aye.

**Saltzman:** Aye. Amendment is adopted. Last amendment is concerning historic landmark. Fritz number 5, historic landmarks review.

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

**Fish:** I am going to support this based on the representation on the record that this doesn't change what's already in exhibit c. Aye.

**Wheeler:** Aye.

**Saltzman:** Yeah, I would echo, I am going to support this based on what commissioner Fish just said. This is what's reflected in the agreement. Aye. Ok. The amendments are adopted. Now we are at the point of adopting the substitute with amendments.

**King:** Voting on the resolution now as amended.

**Saltzman:** Oh, ok.

**King:** The last vote. Right, Karla.

**Moore-Love:** Correct.

**Fish:** It's a slightly different approach

**Saltzman:** This is slightly different approach than I would have taken on this.

**Fish:** I don't -- it's late.

**Saltzman:** We will defer to the city attorney. Anyway, this is the vote.

**Moore-Love:** We will vote on the resolution as amended. Correct.

**Saltzman:** Ok.

**Eudaly:** So before I make my official closing remarks, I want to comment on a couple pieces of testimony that came before us today. I share some of the concerns expressed by community members. And I want to just share that what I see, with the challenge with our mass transit, is that we have a product mismatched just like we have with housing. And that might not make any sense so I am going to explain it. We have seen this phenomenon of major transit projects raising property values, displacing lower income residents, who are then replaced by more affluent residents who may not choose to use mass transit. They may drive themselves. They have may use ride shares or cabs. That's one of the challenges we have to ridership. There's also the relative convenience of tnc. The tncs. There's the fact that lower income transit or lower income people who are being forced further and further out of the central city don't have access to adequate public transit. There's a lack of affordable housing close to jobs. This is just to say, I don't believe that increasing ridership on mass transit is a lost cause. I think because we have failed to mitigate displacement and because we haven't developed housing strategies alongside these transit projects, we have seen decreased ridership. And it's my goal that we don't continue to do that. And that moving forward we will see increased ridership. And I believe that we have taken measures in this plan to guarantee that. So I want to thank everyone. And I also wanted to comment about autonomous vehicles versus mass transit. In a dense urban area like Portland, autonomous vehicles are not going to replace mass transit. We will still need mass transit. And there's no guarantee that autonomous vehicles are going to decrease congestion or decrease pollution. So again, this is -- we have choices of how we kind of prioritize and roll out our approach. And I have been hearing about autonomous vehicles and how they're going to solve all our problems, we don't need parking, we won't need buses and it's just not true. So now I am going to move on to my official remarks. First of all, I want to thank pbot's interim director chris warner and deputy director noah seigel and teresa boyle and art pierce who have worked on the southwest corridor plan for so many years, many more years than I have been here. And I am grateful -- I am grateful for that. Thank you to councilor bob stacey from metro and Trimet's general manager doug kelsey who gave testimony earlier. Thank you to everyone who worked on the mou, which



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is a memorandum of understanding, which I will explain a little bit later. Notably ryan curran, eric engstrom, kimberly branham, lisa abboud, matthew sheibold, jill chen, Carl Dinkelspiel, and director shannon callahan. Thank you to Trimet staff who also worked on the MOU, including dave Unsworth, lance urs, bernie bottomley and maurice henderson and also kenny asher from tigar. Thank you to our university partners ohsu, pcc, psu, numm and the Portland v.a. Medical center. And thank you to every member of the public who shared their views and provided suggestions over the last seven years including up to today of, on planning and community engagement. A southwest corridor public transit improvement has been in the works since the 1980s. And I was actually a driver and a transit user between sherwood and pcc sylvania and downtown Portland. And it was already becoming pretty gnarly out there 30 years ago. So I can only imagine how bad it's gotten since then. I have been living in the city since then. So I strongly support a regional agreement to secure land for affordable housing along this route, which is what the mou does. With the mou in place we will not just improve regional mobility. We will add hundreds of affordable units along the corridor and we will actively protect against displacement and gentrification. I look forward to serving on the southwest corridor steering committee and ensuring that this project meets our transportation, this project and future projects meet our transportation, housing, economic, and equity goals. Although I think this is the last major leg of this particular endeavor, it is by no means the last major public transportation project we are going to see in the metro area. And I hope this can be an example of how to thoughtfully implement similar major public transit projects in years to come, which I probably will be deeply involved with. I can't wait. And I vote aye.

**Fritz:** Well, I have lived within a mile of the barbur transit center for the last 32-plus years, the first five years to the north near Multnomah and for the last, since then, near pcc sylvania. This is obviously very near and dear to me in many different ways. Because it's been a project that we've been waiting for in southwest and we patiently waited our turn for other, more, less affluent neighborhoods to have theirs. And indeed, in that time, our neighborhood diversified. And there's now a much more mixed income, certainly south of barbur, that is an important factor. I need to mention my chief of staff lives almost in the crosshairs of the crossroads. And so we have been, worked very carefully to make sure that neither of us has a direct conflict of interest, which to this point we don't, or even a potential one. Commissioner eudaly started by saying the opportunity came up a lot in her talking points. And I agree. This is a huge opportunity. The one that we talked about a lot towards the end was evaluate. Thank you for providing that. Because we are still in the evaluation phase. Thank you to everybody who participated in this process, whether attending here today, sending in comments. Thank you, of course, particularly to teresa boyle. You have been so responsive. And art pierce and your entire team. Every one of the four people sitting at the table here have been very patient and worked your way through. And have been willing to compromise and that's what we are talking about for this project. Let's not compromise where we absolutely need to hold firm like in affordable housing, like in locally owned businesses. I think in like not providing park and ride spaces for people who don't live in Portland. But that, of course, is to be evaluated. I guess I just need to close by saying, I don't know where people are getting that ridership is going down. I regularly have to stand up on the bus both ways. When I ride light rail it's packed. And one light rail driver can get 300, it's 180 people per car. So you've got two cars, over 300 people by one driver. And I think we are going to be really happy to have this project moving forward if we do go into another recession that we will have a major public works project that we will get it even righter than we did before. Thank you very much all of you. And thank you again commissioner eudaly. I am pleased you are going to be serving on the southwest corridor committee. I look forward to the work sessions and the reports coming back to council. Aye.

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**Fish:** Well, this has been a really interesting hearing. And I want to thank everybody that took time to share a perspective with us and testify. And I wanted to especially thank the staff who have done really a superb job. I find these gnarly transportation issues sort of remind me of the gnarly land use issues we have where they are highly technical and you need a road map and it's easy to get lost and there's a lot of moving pieces. At the end of the day we get to the right outcome because there's a high degree of trust and collaboration across systems. And that's our insurance policy. And that's the proof, that's how we've been able to build a system that's the envy of the country and I am confident we will continue to operate that way. I think we set a record today for the use of creative acronyms. I stopped counting after sweds, eis, cic, lpa, mou, brt, fta. I got some kind of, my pen started getting some kind of repetitive motion problem with my hand so I stopped making any more notes. We set a record. It is highly prescribed and highly technical which makes superb staff work even more valuable in the setting to help lay people up here understand what the hell you're talking about. So again, teresa, art, everybody who has worked, everybody on the panel here, and who has been providing technical support, thank you very much. I also want to just call councilor stacey out for blatant misrepresentation on the record. He said in his testimony that he's worked with three members that are here present today on this matter. He neglected to mention mayor wheeler took all the bureaus for a period of time and had transportation and I counted four and we hope he doesn't make similar errors in future public testimony. Chris warner is here so I have to just acknowledge that long before chris was acting director, and when commissioner eudaly was spending a fair amount of time putting together interesting notebooks that had the history of Portland in them, I was -- chris hijacked my likeness and it now appears as me in a guide to Portland politics. And I guess I should be flattered that in the record will always have his picture rather than mine, his image rather than mine in that useful guide. And finally, I just did the math. And I look forward to being at the september 2027 opening. I would ask if you wouldn't mind, if it's not an inconvenience, not to hold it on the 30th because that's my birthday. So if we could move it around. Again, I don't want to put any additional burdens on you.

**Unsworth:** It's usually a saturday or sunday. We'll work on that.

**Fish:** I am excited that we're moving forward on this. And cautiously optimistic we will catch a wave and get the federal financing we need, get the local match and move forward. Thank you all for contributing to what I think is really one of the great honors of our job, which is to be a participant in this kind of process at city council. Aye.

**Fish:** Excuse me. And I want to just, I neglected to mention the commissioner in charge. I was backing into it. But I want to thank commissioner eudaly. She's had pbot for about 24 hours. And she's already leading a process about the next big transformative transportation project in our backyard. I guess that makes her a quick learner. Thank you for your leadership on this. Aye.

**Wheeler:** This is a bold vision and it's a necessary -- [laughter] I'm over here in the cheap seats. I hope that's why you are laughing. This is the hecklers seat from now on. I sort of like it over here. At any rate this is a necessary vision and it's a bold vision. And I think all of us understand that our region is growing, people continue to move here. And if we want it to continue to be vibrant and livable and economically prosperous, then we have to take the steps to make big infrastructural investments like this to keep people moving, to keep our economy moving, to give us opportunities to further develop and expand options around commerce, around housing. And I am particularly proud of the fact that this entire effort has really focused on not just the transportation piece but the livability piece, the community piece, the displacement concerns, the housing imperative. All of these pieces have come together in a way that I am really energized by and hopeful about. So this is an important way point along the way. I want to thank everybody who has engaged in this.

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Commissioner Eudaly, thank you for moving this forward. As Commissioner Fish said, it is a very technical and complicated issue. And I appreciate all the work you did. In fact, that the double work you did not only to make sure that this came to council and that it was well managed, but at the same time, you were learning all about this issue, really starting from scratch. And I think you have done an exceptional job and I want to thank you for that. And Commissioner Fritz, I want to thank you for bringing forward good amendments and being flexible in terms how this played out today and taking into account the testimony of staff. I think this worked out very, very well. And I am appreciative of that. Michelle, since you are standing right next to me, I want to thank you for helping me to understand the complexities of this. You have been a valuable member of my team. And certainly on this issue you have been no exception. So thank you for that. I am very happy to vote aye on this resolution.

**Saltzman:** Well, this is going to be a fantastic project. And it's due to a lot -- it's due in part, I should say it will be a fantastic project if it comes to reality. It's a little sobering to hear we're only 5% of the way. And let's not forget, we're counting on 50% federal funding and we are counting on voter approval for almost the other 50%. So those are to my mind, two big ifs. That still have to be answered. In Washington, D.C., I don't think light rail as in our past projects has been as much of a manifest destiny as it was then. And it will be this time around. It's just anybody's guess. But the planning that's gone into this and the cooperation of all the jurisdictions involved is, has been outstanding. I first got my, one of my earliest political involvements I served on the west side light rail citizen advisory committee. I know all the work that had to occur back then for what was a complicated project. This seems as complicated if not more. There's no, well, at least not yet, there's no couple mile long tunnel involved. I do think, I'm just very proud of all the cooperation TriMet, city of Portland, Tigard, Metro, Tualatin, all the entities that have really rolled up their sleeves. Come to lots and lots and lots of meetings. And our citizens, too, that stepped up and served on these citizen advisory committees. I was really impressed to hear how much time they spent and they really got into it. And the fact that they were unanimous in recommending this locally preferred alternative as was the steering committee, is a testimony to the great work that everybody has done on this project. Now we just have to really do all the another 95% of the work to make sure we can break ground and as a resident of the southwest corridor, I truly look forward, if I am still here in 2027 to walking to the Custer Street station which would be the closest station to my house and boarding the system and taking a ride somewhere, either east or west, north or south regard, on which direction Barbur Boulevard goes on in certain points in the city. I think this is a fantastic project and I am very pleased to be here today to support this. Aye. Ok. The resolution is adopted and we stand adjourned.

**At 5:15 p.m. Council adjourned.**