



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **9th DAY OF OCTOBER, 2013** AT 9:30 A.M.

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

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Linly Rees, Deputy City Attorney; and Jim Wood, Sergeant at Arms.

Item No. 961 was pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

	Disposition:
COMMUNICATIONS	
948 Request of Crystal Elinski to address Council regarding City budget and human rights (Communication)	PLACED ON FILE
949 Request of Mitchell Bailey to address Council regarding historic Gateway District (Communication)	PLACED ON FILE
950 Request of Brad Gibson to address Council regarding Right2Dream Too (Communication)	PLACED ON FILE
951 Request of Lisa Fay to address Council regarding R2D2 (Communication)	PLACED ON FILE
952 Request of Malcolm J. Chaddock to address Council regarding report by No Nukes NW.org on radioactivity and deep sea fish (Communication)	PLACED ON FILE
TIMES CERTAIN	
*953 TIME CERTAIN: 9:30 AM – Authorize a grant agreement with Janus Youth Programs in the amount of \$75,000 to support the Village Market Project at New Columbia (Ordinance introduced by Commissioner Fish) 30 minutes requested (Y-5)	186280
CONSENT AGENDA – NO DISCUSSION Mayor Charlie Hales	

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<p>954 Authorize a grant agreement with CASH Oregon for \$75,000 to provide financial education, counseling and free tax preparation services to low-income families and individuals in Portland (Second Reading Agenda 932) (Y-5)</p>	<p>186276</p>
Office of Management and Finance	
<p>955 Accept contract with P&C Construction for Union Station Facility Improvements Phase II project as complete, authorize final payment and release retainage in the amount of \$173,907 (Report; Contract No. 30001405) (Y-5)</p>	<p>ACCEPTED</p>
<p>956 Authorize a three-year price agreement with Leotek Electronics USA Corp. to purchase LED equipment for the Lighting Efficiency Program at a contractual cost not to exceed \$7,500,000 (Procurement Report – ITB No. 115460) (Y-5)</p>	<p>ACCEPTED</p>
<p>*957 Reaffirm the City American's With Disabilities Act Title II Non-discrimination Policy and establish rules, procedures and forms to implement the program (Ordinance) (Y-5)</p>	<p>186277</p>
<p>*958 Authorize contract with ING Life Insurance and Annuity Company for Third Party Administration of the City Deferred Compensation Plan (Ordinance) (Y-5)</p>	<p>186278</p>
<p>Commissioner Steve Novick Position No. 4 Bureau of Transportation</p>	
<p>*959 Authorize a Supplemental Intergovernmental Agreement with the Oregon Department of Transportation for the design and construction of the NE 102nd Ave: NE Glisan to SE Washington Phase II project (Ordinance) (Y-5)</p>	<p>186279</p>
<p>960 Amend the Clean & Safe Lighting Revenues Program to include additional amenities provided in downtown Portland and funded by existing fees collected in the Clean & Safe District (Ordinance; amend Code Section 6.06.216)</p>	<p>PASSED TO SECOND READING OCTOBER 16, 2013 AT 9:30 AM</p>
<p>Commissioner Amanda Fritz Position No. 1</p>	
<p>961 Amend Protected Sick Time Code to clarify various provisions (Ordinance; amend Ordinance No. 185926)</p>	<p>PASSED TO SECOND READING OCTOBER 16, 2013 AT 9:30 AM</p>

<p style="text-align: center;">Commissioner Nick Fish Position No. 2 Bureau of Environmental Services</p> <p>962 Amend contract with Berger/ABAM Engineers, Inc. in the amount of \$43,478 for additional work and compensation for the Guilds Lake Pump Station Reliability Improvements Project No. E08877 (Ordinance; amend Contract No. 30000337)</p>	<p style="text-align: center;">PASSED TO SECOND READING OCTOBER 16, 2013 AT 9:30 AM</p>
<p>REGULAR AGENDA Mayor Charlie Hales</p>	
<p>963 Proclaim October 2013 to be Disability Employee Awareness Month in Portland (Proclamation introduced by Mayor Hales)</p>	<p style="text-align: center;">PLACED ON FILE</p>
<p>964 Proclaim October 11 and 12, 2013 to be Parke Diem, a citywide event in support of Portland's parks (Proclamation introduced by Mayor Hales)</p>	<p style="text-align: center;">PLACED ON FILE</p>
<p style="text-align: center;">Office of Management and Finance</p> <p>*965 Authorize contract with Motorola Solutions, Inc. to provide a public safety emergency radio system for a not to exceed amount of \$18,289,174 (Ordinance) 10 minutes requested (Y-5)</p>	<p style="text-align: center;">186281</p>
<p style="text-align: center;">Commissioner Steve Novick Position No. 4 Bureau of Transportation</p> <p>*966 Authorize the Bureau of Transportation to acquire certain permanent and temporary rights necessary for construction of the N Burgard Rd-Over Abandon Railroad and N Burgard Storm Sewer Project, through the exercise of the City's Eminent Domain Authority (Ordinance) (Y-5)</p>	<p style="text-align: center;">186282</p>
<p style="text-align: center;">Commissioner Nick Fish Position No. 2 Water Bureau</p> <p>*967 Authorize the Water Bureau to sell and remove a surplus manufactured home from Powell Butte (Ordinance) 15 minutes requested (Y-5)</p>	<p style="text-align: center;">186283</p>
<p>City Auditor LaVonne Griffin-Valade</p>	

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968 Establish employment restrictions for the Ombudsman position to further safeguard the integrity and independence of the Office of the Ombudsman (Second Reading Agenda 946; amend Code Section 3.77.050)

**REFERRED TO
OFFICE OF
CITY AUDITOR**

At 11:55 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 9TH DAY OF OCTOBER, 2013 AT 2:00 P.M.

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

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Roland Iparraguirre, Deputy City Attorney; and John Paolazzi, Sergeant at Arms.

<p>969 TIME CERTAIN: 2:00 PM – Endorse the Southwest Corridor Plan and Shared Investment Strategy and provide direction for plan refinement and implementation (Resolution introduced by Mayor Hales and Commissioner Novick) 1 hour requested</p> <p>Motion to amend the last paragraph, page 2 to read: “the various options” instead of “tunnel option” and add Portland Community College to the areas: Moved by Fritz and seconded by Novick. (Y-5)</p> <p>(Y-5)</p>	<p>Disposition:</p> <p>37038 AS AMENDED</p>
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At 3:58 p.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland



By Susan Parsons
Acting Clerk of the Council

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

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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 9, 2013 9:30 AM

Hales: Call the roll, please. [roll call taken]

Hales: We have a number of proclamations this morning. The first is in advance of our regular agenda. We have a distinguished group the guests here that i'll introduce and welcome. We want to bring them forward and i'll read the proclamation and then if we have any comments from our guests it would be wonderful. First we have jaime escalone, deputy consul general for san francisco from the republic of the philippines. John maesto, who is the president of the u.s. Philippines society now but in a previous life, please, come up and join us, john was a long time u.s. Member of the foreign service, ambassador to venezuela, nicaragua and organization of american states. Carmen stoll, who represents the united states philippines society, and richard wimberling, who is consul general for the philippines. Welcome. Please be seated. We're so happy to have you here there are a number of activities this week involving this delegation. In fact they are going to be spending time today with greater Portland, inc., and with other connections between the u.s. And the philippines economically. There's going to be activities at the Oregon historical society, then major fashion event tonight at bigger shipyard. Pretty interesting combination of fashion, history and economy that this group is going to be working with Portlanders on over the next few days. Let me read the proclamation first. Says whereas fill pin yoss and philippine americans make up one of the largest ethnic groups in the united states with over 25,000 resideing in the state of Oregon; and whereas the philippine american national historical society established filipino american history month in 1998, communities throughout the united states and its territories have since celebrated filipino american history month every october not only to observe filipino heritage but to recognize the social, cultural, intellectual and economic contributions from filipino americans in Oregon and in this country. In 2009 united states congress passed the resolution 80 officially recognizing october as filipino american history month and whereas it's necessary to instill in our youth the importance of education, history and ethnicity in creating role models, establishing a proud cultural identity and producing exception at citizens of this nation. And whereas this is a time to reflect on and honor the republic of the philippines and to invite all Oregonians to learn about and appreciate the historic and continuing contributions of filipinos and philippine americans to the state of Oregon. Now therefore i, charlie hales, mayor of the city of Portland, Oregon, city of roses, do hereby proclaim october 2013 to be fill mino american history month in Portland and encourage all americans to observe this month. Thank you and welcome. [applause] i'm not sure if you were planning to make any remarks, but feel free. We're so happy to have you here.

*****: Thank you, mr. Mayor, to the honorable members of the council. We are deeply honored an it warms our heart to be here. To receive the proclamation declaring october philippine american history month. We always try and pursue activities to promote the contributions of philippine americans and filipinos to american society. Their history, the history of the filipino american people in the united states, is the history of the american people. So it really warms our heart that you give due recognition to this. And the talents and creativity of the filipino americans are now yours. We share them with you and tonight we will see that in fashion x, and we hope you will continue to support such moves. Thank you very much and good morning.

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Hales: Thank you. Welcome. By strange coincidence I was on a long flight home from New York last night and read about the rescue of three American service people, one was two army soldiers, in 1945, in a very remote valley in New Guinea. The two stars of that story were two Philippine American medics that were chafing to get into the fight. They wanted to help avenge the Japanese invasion of the Philippines. This finally was their moment. They parachuted into this remote valley, saved the lives of these injured flyers, and ultimately they all got out in good order and were famous for a while, of course, these things come and go in the public consciousness but one more example of the amazing history between the people of the Philippines and people of the United States and mainland. Great story. I recommend it. Another piece of that history that you'll be celebrating up at the Oregon History Center today. Please.

*******:** Very briefly, thank you, Mr. Mayor, members of City Council. I'm an easterner. I come from Washington. Just about a year ago we established the independent nongovernment finance by any government, U.S. or Philippines, U.S.-Philippine Society. Our objective to raise awareness of the Philippines in the United States. You're doing it here in Portland, and we wanted to be associated with it. Congratulations on what you're doing. A vibrant population of Filipino Americans in this country. A very important bilateral relationship between the United States and the Philippines. Historically the Philippines was front and center in U.S. history 100, 110 years ago. We have a tendency to not think that much about history or think about now and the future. But there's no more loyal group of American citizens and Filipino Americans that have contributed so much in so many ways, and our objective is to elevate the profile, call attention to a good bilateral relationship, and reach out to the Philippine American community. Thank you for the opportunity to be here and to participate in this.

Fish: Can I just also -- for our friends, just acknowledge we have a newspaper, local paper called the Asian Reporter published by Jamie Lim. They hail from the Philippines. Every year they host a Fourth of July picnic at Blue Lake, which is the highlight of any elected official's calendar. [laughter] Not just because of the friendship and the dance and the good feeling but also the food. We're very proud of the relationship between local government, Philippine American community and the contributions of so many Filipino Americans in our community. Thank you.

Hales: Thanks, Commissioner. Other comments? Thank you all for being here. We look forward to the next few days. Enjoy.

*******:** Thank you so much.

Hales: All right, we have some communication items up front and if you could read the first, please, Sue.

Item 948.

Hales: Come on up, Ms. Elinski. You have three minutes.

Hales: Come on up, Crystal. We can put those up at the front for people to pick up. Just give it to Sue. That's fine.

Elinski: It's my first time.

Hales: Okay.

Elinski: Submitting paperwork.

Hales: That's all right.

Elinski: This is for you, Mayor Hales. Your eyes only.

Hales: Thank you. Not sure if we can maintain that standard around here but welcome.

Elinski: Well, it's already been discussed. I'm Crystal Elinski. The last time I was here for communications I'm in a lot of pain today. I have been in pain all month because the injuries I sustained when I was tortured under the federal building. I was taken away from City Hall coming here to testify in communications, so I would like to read to you today what I was going to read to you on September 4th, if that's okay. What I just handed you is -- are the questions I have been asking different agencies and offices around City Hall about why I was tortured and what we are going

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to do about it. I have been trying to deal with my medical conditions, and I have just been really surprised that I haven't had any answers about who this person was and why they treated me the way they did. So I had to take notes because last time I was here this is very fresh in my mind, as I was walking to city hall to talk to you about this and I got pulled out of the entrance by a very violent man. Last week I took wednesday off since you canceled and did the rare roam around my hood. One after another an anomaly that is you remember I testified in the past how f-15s fly over my neighborhood all the time. About 12 a day, shaking up our houses, using \$1,000 a minute just to fly when we could be paid that much in the education system a month. This particular day I noticed because they weren't following the regular route of the columbia, they were flying in different directions one after another as one faded out with the loud roaring another one started and I realized syria, obama has been screaming about attacking syria and Portland, Oregon, is implicated big time.

We spend a lot of time at city hall talking about the wonderful entrepreneurial Portlandia style work that we do here but we don't remember the people that are working in our industrial war complex. We construct and practice, build and train in drones and f-16s in the state I do not want to see war with syria. I do not want to continue building war weapons. We have people working in hanford that we don't pay any attention to and get fired when they point out issues of --

Hales: Crystal, thank you. You've used your time, but do leave you your written statement. I did. Please help me find out what happened with the feds that day and please don't let that happen again. You're the only one looking at me right now, mayor hales, but I have not received an answer from anyone. When I asked you directly what you felt, I appreciate a little bit of advice, but nothing has been done.

Hales: We'll try to get you some help. Thank you.

Item 949.

Hales: Good morning.

Mitchell Bailey: Hello. I'm mitchell h. Bailey at the condemned gateway terrace at this time soon to be destroyed at the end of the year. I'm giving you people until the end of the year to get something developed there at 9800 block of pacific or at the 102nd and pacific. If you have been out there at these times, as I have already showed a picture, tried to get you people to download it and take a look at it, you want that in your neighborhood of smashed cars and all that, smashed windows, so on, so forth? At these times in your area? At least take a good look around where you're at at this time. Then take a visit at gateway. Ask yourself in this part of the neighborhood at that time why can't gateway look immaculate? Beautiful trees. Other than that amanda Fritz you claim you're in-laws live out there. Do they say the same thing that i'm saying at this time? Have they seen broken windows, all this other stuff? I think you're just blowing them off. You have to ask yourself the question, let's get something done here. Other than that i'm envisioning one big parking garage for trimet from 205 to 122nd. Halsey to burnside. At that time. And as I said, take a look at 101st and northeast glisan at the time and say for instance that other place may not have on site parking for their residents and guests at those times and they need parking on the street. Now I have start add petition for permit parking but people don't seem to understand there they leave their cars for the entire day, thereby eliminating spaces for residents and guests. Trying to get those employees, doctors, nurses to park on the street. If they conduct their business within the area that's great. They have all that space down there main street and highway 26. At that time east, which is basically on the other side of the bowling alley, powell to everyone else. Technically it's the highway. At the time too. Swing on by there. You'll see how empty those spaces are even though it's for growth, but other than that get them diverted into the lot at times and get quick drops at the 9800 block of pacific on the southside. That's about it.

Hales: Thank you very much. Appreciate you coming.

Item 950.

Hales: Good morning.

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*****: Good morning. How you all doing?

Hales: Good. Welcome.

*****: First of all I would like to thank all of y'all for --

Hales: Put your name in the record.

Brad Gibson: I'm brad gibson with right2dream too. A point being there will be camping. Whether it's a controlled environment or not, illegal or not. Right2dream too achieves a controlled environment at a grass roots level that is less traumatic to the individuals coming into houselessness for the first time. Those trying to get out, an edge up out of the situation they are experiencing. As we all know, there are these who choose to be out of the realm like career homeless. Houselessness. Okay, no one can help the people leading horse to water, all that, but a place where people, they can help come to be make appointments for -- they need to be rested to make jobs, appointments for their care. If they don't have a place to do that, they are walking into appointments, sleep deprived, and making no sense. Now, you sleep on the sidewalk. It takes all the heat out of your body. You can't move. Anyway, i'm very nervous right now.

Hales: That's okay. You're doing fine.

Gibson: Okay. I would like to thank you all for acknowledging and sitting fort this position. Trying to come out of a paradigm. I thank you guys, amanda Fritz, charlie hales, mr. Saltzman, also nick Fish. Thank you very much.

Hales: Thanks for what you're doing. [applause]

Item 951.

Hales: Good morning.

Lisa Fay: Good morning. Commissioner novick, I hope you're feeling better. I want to thank you for sticking out the hearing the other day with us. I know you were under the weather. Thank you, everybody, for letting me address you today.

Hales: Put your name in the record, please.

Fay: I'm lisa fay with right to survive and right2dream too. As soon as the hearing there's -- since the hearing there's been a new generated response by local business owners and developers to want to take an interest in what to do about the houseless situation. It saddens me because I think their irons should have been in the fire a long time ago. They should be addressing the 10-year plan along with those of us that are working hard to try to do something. I'm hoping that very soon we can come to some type of reasonable agreement that will work as well for the businesses as well as for those sleeping on the street every night. Right to dream does not believe we are the solution or the end all to homelessness, however, it's 100 people that are not sleeping in door ways. That are not getting drenched by rain every night. They are not being harassed by police. So as one small, small fraction of larger picture, I hope that all the council will be willing to work with us to try and do something more for the people that don't have homes. That are going to be out there in the weather. We have addressed you many of us dreamers, right to survive members, supporters, and have all told you about the wonderful benefits in the job that we're doing for the last two years with right 2 dream. I won't go into details, however I wanted to just come and plead to the whole council to try to help find a more permanent solution to houselessness. If you came down tonight and said we'll find 100 people housing, there's still going to be 1700 people out there that doesn't have a house. As soon as you got those 100 out we would fill right back up. We need to find a more permanent solution, and we need to consider places like right 20 dream as helping the situation, not creating a larger situation. With shelters full and wait lists between three and six months to get in there's just not enough. So I would hope that you would consider and seriously think about all the positive aspects of having a well organized, well run rest area where you can see helpless people mobilized and work together to better themselves and their community. Thank you.

Hales: Thank you very much. [applause]

Item 952:

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Hales: Good morning.

Malcolm J. Chaddock: Good morning, council members. I'm malcolm chaddock. I'm one of the founding members of no nukes northwest. I have some other affiliations. You have probably seen me wearing those hats. I'm coming here today on kind of an informatory errand. No nukes northwest is a monitoring organization that among other things has maintains a 24/7 radiation monitoring station in the Portland area for several months as part of a larger network. Portland is relatively cool. We enjoy a nice climate radioactivity wise at the moment. That's nice to know. But as part of our activities no nukes has done a coastal survey, northern Oregon, southern Washington coastline, and while we do not claim to have definitive information, we do have very suggestive information that confirms the tests that were done last year around blue fin tuna, some Fish cleaning stations along our coastline that are used heavily to clean blue fin have shown to be somewhat raised above the background. Nothing to scream and run away about, we're not trying to panic anybody, but we are talking about something that is a trend that's begun and continued from the fukushima accident and it's going to continue to crop up. We feel that it's very, very important in a climate that has not really offered the public a great deal of detailed information on their situation but rather tends to deal in news headlines and a lot of blame slinging and such. We're trying to figure out what is really going on. We know for a fact there are government agencies such as noaa that are taking readings, but those are not being published where we can find them. We're concerned that we're going to have to do all of this ourselves. That we're actually going to end up having to establish our own labs, for crying out loud. But hopefully before that has to happen, we might be able to push some of our state and federal agencies into exercising some of their functions to test and evaluate such things as the deep water Fish that we bring into town. Water sources we have, et cetera. I know i'm running out of time, but you guys might have some questions. I'll leave my email address and phone number. I'm really interested in developing some kind of impetus from the city towards public health ramifications of increasing radiation in our food and water.

Hales: Thanks you. Appreciate you raising consciousness. Look forward to having a federal government back to work and able to give you some information. Not having a federal government doing its job is having ramifications in all kinds of ways. Here's one more I hadn't thought of until you came here. Thank you, appreciate it. Any other questions? Thanks for coming.

*****: Thank you.

Hales: Let's take up the consent calendar. I think we have a request to pull one item from the consent calendar, number --

*****: 961.

Hales: That's pulled from consent. Any others? Let's take a vote on the balance of that consent calendar.

Novick: I would like to cheat and note 959 is a project to enhance the aesthetic and pedestrian environment of 102nd and 960 reflects the fact that clean and safe tree lighting program has been accumulate ago surplus and want to spend it on things like solar compactors. That's a cool thing. Aye.

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

Item 953.

Hales: Commissioner Fish.

Fish: Thank you, mayor. I'm going to invite four honored guests to take their seats and do brief opening remarks. Multnomah county commissioner loretta smith, director amber baker, fresh from maternity leave, welcome back, second is trayvon oliver, who is a long time store clerk at the village market. I think we have someone from home forward. Michael Buonocore. Welcome. Let me introduce this briefly, mayor and colleagues. Let's go back in time ten years. You're at the corner of the 4600 block of north trenton in north Portland. Where are you? You are in the heart of something called columbia villa. Columbia villa was once upon a time public housing that no longer served

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the needs of its residents. Run down, isolated from the broader community in need of substantial rehabilitation. Thanks to a hope 6 grant from the federal government and the support of a broad community, columbia villa is now the new columbia. At the new columbia some wonderful things are happening. If you went to the heart of the new columbia today this is what you would see. You could see a rosa parks elementary school headed by a dynamic principal saying every child deserves a chance to succeed. You would visit the charles jordan community center, one of the finest centers in the park system, named for a giant in the local parks movement. You might visit a community garden run by janus that is growing annually. You'll see a bike skills demonstration area that is a partnership with community cycling. You'll see the beginnings of a new soccer field that the timbers army is investing in. If it's summertime you'll be going to programs in mccoys park sponsored by summer free for all and the community. And if you stop by at 4632 north trenton you will enter the village market. A healthy, local, nonprofit grocery store run by and for the community. Today I seek your authorization to release a \$75,000 grant to this wonderful project. In 2010, mayor adams and I sponsored a start-up grant of \$50,000 to help janus youth programs launch the village market project. Along with our partners Multnomah county and home forward, we saw a chance to invest in an innovative community project and we took the chance. As our distinguished presenters will tell us this morning, that modest investment matched by our partners is paying off the benefits are many and growing. Today as I mentioned i'm seeking authorization to release the \$75,000 and this was approved by the council through special appropriation in the current budget. When I had the honor of serving as commissioner charge of housing and parks I saw firsthand how spaces have the power to activate communities and engage neighbors in healthy activities. The village market is one of those special places but it's not just a corner store. In addition to offering economic opportunities meaning jobs and healthy food, it's building social capital an improving the quality of life of hundreds of residents of the new columbia. Janus youth programs as we know has a wonderful track record for innovative projects that make a difference in our community. What sets them apart from other organizations in my view is their strong commitment to empowering community members to take leadership roles in shaping and implementing their programs. The village market is serving as an important model for healthy corner store projects not just in the new columbia but in other low income communities across Portland and beyond. I'm especially proud of their success to date. They are doing it against all odds, yes, this is a healthy market that refuses to sell tobacco, alcohol, and lottery tickets. Those are the three cornerstones of most local markets. Instead, they are selling healthy food. What a concept: I am so grateful to the leadership role played by home forward, which is the landlord and sponsor of this project, our friends at Multnomah county on the front lines of every great movement around healthy communities and for their continued partnership and support of this great project. It's my honor to introduce any friend loreta smith to kick this off.

Loretta Smith, Commissioner, Multnomah County: Thank you, commissioner Fish. Mayor hales, commissioner Saltzman, commissioner amanda Fritz and commissioner novick, thank you for having me here today and being able to talk about village market. As commissioner Fish was giving us a great history lesson of how the new columbia came together I was thinking about when I first learned about it I was an assistant to u.s. Senator ron white. I was being lobbied on writing a letter and making a call to the clinton administration to support Portland's request for funding for hope 6 dollars. Very pleased when we got the hope 6 dollars. I had been much of a fan of the new columbia and all the good work happening from the boys and girls club to new village market to all the fun things going on over there. One thing we did know for sure that it was definitely a food desert. For us to partner with the city of Portland, janus youth, I think it's huge. I have to say this, mayor hales, I was so impressed with your story telling skills earlier when you did the proclamation I want to invite you personally to do story time at one of our libraries or a couple of them.
[laughter]

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Hales: The invitation accepted. Thank you. Once you get me started, though --

Smith: I was totally inspired with it. It's a good use of time on those long east coast trips back to Portland. This project for me is an example of a public-private nonprofit partnership. It's yet another way in which local government can assist the community and work to improve the lives of all our vulnerable residents. Multnomah county established partnership with village market to promote a community building, resident engagement by impacting self-determination and direction and advocating for healthy food in an environment where we live and play. Village market is more than just a corner store as commissioner Fritz said. It's a place where residents, seniors, young people, mothers and fathers and small kids meet. It is the junction of coming and going. It's the outpost where residents and health workers trained by Multnomah county health department delivers health and nutrition information. It is a training ground where teens and adults develop job skills. It's the before and after school programming that connects the diverse residents and community members where 17 languages are spoken and 22 different countries are represented right here in Multnomah county in the city of Portland. Most importantly, village market reflects the voices of diverse neighborhood residents engaged in building and thriving safe and healthy communities. Village market came to life of the hard work of the many diverse community members and low income families in north Portland. They received support from Multnomah county, the u.s. Department of agriculture, home forward, local foundations, churches and individuals including residents of the new columbia, tamarac and st. John woods. I'm so proud to say Multnomah county saw such value in maintaining this partnership, a champion for the \$75,000 this past fiscal year, and I know that it's going to be used properly and for a very good project. A funding relationship that is inclusive of Multnomah county and the city of Portland, it serves to indicate the importance of working collaboratively on behalf of some of our most vulnerable populations and I applaud all of your willingness to work with janus youth program and home forward in continuing to offer residents of the new columbia with options and food choices, training and employment opportunities, and in civic engagement opportunities. Thank you.

Hales: Loretta, thank you for mentioning boys and girls club. My bad. The council, a prior council invested in that rosa parks elementary school. One of the great features is a young person at the end of his or her school day can walk seamlessly into an after school program on site run by a great nonprofit boys and girls club. That's an innovative model we hope becomes the norm in all elementary schools. It's my honor, mayor, to introduce amber baker, the program director. Amber?

Amber Baker: Hi. Mayor hales, commissioners, thank you for the opportunity to share about our project. I'm amber baker, program director at village gardens, which is the branch of janus youth programs that supports village market. At the invitation of home forward a few years ago in 2009 we began planning the village market and we took a two-year process with residents in the community to come up with a vision of what this market would be. We opened in the spring of 2011 and we're two and a half years into the adventure of the market. Promoting healthy food options, employment training opportunities, and community building in the north Portland neighborhoods where we're working. I want to say support from both the city and the county this year is really essential as we work toward self-sufficiency for the market developing a model project and nonprofit grocery store we hope will be an example for other communities in our region and across the country. We just had the pittsburgh food bank come visit our project to see what they might also replicate in their community in pittsburgh, which was really exciting to see our work expanding that far across the country. Some exciting updates from the village market, we are currently working very hard to develop healthy prepared food options and new products in the store that are developed and prepared by community members. We know that convenience is a huge part of what makes healthy food really available and accessible to people. We have volunteers in the last firefighter months have made 2,000 healthy sandwiches. They sold all but 40 to residents in the community. We're excited to see that grow. We have also started a farmers market out side of the

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village market in the summer to promote business opportunities and micro enterprise opportunities for other residents so the market can be a catalyst for other economic development in the community. We have had over 12 vendors from the neighborhood who were immigrant families doing market gardening, selling their produce at the farmers market, a family that was creating tamales and other prepared foods from their culture. Our food works youth farmers sold produce at the farmers market and the village market was also able to take some of their produce and products and sell those through the market as well this summer which we're very proud of. We are really focused on the role that the market can play in actually creating a truly local food system. So many of the community members in new columbia don't necessarily benefit from all of the wonderful local food work that is done in Portland. So we're working with residents there to take advantage of the local food movement in a way that's really meaningful to their communities appeared their cultures. Sales have increased every year since we have opened, which we're very proud of. We're up every season. We have developed a very strong staff team and our building skills of community residents to cooperatively manage the market, taking on purchasing, merchandising, product development, with folks who have been with our team from the very beginning. One of those is trayvon oliver, who is here with us today who is not only one of the individuals who wrote the business plan for the market with a team of other folks, but who has been on staff with us since the very beginning. I want to honor and acknowledge trayvon's work in our market. He is the smile at the front of the door most mornings at the store. If you come by in the morning you'll see tray there working and getting healthy food into his community. Thank you for your support and the opportunity to be here this morning.

Fish: We're saving trayvon for last because he's got a pitch. Michael, welcome. You can slide that whole thing down. It moves.

Michael Buonocore: Thank you all. Deputy executive director for home forward. I'm privileged to wear a hat as a member of the board of directors for janus. I'm really pleased to be here today. Thank you for having us. I will keep my comments really brief because i'm the least interesting of everybody up here, but I do have some thank yous to say and also I think I want to lead by saying that home forward is fully committed to this venture. We have also invested in the store and will continue to make the space affordable for the project to be in. As a member of the board of directors for janus I want to let you know that the janus board is also fully committed to this project. I think it's important to say that because most of us know janus for the great and inspiring work they do around homeless and street youth and sex trafficking and so this might seem a little bit afield of what they typically do. I want you to know the board understands the nature of this and really embraces it. Even as it is been on the path of not the most stable financial trajectory but we're getting there, the board is behind this and janus, the organization, is fully committed to it, so i'm really pleased to tell you that as well. I want to thank commissioner smith, who before deciding to get behind this financially actually trudged out on a very cold winter day appeared toured the gardens and the store and we were actually greeted with one of the participants who is very enthusiastic and was regaling the commissioner with stories even as she was chilled to the bone. [laughter] we appreciated your visit, encourage all of you to come out. I also want to acknowledge because I think this project represents a kind of partnership that we really aspire to in that we have gotten support from lisa sedlar, who recently opened the green market, kenton neighborhood and will in woodstock as well. Lisa provided some really vital technical assistance to the store, some really meaningful volunteer time, so I see all of us working together as government and private business and nonprofit and the community really coming together to make something meaningful work. That is inspiring to me. I think that's all of us working together at our very best. Then finally I want to say thank you to commissioner Fish for your leadership and recognizing the potential of the store. I know you have been out, you're a shopper, I know you are a participant in events that

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support the store, and we really value and appreciate your friendship and leadership as well. Thank you all for considering this.

Fish: Finally we have trayvon oliver here who has not only worked in the store but has been there about from the beginning. Welcome.

Trayvon Oliver: Thank you. I'm trayvon oliver. I have been in the beginning of the project pretty much what interested me I happened to walk in and they had a big, old meeting in the store. So i'm pretty much sat down and I was really interested so I started doing things like helping with the business meeting. Pretty much helping doing other things of the project. Been there ever since. I like it most because like this lead said right here I can't remember her name, but she like she said helps youth. They have this program called cha-ching, where kids earn money by working in the store. Lots of opportunities for them to learn about it so when they get old enough they know how to work, they know to have work experience in the workplace around the community. So it's nice.

Fish: You told me there's a couple of new products that are selling really well.

Oliver: Yes, thank you, sir. We have new products. We have kale salad. It's really good. It's run by local community, one of the food places like they are grown actually it's not from a vendor, it's actually from the ground so it's real fresh.

Fish: Good stuff. Thank you.

Hales: Thank you all. Thank you, commissioner. Are there others signed up to testify as well? We'll take public testimony then act on this.

Parsons: Two speakers have requested to speak. Joe walsh and crystal elinski. Please come up.

Hales: Joe, you first.

Joe Walsh: Good morning. I'm joe walsh. I think it's important that as I speak for individuals for justice, we don't have a commitment in this area. I think it's important for organizations to come before you that don't kind of have a horse in the race and give you their opinion that it's not biased. This is a good program. It should be supported. My only concern in this program when I saw the \$75,000 was is that enough. That was the thing that went through my mine. Usually i'm up here screaming about something, often we see something that is working, and it is good for the community. It's something that you can all go home an be proud of. We should support it. So if the \$35,000 is enough, that's good. If it's not, I understand you guys found some money underneath the carpet. So it's about five to \$7 million. That's good. These programs that you look at, I would encourage you not to give the minimum but to give more. You know, when someone asks me for a dollar I never give a dollar. I always give two. It's an obvious reason for that. So when somebody asks you for \$75,000 and you have extra money and it's a really worthwhile program, maybe you should give them a little bit more. Make it a little bit easier for them. I understand that there is some struggle in this program. Maybe we can help. I would encourage you as somebody that's not involved in this in any way, as a citizen, as somebody that is involved in organizations, somebody who is an activist, if you got extra money, this may be a really good place to put it. Thank you.

Hales: Thanks.

Crystal Elinski: I'm crystal elinski. I represent 10,000 concerned citizens. I have been coming here since 2008 to talk about my experiences in homelessness in Portland, and I have mentioned a few times especially about a month ago when we had a large group of different agencies here for congratulations on their work with homelessness, and I said thank you to a couple of them and as you know there's only like a few I can list on my hands. One of them is most definitely janus youth. I call them yanus, because I used to teach in an international school called yanus, but I have met some wonderful kids, sad situation to have met those kids in the scenario we were in, but they moved on. Basically janus does what, for example, r2d2 does. It follows through. It follows from beginning to end. You see these kids first in a winter shelter, outside in, pair places that really care and follow it through. So this is one of these examples. I do not like the groups that are really bureaucratic and only do piece people anderson ages. For example tpi, which I learned that chief

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reese is a board member which is really interesting. I think we can use all of these agencies if we get them to help each other. I would really like to see that. It's been years that I have been coming here, and I haven't seen much progress. I agree with joe walsh that the money compared to what we give to corporations that are not, you know -- that are not doing any good. As I tried to mention earlier from my testimony on september 4th, that we turn a blind eye to a lot of corporations and their pollutants like intel or precision cast parts and even give them but this is a future investment. I am so glad that janus works with us and we can make this a different paradigm for houseless people in our city. Thank you.

Hales: Thanks very much. Okay, unless there's any more testimony or council comments let's take a vote on the ordinance.

Novick: I would like to thank the market for as commissioner Fish pointed out not selling cigarettes and lottery tickets and alcohol. We all know that cigarettes are killers. Alcohol, most of us take a drink once in a while including me but it's a killer too. I went along with 911 a couple of weeks ago and one dispatcher said alcohol is what keeps us in business. I appreciate your not contributing to that additional making it even easier to get alcohol. Thank you. Aye.

Fritz: Thank you, commissioner Fish, for your leadership on this project and commissioner smith for partnering with the county. This has been a great project ongoing. I appreciate your continued passion and giving us a time certain so people know as joe said this is a good use of taxpayer money. Janus youth is certainly one of our great partners in the community. They do good work as crystal attributed to. This is an example of government working well with nonprofits and with our community partners. Thank you very much. Aye.

Fish: First I want to thank the city council for on two occasions during tough budgets prioritizing funning for this wonderful program. I really appreciate and I think it's a reflection of the values I have the people I have the honor of serving with. Second I want to thank the hess rows and champions that came before us today. Loretta, amber, michael, trayvon, you make us all very proud. There was a spirit of Portland award we could give out today I would give one to each of you. Finally the way we can support your good work going forward is to stop at the village market and buy food. I would just urge anyone who is watching or is here, my colleagues, when you're in north Portland, maybe you're going to a pilots game, community meeting, a parks meeting, economic development, main street, stop at the village market. If you're as crazy as I am about kale salad, buy a kale salad and support not only the market but a micro enterprise that has sprung up in that community. Finally, tim necessary bib wrote a column today tim nesbit wrote a column in the op-ed page. I thought what we were doing this morning and his last paragraph summarized the best of what you represent. He said after reviewing all the data on the statewide survey of Oregon values and beliefs he said, the challenge for our politics is to recapture that sense of teamwork and rebuild a more functional government on the common ground of our shared values and beliefs. What a beautiful statement. What a wonderful aspiration. Let's start on that today bypassing this ordinance. Aye.

Saltzman: I want to thank commissioner Fish for leadership and also Multnomah county and commissioner smith, home forward, janus youth. This sounds like a very up and coming -- trending in the right direction. That's good. More community awareness and participation. I'll make a a commitment to probably not do kale salad but those home made sandwiches sound awfully good. Aye.

Hales: Well, I had a chance to stop by the market while we were deliberating on the budget. It was a convincer for me to see the market in operation and what it's doing for the community, then last spring my wife an I had a chance to be there for one more facet of this these partners plus the food tree project planted an orchard just down the street that will then again reinforce that connection. That combination of the public sector, nonprofits and community members there planting those trees was pretty magical. You can see how this builds community, not just opportunity and an

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opportunity to have healthy food. So that was a wonderful moment. Wasn't just a moment because those trees are going to grow and produce more every year and give a chance for residents to be involved in the production of fruit as well as vegetables and have that literally feed into the market. Wonderful partnership. This works. It worked here. We have other places in the city where we have food deserts or a poor set of choices for folks, how can we replicate this? It's not something you can move around. You have to have the right partners involved, but i'm very interested in that set of questions. We know this works. It worked here. It's a relatively small investment. It's producing a relatively a great return. I want to throw that challenge out to all involved. Look forward to hearing ideas for the next village market as well as the continued success of this one. Thank you. Aye. Good work. Let's move to the regular agenda. Then we'll take up the item we pulled from consent at the end.

Item 963.

Hales: We have a proclamation here. I'm not sure if we have people here to talk about this one or not, but let me read the proclamation. Since it's on the regular agenda we do have the opportunity for testimony if there are those here to speak on it. It says whereas in order for all Portlanders to realize their potential meaningful employment opportunities must be available to Portlanders with disabilities. Discrimination is prohibited by the americans with disabilities act of 1990. Whereas employment officers opportunities for greater independence, empowerment and prosperity for all Portlanders add and whereas we know work builds self-esteem and provides financial security, people with disabilities who work are healthier. It's vitally important people with disabilities are employed in integrated settings in the work force and whereas workplace is welcoming the talents of people with disability a vital part of our effort to build safe, supportive communities and a strongly and currently working to implement the model employer plan to improve the employment opportunities for people with disabilities, whereas the united states congress designated october as national disability employment awareness month to raise awareness about disability and employment issues and celebrate the many and varied contributions of people with disabilities. Activities reinforce the value and talent that's added to our workplaces and communities by people with disabilities. Now therefore i, charlie hales, mayor of the city of Portland, Oregon, city of roses, do hereby proclaim october 2013 to be disability awareness month in Portland, Oregon, and encourage all residents to join in this observance. Let's hear it for our employees that are living proof that this is a good public policy. Thank you for your service. [applause] anyone signed up on this item?

Parsons: I did not have a signup sheet.

Hales: Joe, come on up.

Joe Walsh: Since I am disabled, I would encourage you when you have a lot of people that are going to speak to the council like we have a controversial topic r2d2, we had 200 people speaking on the list. That you set up some priority of calling people up. We used to call a woman with children or people that are in the audience with children, but also I would suggest that you think about calling people up in wheelchairs, people that like myself are on oxygen, that may be concerned about the amount of oxygen that's left. So those people I think should go to the head of the line. It doesn't include me because my oxygen lasts a long time as you all know. [laughter] i'm not speaking personally that I want to get in front of the line, but because I am disability it's something that I think about. As we put special chairs here, I think it was a year or so ago, that's really cool. So we're moving in the right direction. But it always annoys me that if somebody is in a wheelchair or somebody that is obviously having physical difficulties is sitting here hour after hour, I don't think that's fair. I know government isn't fair. Especially at the moment. However, it's a simple thing we could do. Just say, hey, if you are disabled, come on up, you go to the front of the line if it is to your advantage. If you want to do that. If you don't want to do that you may want to just sit an listen. That's the only thing I should say. We should be very proud of our people who are

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disabled. They do a tremendous amount of work in the city. I know some of them, kind of. As you all know I just love staff. Particularly don't like politicians but I love staff. So anyway, that's just a thought that you do.

Hales: Thank you. Other comments?

Fritz: Thank you for that. You should know our improvements to the council chambers were at joe's advocacy a couple of years ago in terms of having reserved seats for people who are accompanying people in wheelchairs. I appreciate mayor hales you continuing the push for us to be a model employer of people with disabilities through staff and people with the office of finance, commission on disability and office of equity and human rights. It's a very important part of our equity agenda for the entire city. I'm happy parks are going to be model bureaus with working with the commission on disability as well as the human rights commission and other citizen advisors in the office of equity in human rights to make sure we are having the dual focus on disability along with other issues of equity in terms of culture. Thanks for the proclamation.

Hales: Appreciate it. Now the next one is on the subject of parks. A place where we're also trying to make sure all Portlanders have access. We actually had a film crew here last week from the "today" show taking a look at the combination of these two agendas here, which is access for all and our park system that is harper's playground. Let me read the proclamation first.

Item 964.

Hales: Outstanding quality of life largely defined by its park system and natural areas and whereas our parks and natural areas are in need of greater support and whereas october 11 and 12 is anticipated to be the largest city-wide volunteering effort in the support of Portland's parks, natural areas and community guard tense in city history that's saying something and whereas over 70 volunteer projects are scheduled for 55 sites involving participation of 40 community groups and organizations and whereas volunteers contribute nearly 500,000 hours of service to Portland parks annually one of the largest rates of volunteering of any american city, whereas the people of Portland should be encouraged to support their natural areas and public institutions for the betterment of our city and whereas parke diem is a system of volunteering, therefore i, charlie hales, mayor of the city of Portland, the city of roses, do hereby proclaim october 11 and 12, 2013, to be a city-wide event in support of Portland's parks and encourage all residents to volunteer in support of these days. Commissioner Fritz?

Fritz: Thank you, mayor hales. If I might invite nick hardigg with the Portland park foundation to tell us more about this. I'm very excited to be part of this inaugural two-day celebration of Portland parks and celebration of volunteering, the two things together like the perfect combination I believe. We're known for our volunteering and our wonderful park system. The parks bureau appreciates the partnership with the foundation and with all of our volunteers who give us not only their hands and their strong backs but their hearts and minds to help us with many different things that we do in the Portland parks. So with that, please tell us more about this event.

Nick Hardigg: Thank you. We believe it will have participation from actually 40 different groups of people wanting to support their local parks. We are optimistic we could have 1,000 people volunteering. People don't just volunteer because it's fun. They have busy lives but they see need and the opportunity to help. So these are people standing up not just to contribute but because they believe in the needs of the park system and they want to make it better and they believe in the city. Thank you for your help. We will get great work done and also raise awareness that even though Portland has a great parks system, one in five families can't walk to a park and we have a major backlog and other needs for investment we believe that people need to be aware of. Thanks.

Fritz: How could somebody find out where to join a volunteer effort?

Hardigg: We would love for people to go to our website, parklandia.org. They can select project near them whether it's family friendly or pruning rose bushes. They can find a project for them.

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Fritz: There are projects for all abilities. We probably need assistance with registration and other things for folks that have arthritic hands like mine. I encourage folks to join in. You never know where a city commissioner or mayor might show up. We appreciate your partnership. I want to particularly mention in conjunction with the previous item that I visited the Portland memory garden last weekend, which is in a different kind of garden from harper's playground, which is for children. The memory garden is geared toward seniors with memory impairment. They have a huge pile of bark chips they need spread in an adjacent community garden. If you're looking for a volunteer project that's short and when it's done it's done, go to the memory garden saturday morning. That's just an example. You can pick something, a little piece of the effort like pulling ivy in forest park or pick something you can dust off your hands and go watch football by noon.

Hales: Great. Having volunteered along with other people in miserable weather to pull ivy or plant trees my phone app says we're going to have 57-60 degree weather, partly cloudy, partly sunny, perfect weather to move that bark dust, dig that drainage ditch. Otherwise get out there and help the park system. If there was ever a beautiful fall weekend to make a difference, this would be that time. Even if you're just a fair weather volunteer -- [laughter] this one is for you. Thank you, nick, for all that you and the foundation are doing.

Hardigg: Thanks for your help.

Saltzman: For those who don't speak latin, what does that mean?

Hardigg: It's a takeoff from carpe diem. It's park day about engaging with your parks and supporting them. Thank you.

Fish: There's two ways for city employees to support it. One, by volunteering, the second is on the every year we get to elect where to put our charitable dollars through our employee giving programs. The Portland parks foundation is an option. If you pick them it's automatically deducted from your paycheck and goes to great was a lot of programs would not be possible without a strong Portland parks foundation. Thank you for your work.

Hardigg: Thank you.

Novick: I did study latin. The mayor made a commitment he would keep the puns flowing so I appreciate that. Very pleased to see this proclamation. Great work.

Hardigg: Thank you.

Fritz: Certainly a memorable name.

Hardigg: E pluribus unum was already taken. [laughter]

Fritz: This is supported by parks employees, who maintain our parks and who are our partners with the parks foundation in setting up what would be these events. Thank you.

Hales: See you out there.

Item 965.

Parsons: 965, authorize contract with motorola solutions, inc., to provide a public safety emergency radio system for a not to exceed amount of \$18,289,174.

Hales: Sue did hesitate on that because it's a big number and big investment. Our team is here to make this presentation and tell us about the investment and what it will mean. Good morning.

Christine Moody, Procurement Services: Good morning, mayor, city council. I'm christine moody from procurement services. Before you you have an ordinance recommending authorization of a contract with motorola solutions in the amount of \$18,289,174.26. To provide a public safety emergency radio system. Last fall a request for proposals was issued and in march of this year three responses were received. A selection committee made up of seven evaluators, four city staff, one minority evaluator, one person representing Multnomah county and one person representing Washington county from the consolidated communications agency evaluated proposals based on the understanding of the rfp qualifications and corporate experience, reference, diversity an price. The committee selected motorola solutions as the most qualified respondent receiving the highest evaluation score. It's subcontracting with two minority own women owned businesses to provide

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services related to acceptance testing, antenna installation, scheduling and documentation. This point I'll turn it over to Jeff Baer, who will provide technical aspects of this project.

Jeff Baer, Technology Capital Project Manager: Good morning. I'm Jeff Baer with the public safety technology revitalization program. We really want to thank you for the opportunity to present this information to you this morning. We have a very brief slide presentation on the emergency radio communication replacement project but before doing that I wanted to make sure you each had a copy of chief technology officer Ben Berry's comments on the project itself. He was unable to be here but wanted to provide written comments to the council related to the project. I also want to thank our executive project sponsors, Bureau of Emergency Communities, who operates the system and also representatives from Portland Fire and Rescue, the chief is here as well as Chief Mike Reese and Assistant Chief Mike Krebs. We have had excellent input and coordination with stakeholders including those external to the city. I would like to thank Christine in Procurement Services as they provide great guidance and advice as we negotiated this agreement with Motorola. I would like to turn it over to Carl Larson from our office to highlight some of the technical aspects of what we're going to gain by having this contract executed with Motorola and hopefully we can put this up on the slide projector.

Karl Larson, Public Safety Systems Revitalization Program: Good morning. I'm Karl Larson with PSSRP. Last time I was in front of this body Commissioner Fritz may recall we talked about leaking diodes. I misspoke. Leaking capacitor actually. We have a lot of people involved in this project. Myself, my co-project manager Mark Tanner, many, many people not only inside the city but outside the city as well. We just wanted to thank all the hard work. This project will touch every bureau in the city. Will touch every public safety agency in the county and will be involved in mutual aid situations throughout the four-county area. We're very excited about getting to this point. It's a mission critical communications for first responders in the area and many noncritical responders in the area as well. It supports over 6,000 users on the system currently and has capacity to handle many thousands more in the region. Of course we think about interoperability all the time with our surrounding counties. We have three other radio systems that will be interacting with so it's very critical we get the interoperability. Over 24 million push to talks or transmission versus been occurring on this system over the last 12 months, so it's a very busy system. It's on currently obsolete technology in the sites that we have. You might recall that we upgraded the controller, the core of the system, in 2010, and this is a completion of that upgrade that we have. We're proud of the -- you can't really see it on the screen, but we have a slogan down below says mission critical public safety grade emergency radio system. Coverage capacity and continuity. That's really the principles that we're using to move this system ahead. This is just a diagram of how the system is conceptually made. We're moving it from a one-loop system or one simulcast zone system to a two zone system. It increases our capacity and we're increasing the channels, 20 on the west side, 16 channels on the east side. Here are just some of the goals that we have achieved so far in the project, we wanted to make sure we had regional interoperability. We wanted to make sure part of the charge we had was don't lose functionality. If you can increase the functionality of the system. We think we have done that in negotiations and in our preliminary design with Motorola solutions. We want to make sure it's a stable, sustainable infrastructure. In the past it's been very difficult to make sure you stay current with technology. We think with our contract that we're asking approval today we have achieved that. This is some of the sustained plan we have moved into. This is normal 24/7 but the system upgrade agreement we have negotiated inside this contract before you today an ability to keep our system current every two years with the newest releases, newest technology and if necessary the newest hardware through capitalization of that cost over the next ten years. At the end of a ten-year, 12-year cycle this will start at the end of acceptance when we accept the system. At the end of that cycle we'll have a system that is with current technology in ten years hence. We're very proud of that. We took a look at even though this doesn't fall within the normal

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technology oversight committee, they have a dashboard that looks at all of the potential risks inside a contract. We wanted to use that to make sure we were following that process and looking to make sure that we covered everything we needed to cover. You'll see that list there of everything that we covered that meets the technology oversight committee's dashboard as well. We have a lot of eyes on this project as you can imagine. We have the independent citizens committee and in conjunction with that we formed a citizen committee for a radio project oversight committee, so those two committees get briefed on it regularly. Our executive steering committee looks at this program every time they meet and we give them a status report on that. Executive sponsors, jeff mentioned them, boec, ppb, fire, those three bureaus have been tremendous in their support in moving this along along with bts communications and their staff making sure that we're covering all the points we need to cover. Then we have project status reports and an independent quality assurance firm that is overlooking the project to make sure it's on track and on time. Currently we're right where that red line marks us today with authorization from you to move ahead and for christine to sign the contract we'll be able to move ahead and start detailed design work with motorola in earnest. We believe the project will be complete sometime mid- to late 2015. Just a wrap-up of what we are asking authorization for, procurement to sign the contract with motorola solutions our next steps will finalize that design review sometime in early 2014. We'll be doing a factory acceptance testing, actually looking at the equipment up and running at their site in schauburg, illinois. We'll be approving it there about third quarter of 2014 or the spring of 2014 rather. Then final acceptance in the summer or fall of 2015. With that, we'll take any questions.

Hales: Questions for the team?

Saltzman: I have a few questions. So this is a contract for about \$18.3 million and it's a not to exceed amount?

Baer: Correct.

Saltzman: Talk to me about contingency in this contract.

Baer: The not to exceed price does not include a contract contingency amount, however, we have project funds out of our over all budget, holding 10% back of the total amount for the entire project as contingency.

Hales: Outside of the contract.

Baer: Right.

Saltzman: What is the dispute resolution mechanism? Is there some sort of binding arbitration clause and is that under the laws of illinois or of Oregon --

Baer: The governing law would be in the state of Oregon. That's embedded in our contract. Any type of venue we would have to go to court would be in Oregon.

Saltzman: Is there a binding resolution mechanism --

Larson: On the negotiation team we did have a fine set of lawyers to help us through that, so we do have a dispute resolution that goes through it. I do not recall what says but we can get that to you.

Saltzman: There is a provision in there.

Larson: There is.

Saltzman: Subject to the laws of Oregon. Thank you.

Hales: You've set this contract up with automatic both software and hardware upgrades. So that what we did last time we bought new equipment, got it working, worked great, it became obsolete as technology moved on, then we find ourselves at the bottom of the curve again. Nobody did anything wrong but that's just the normal way we buy things. A lot of the things we buy, say trucks, don't evolve as much as technology does. You set this one up differently so that at the ten year point we're in effect current?

Baer: Correct. What we want to do is look at the investment we're making in the public safety radio system today would have a longest over the next decade of being current system compatible. The agreement we have with motorola is a two-year system upgrade agreement so every two year

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cycle we can up great the software and if the software requires a hardware component to have that system in place, that's also included in that cost.

Hales: What if we want to add a new capability? For example we have video capability in our some of our police cars now. What if we have it in more of them or some completely new idea like that comes along what's our prospect for being able to incorporate that? The pace of technological change, having just spent yesterday afternoon in new york city's real time information center for their police and public safety agencies I understand this is a moving target.

Larson: That's an impressive site to go to, mayor. I appreciate that. One of the things that we have talked about with motorola and in this contract is making sure that whatever we put in place today for our land mobile radio system is compatible and can be used in conjunction with data technology. One thing i'm sure you're aware of and commissioners are aware of that broadband lte technology is coming down the line. A lot of department's police and fire want to transmit video and text throughout their radio system. We're making sure the systems is compatible with that when it comes online.

Hales: Is robust enough that can handle that additional amount of data?

Larson: We have a lot of capacity on our system currently.

Fritz: To reiterate, is all the funding for this project coming from the 2010 fire bond or are there other sources for the 18 million?

Baer: There's two sources to that. The 2010 general obligation bond provided a number of different resources of about 30 some million dollars for the project that we have today. 10 million came out of the bureau of technology services radio replacement fund. We have a combination of funding sources together.

Hales: Other questions? Thanks very much. I don't know, do we have any testimony on this item, sue?

Parsons: We have charles johnson.

Hales: Come on up. I'm not sure if our chiefs are wanting to testify or are here to answer questions. Good morning.

Charles Johnson: Good morning. I'm charles johnson. I guess you can all feel great that the citizens have so much confidence in the process for this that i'm the only one to talk about it. I do think the city has done a good job. If we think back in the beginning there were two other bidders that responded to this r.f.p. I was glad to hear, mayor, you have been to the rtc for the public safety divisions. I hope you had a chance to talk with both administrative and entry level people about some of the problems that have come up in previous implementations of motorola digital solutions. The biggest problem is of course there's no other system that has less problems. So I hope that significant prior workers on this contract have made sure that there are essentially allotted man-hours to deal with the almost unavoidable problems that come out with large scale technology implementation, and i'll also check back with you later to see if among the many other organizations involved maybe some of the technology oversight committee people are involved, our good friend the lady doctor at intel would tell us that this program does not qualify as extreme scale. There's only three extreme scale projects in the world, apple, facebook and google. The main thing is that as we get further down the road there's no reason to think this is not like any other governmental contract where they say unforeseen difficulty. I hope in the future they will -- there's a page pdf that links to this and the doesn't link to the entire contract. We know we'll end up spending more hours than we originally thought to chase down the bugs an stuff like that. I was pleased to hear -- what will be the venue and how scared can we keep them so we don't actually have to litigate so they say, well, we're going to throw in another project manager, 100,000 a year person to find out why the east side has problems talking to the west side as they have broken up the channel loops. I do want to say that congratulations to all the people that worked in this project before. Motorola is a good provider. Even though they have split. I grew up on a motorola tv made in illinois. Now they have

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split up so that the phones are made by google, some in texas, and the solutions group has good products coming out of illinois even though we know there's not as much american content as we might like. Thanks.

Hales: Thank you. Further council discussion? This is an emergency ordinance, we're ready for roll call.

Novick: Aye.

Fritz: Thanks to Christine Moody and Jeff Baer and Karl Larson for your work on this. If I had any concerns about it whatsoever, they were dispelled when you started your testimony correcting a misstatement from months ago about leaking diode vs leaking capacitor. I think that's the kind of detail absolutely necessary on this kind of project. I also salute Lisa Turley in Emergency Communications and Carmen Merlo in emergency management. Both of whom have been following this project. I also like seeing the six oversight committees or checks and balances and the ongoing reports to us as to how the project is going. I'm confident that this will go as well as the installation of the computer dispatch system did in boec and I thank you for your work. Aye.

Fish: Aye.

Saltzman: Replacing our emergency radios is a very important task and I'm pleased to see there are a lot of eyes on this contract. It's a big contract and very important. I want to thank first of all, Portland voters for approving the bond measure in 2010, in making this replacement and public safety radio system upgrade possible. We need interoperability. We need jurisdictions, police and fire, other jurisdictions to be able to talk to one another, emergency management offices. This is a feature of the new system. I do appreciate showing us the technology oversight committee benchmarks that they use in reviewing major contracts, and that you have satisfied all of their performance metrics. I'm very -- I think this has been very responsibly managed and I continue to expect that to occur through the duration of the actual implementation of the system, so good work, look forward to it soon. Aye.

Hales: I hope Portland is a safer city than it was 10 years ago, and that's true of almost all american cities, and that's in part due to good work by our professionals and by the communities they work with, and of some demographic changes that have helped the whole country become a safer place. Where do we get to the next increment of public safety? One piece of that answer is information and the ability for us to be nimble and supple and quick in the use of information. I think having the capabilities built into this system are going to prove very helpful and a good investment. I think having the safeguards built into this contract that we've heard about, and always were going to question you and anyone else closely about, gives us all reassurance this is going to give us value for a lot of dollars, but I think dollars well invested. Thanks for the great work. Aye. [gavel pounded]

Hales: Okay, next item.

Item 966.

Parsons: Item 966, authorize the bureau of transportation to acquire certain permanent and temporary rights necessary for construction of the north burgard road over abandoned railroad and north burgard road storm sewer project through the exercise of the city's eminent domain authority.

Novick: Mr. Mayor, pbot has designed a street improvement project at the intersection of north burgard road and north terminal road, as well as offstreet improvements including curbs, sidewalks, and gradage improvements. The project requires the acquisition of certain private property interests to construct the project. It's necessary to acquire the easement by february 1, 2014 so construction can be on schedule. It's my understanding that owners and tenants of two adjacent properties, northwest pipe and northwest container services, are supportive of the project and additionally pbot has met and collaborated with business owners in the project area, including the port of Portland, a steel company, schnitzer steel, northwest container services and waste express to coordinate design and operations. Pbot has been working through the Portland freight committee to disseminate information regarding the freight community. Take it away.

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Marty Maloney, Bureau of Transportation: Good morning. My name is marty maloney with the

--

Hales: Hard to hear you.

Maloney: Oh, sorry, my name is marty maloney, i'm with pbot right of way. I just wanted to address the council about the ordinance, the right of way ordinance or condemnation ordinance for the burgard project. I didn't have much of a presentation, I just wanted to see if you had any questions, it's really to acquire the right of way from the two property owners at the corner of north terminal road.

Fish: How about just a question just for my own edification. You're seeking authority to use the city's eminent domain power. Is it your sense you can do this through a friendly negotiation or will you have to go to court?

Maloney: Definitely I think it'll be through a friendly negotiation. I've spoken to both property owners and they have seemed on board for the project. This basically gives us the ability to offer just compensation to the property owners, as well.

Fish: And that's determined based on an independent market appraisal of the property?

Maloney: Definitely, yes.

Fish: In that negotiation?

Maloney: Exactly. So once we have the ordinances in place we'll be able to figure out just compensation through -- we'll either have a contract appraiser do the work or somebody in house do the value of the property.

Hales: Refresh my memory, too, is it advantageous to the property owner on a tax basis if we do it this way, versus just a bureau manager working on an agreement with someone and writing a check, if it were so simple?

David O'Longaigh, Bureau of Transportation: My name is david from the city of Portland bridge group. This project really is a bridge project that we're replacing an old historic burgard road bridge. We filled in the void below. We started that work last year and we allowed all the dirt to settle for a year, and then we come back and built the road. Then we realized there's a 200-foot gap where there's no sidewalk because this is a rather undeveloped part of north Portland. So then we found there was funds left over from the bridge project that we could stretch the project limits further, still in compliance with the grant, and fill in this gap and make the connectivity so much better. The property owners have been benefiting greatly from the project because they have greater access to their properties from the wider street, and they are very willing to accommodate us by giving us a small piece of their area so we can make a proper rounded sidewalk intersection at the corner. The funding is from a grant that came to us from the state, otia, Oregon transportation investment act fund six to eight years ago. They gave us funding for four bridge projects and this is the last of those four that we're now almost finished with. Instead of leaving a gap we decided to fill it while we have the money.

Hales: Good work.

Novick: I think the mayor's question, this is probably more for you, mr. Maloney, is is there an advantage to the property owner when we use eminent domain to acquire the easement, as opposed to if we just sort of worked out an agreement and didn't use eminent domain? Is there like a tax advantage?

Maloney: There would be an -- well, the advantage to the property owner if they were to redevelop the property, they would actually have to put in these improvements themselves. So there could be an advantage to them that way. Taxwise, you know, the dedication portion we acquire which is very small, they won't have to pay taxes on that. Anymore it's included into the right of way. Usually basically the reason why we do the condemnation ordinance really is the fact that we're able to offer just compensation. It gives us the right to offer to the property owner. It is also for the purposes of eminent domain, for setting time lines, it's more for setting it up to actually offer them the property.

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My judgment is on this one is we've already dealt with one property owner from the earlier project, and they were on board with it. I don't think there will be a problem with them. The other property owner seemed on board. I don't think we will have to be going down that road.

*****: Thank you.

Hales: Other questions for staff? Thanks very much. Is there anyone signed up to testify?

Parsons: I do not have a sign-up sheet out.

Hales: All right. Then unless there is anybody here to testify on this item, it is an emergency ordinance so let's vote.

Novick: Thank you, aye. **Fritz:** Aye. **Fish:** Aye. **Saltzman:** Aye.

Hales: It was a good idea, maybe the state should do something like that again sometime. Aye.
[gavel pounded]

Hales: 967 please.

Item 967.

Parsons: Authorize the water bureau to sell and remove a surplus manufactured home from Powell Butte.

Hales: Mr. Fish.

Fish: Thank you, mayor. This is a relatively straightforward matter. We're asking the council to authorize the water bureau to dispose of yet another piece of surplus property. The property in question is a manufactured home. There is no land associated with the home. This home cannot be used by the water bureau and no other bureau has indicated a desire to purchase it. Per chapter 5 of the city code this home with your authorization will be sold to a public sale conducted by Christine Moody's team at Procurement Services. As per all surplus property that this commissioner is selling, proceeds will be placed in our rate stabilization fund. If there's enough money in that fund it actually allows us to offset future rate increases. The home has been appraised at \$13,499. I have no idea what it'll get at auction, although I hope someone bids above the appraised price. Our chief engineer is here to answer any questions you may have, and we did give you a photograph of the disassembled home up in Powell Butte. I actually looked at this particular property, and what you can't see from the picture, I don't want to adversely impact the market for this home. It's in pretty rough condition in the inside. But for someone who wants to buy it and rehab it, whether they are a for-profit or a nonprofit developer, they may very well get a good bargain. Mike's here to answer any questions that you might have.

Mike Stuhr, Water Bureau: Thank you, Mr. Mayor, commissioners, I have really very little to add. Commissioner Fish has adequately explained it. The reason it's an emergency is within the next few weeks we will complete testing of Powell Butte 2 and we will start to backfill and grade and the thing is in the way. We need the means to dispose of it. I have Barb Gibson here with me from Procurement so she can help answer any questions you may have about the public sale itself.

Hales: Thanks, Barb. This was a caretaker's residence?

Stuhr: Yes.

Hales: We're not going to need a caretaker up there anymore?

Stuhr: As part of the land use process to put Powell Butte 2 in there we were required to design and build a LEED certified home with a particular look defined in the documents, and that home is built and is in fact now occupied, so we don't need this any longer.

Hales: Great.

Fish: Mayor, there was some consideration, and I confess it was originally my idea, that we donate this to a nonprofit to be used for low-income housing. I thought in light of the times we live in it would be better to put this on the market and have an arm's length transaction. Secretly I'm hoping a reputable nonprofit developer comes in and buys it, but it will have to be an arm's length transaction through a public auction.

Hales: Great.

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Hales: Further questions? Thank you. Any testimony on this item?

Parsons: We have joe walsh.

Hales: I thought you said something else. Sorry.

Joe Walsh: My name is joe walsh, I represent individuals for justice. When I read this, commissioner Fish might have answered my question on this. I don't like the idea that we have people living on the streets, and we have property and we're destroying or selling or getting rid of or it's in the way and we need to move it. It seems to me that somewhere along the line there had to be a process months ago where people knew that this property was in the way. And the thinking, i'm trying to visualize the five of you thinking in terms of, what can we do with the property, instead of just getting rid of it. You know, that's our attitude. If it's in the way we get rid of it. Well, we have people maybe that could use it. I don't know much about the nonprofits and how much we notified them, and the legal ramifications of getting someone to bid on it or at least that they would know it existed. I'm just asking you, since we're living in these times and they are not going to get any better, that we start to change our perception. Instead of saying it's in the way, let's get rid of it, how about saying it's in the way, what can we do with it. Can we give it to a nonprofit? How do we get the city attorney to okay that? That kind of thinking. That's what i'm asking. It's \$13,000, which is almost nothing in your budget.

Fish: Joe walsh, nick Fish, commissioner. I appreciate deeply your observation, and it was my impulse. When I became commissioner and learned we had this surplus property, I thought let's work with a local nonprofit to provide housing for someone who's homeless. Because this was acquired with ratepayer dollars, the opinion we got back was that we should sell it rather than transfer it, because we're in the business of providing water and sewer systems, not affordable housing. As you know, when we sometimes spend ratepayer dollars for something that's not mission critical, you might being aware that we're criticized in this room for doing it in this room, and even some have suggested a water district to address that issue. Because it was acquired with ratepayer dollars, and because of the legal advice we got, I did not feel I had the latitude to simply give to it a nonprofit. It is my hope, we have alerted the nonprofit community, and there will be public notice, that someone comes in and buys it with the intent of providing a home for someone formerly homeless. It is going to be offered at a reasonable price.

Walsh: I don't buy that, i'm sorry, commissioner Fish. I don't buy any of that because there's so many words in there that lawyers like to use, like it was suggested that we do this or maybe we should do that.

Novick: Joe, how can you not buy that? Haven't you been reading in the papers for months and months the people criticizing the water bureau and saying that we're spending all sorts of money on things that aren't relevant to providing sewer services?

Walsh: Gentlemen, I know you're both lawyers. Let me ask you --

Hales: I'm going to ask joe to just finish up.

Walsh: Gentlemen, let me ask this question. You're talking about a house that cost the city a million dollars, and you are now selling --

Fish: Not this house.

Walsh: That's the criticism. Mayor, that's the criticism about the puc. You bought a house and spent a million dollars, you're selling it for \$400,000. That's a \$600,000 loss. You're comparing that to a \$13,000 prefab house. Come on, give me a break.

Hales: All right, we got your point. Thank you, joe. Okay. It's an emergency ordinance, let's take a roll call.

Novick: Aye.

Fritz: I think there's a lot of validity in some of the things you've just said. When we can be collaborative and be sensible about expenditures of rates and water bureau money, environmental services money, I think that works better. And we have a different commissioner in charge of the

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water bureau now who is making extraordinary efforts to do things in an open and transparent manner. So I appreciate that this has been done this way, and I hope we get to continue to collaborate with the water commissioner after may. Aye.

Fish: Mike, thanks for your presentation, thanks to the a-team at the water bureau. I will accept any and all criticisms about this transaction, and file it in the thickest file in my office, mayor, perhaps yours as well, the title of which is no good deed goes unpunished. Aye.

Saltzman: Aye.

Hales: Thank you, commissioner Fish, now continuing to methodically and openly clean out the garage from the water bureau from a number of issues that have been left in that garage for some time. Let me say this a little less flippantly. How does government proceed when irresponsible charges are made? The theory behind commissioner Fish's action is by being relentlessly responsible, consistent and clear. We rely on our community to notice, and on the news media, to transmit, that government is trying to be consistently responsible and clear. And I believe that what commissioner Fish is doing in this and other questions of how do we carefully steward ratepayers' dollars, are all the right things to do. Good deeds are not -- are often punished, sometimes they might be noticed and appreciated by a larger majority who are getting good stewardship of every last dollar that our ratepayers are paying. Thank you. Aye.

Hales: Okay. Let's move on to 968.

Item 968.

Parsons: 968, establish employment restrictions for the ombudsman's position to further safeguard the integrity and independence of the office of the ombudsman.

Hales: We had a discussion about this at our last meeting.

Parsons: The auditor has requested this be referred to her office.

Hales: She has, and without objection it is. [gavel pounded] sorry, I hadn't noticed that. Okay, back to item 961.

Item 961.

Parsons: Amend protected sick time code to clarify various provisions.

Fritz: If I might frame this please.

Hales: Please.

Fritz: Thank you. These changes are a result of going to administrative rules process, there are no substantial changes in the ordinance for protected sick time. We are taking the feedback and making some minor amendments to clarify the intents that the council passed in march. Catherine riffe from the city attorney's office and Thomas Bizeau, my chief of staff are here to answer any questions you might have. I'll just run briefly through some of the changes so that you can see the nature of them, we are eliminating references to ors 652 and 653, which are the definitions of an employee, to be more specific to our definition of employee, clarifying the 240-hour requirement in the definitions so that it's the use and eligibility rather than what defines an employee. We're clarifying the waiting period for new employees to be 90 days, we said in the ordinance calendar year, but there's been a request that some companies would like to use fiscal year so that seems reasonable. We're amending the definition of healthcare provider to remove the rather ancient reference provision to spiritual healing that is in the state definition which is not the intent of our ordinance. We're amending the paid time off to clarify that cash accounts used in the trades may not be used for sick leave. Adding a use of sick time change, so that an employee who needs to be off for part of a day, but is in an industry where they can't perform if they miss part of a day, such as an airlines industry employee has to take the entire shift off, can't take part of a shift off if the aircraft has already left. Changing to the administrative rules so that, for the future, any rule changes are given 30 days' notice like any other nonemergency ordinance, rather than 60 days as previously envisioned.

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Fish: I have a question if I could. Since this was originally going to be done on consent, but now we're having the hearing, you have a companion fall bump request, do you not?

Fritz: I will do, yes.

Fish: That's for education outreach?

Fritz: Yes.

Fish: Coming before us in november?

Fritz: Yes.

Fish: Thank you.

Hales: Thank you. Given the time and I think commissioner Fritz just gave a pretty good overview, I was going to ask catherine to walk through substantive changes. I guess I want to ask, catherine, in the section 9.01.20 h-2. There is new language in the inclusion of the vacation pay account as meeting the requirements of our paid time off. Would those vacation accounts have to give sick pay on the same accruing terms as requirements of sick time under the ordinance we passed last year?

Catherine Riffe, Deputy City Attorney: They would. The difference is rather than providing employees time, they are providing them money. But the money is based on an hourly contribution.

Saltzman: Could you speak closer to the microphone?

Riffe: May I pull it down?

Hales: Pull it down.

Riffe: So yes, it would have to meet the same requirements for eligibility and accruals under our ordinance. The difference is that the contribution is money, it is not time, which is how the ordinance is currently written. The vacation pay accounts, it's a system whereby employers pay to this account based on the hours worked by an employee for that particular employee. Yes, they would still have to meet the same accrual and eligibility requirements.

Saltzman: I don't understand why we would limit the availability of this option to only one sector, the construction trade industry. I'm assuming there might be other businesses or employees subject to collective bargaining agreements, that would fall under this, as well. There was a very careful discussion about hiring hall exceptions, and this council decided that the paid sick leave ordinance was available to all employees, so there was no hiring hall exception. This looks like a hiring hall exception, maybe a different language. I'm curious why. Are there not other employers and employees subject to collective bargaining that also use vacation sick leave banks?

Tom Bizeau, Commissioner Fritz's Office: This is very similar to a pto basically, which is what we put into the ordinance to allow all employers to have an ability to create an account, in terms of time in this case, that they could use for vacation and/or sick leave. In the hiring halls, at the time that we were actually going through this. We had not been given the information that the cash account existed and is the common practice through the hiring hall. The problem with the hiring halls is they have multiple employers. In the pto example, the most common example that occurs, you have one employer and many employees. In the hiring halls you have many employers under one umbrella of that cba, whatever that may be. And then one employee. They had created this system already that was in place that basically was like a pto that had a cash account already in it. At the time we were creating this ordinance that wasn't known.

Fritz: If I might further comment, the definition in H9 includes either the bank of time which is the paid time off concept more clearly, and then the contribution made by the construction trades. I anticipate that there may be other minor changes needed over the course of time as we implement this. We haven't been made aware of any private employer who has a money bonus account that employees can use to take paid time off. It's not the same as hourly paid time off. If it turns out that's the case, we could certainly add that as an amendment.

Saltzman: My suggestion would be why don't we just -- we don't know if there are other employers out there subject to collective bargaining agreements that might have these accounts. With don't we just delete reference to construction trade union in section 02.h2.

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Fish: One of the reasons I can't support that, first of all, I think it's bad form to offer any amendment. Putting that aside, we've not heard from any other employers that this is an issue. We've not heard from any other employer that this is an issue. Since this is a very carefully constructed matter, I'm prepared to support the current language, carefully negotiated by the commissioner in charge, commissioner Fritz. If an employer or trade group comes before us and says, we have a unique circumstance, I think the council is fully equipped to then address that issue. But to put in an exception to deal with a problem that has not been identified I think would be a mistake at this point. And that's why I can't support the amendment.

Saltzman: I'm not asking for an exception, there is an exception. I'm saying remove the exception, make it apply to any employee covered by collective bargaining agreement that has a paid time off account. As far as doing this at the last minute, Commissioner fish, this is a first reading. It was just filed last Friday, on consent calendar. Nobody would be aware of this if I hadn't pulled it off consent.

Fish: You didn't have an amendment to anyone on the council prior to today. You didn't think it worthy to even furnish this language to your colleagues prior to raising it this more than.

Saltzman: I'm asking to remove three words, construction trade union.

Fish: I think you should offer your amendment.

Saltzman: I think it's fair. This is important. This takes effect January 1st. To say somebody else comes forward between now and January 1st, we'll come back and fix it for them, I think that's unfair to everybody who's applied by this ground-setting new ordinance of paid sick leave. People need to know the ground rules now. I think it's important not to sort of hold out this idea if you come to us with a problem, we'll fix it. Why not remove the reference to one specific sector and we can remove any potential problems for any employers and employees subject to collective bargaining agreements with respect to pay sick leave.

Fish: Commissioner Fritz, can I ask a question about the proposed amendment?

Fritz: Yeah.

Fritz: You've been handling the process, the public process on this. Is there an employer or trade group that has raised a concern with what commissioner Saltzman is addressing in the proposed amendment?

Fritz: Not to my knowledge.

Fish: Commissioner Saltzman, is there an employer or trade group that has spoken to you and raised this concern?

Saltzman: Not to my knowledge, but there was a lot of discussion in the development of this ordinance by providence health system and an issue with their home health care workers. It sounded very similar. As I said, this was on consent calendar. We've only had time to go through it in the next few days. There's probably not a lot of awareness this is happening today. That's one reason I pulled it off consent calendar, and two, I just question why we are narrowly crafting it to apply to just one employment sector. Why not remove the language and allow all employment sectors where there is employers and employees with collective bargaining agreements that may have these same types of vacation sick leave accounts. Why not permit them the same advantage?

Hales: Tom, do you want to address that?

Bizeau: There is a significant difference and the difference is that you could have other collective bargaining agreements out there. And they could actually be something that's crafted for an individual employer with all the employees. In this case that's not what we are talking about. We're talking about many employers under one umbrella. It's a totally different situation. We have basically covered the individual employer with the pto requirement, in allowing them to do the pto. It's an elegant solution to all of the situations already built into the ordinance and will be built into the administrative rules, as well.

Saltzman: Catherine, in your opinion is this a major substantive change, this provision?

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Riffe: I think it is a substantive change because we are -- the change to h-2 which says the contribution --

Fish: His amendment or what's before us?

Saltzman: I'm asking about what's before us.

Riffe: What is before us is a substantive change in that it broadens the definition of pto accounts to include vacation pay accounts for construction trade union groups. And it is specific to that group. Those are the folks we heard from during the comment period, and I don't know if other groups have vacation pay accounts. They very well may. But I wasn't made aware of that during the comment period. So yes, to the extent it broadens the definition of pto.

Novick: Commissioner Fritz, I don't know if this will satisfy commissioner saltzman's concerns. Is it true that other cities that have passed paid sick leave ordinances have generally exempted hiring hall employment entirely, and this is a more narrowly crafted way of addressing the issue?

Fritz: Correct.

Hales: All right. So I think there are some folks who want to testify on this item. I'd like to take public testimony and then continue our council discussion. We may need more of your advice. Do you have folks signed up?

Parsons: No one has signed up with me. Since this was on consent, there was no sign-up.

Hales: Is there anyone who would like to testify on this?

Fish: Mayor, what are they testifying on? There's no amendment to the ordinance before the council.

Hales: The ordinance before the council, I assume they get to testify, just like any other ordinance. It's a first reading, it just happened to be on consent and now it's not.

Fish: Is Commissioner Saltzman offering an amendment so there is something for them to testify on?

Saltzman: I'll offer it if I may.

Hales: My suggestion would be that I would personally like to hear testimony on it before we take action on the amendment. If there are folks that would like to testify on this, it would be a good time to come up and do so.

*******:** Good morning.

Hales: Whoever would like to start.

Jeff Anderson: Jeff anderson with united food and commercial workers local 555, i'm the secretary-treasurer. We have almost 5,000 members in the city of Portland. We favor what we've seen as the adoption of the construction -- or the language for the construction craft exemption. We view this not as a legal opinion may say it's a substantive change, but it's actually from our view in labor, there's been an expansion of that a pto bank is. And taken into that industry in adopting it, so where large employers may comply because they have pto banks, this is nothing more than a light expansion of that group. I don't believe that it's -- I mean, we've worked over the last year extensively on this, and we favor that this amendment works on a problem that we were trying to solve for the last nine or 10 months. Very supportive of the amendments that I had seen.

Andrea Paluso: I'm andrea paluso with family forward Oregon. We are in favor of the amendments before you today, too in particular with this issue related to the building trades. I would be cautious to exclude the language that focuses on the building trades, because I do think the vacation pay accounts are very unique to their industry and also the nuance around the vacation pay account is that it is prepaid time. They assure us folks have access to it when they need it, but it is not explicit within that agreement that the time is protected. I would be very cautious about removing the language that references them specifically out of concern that employers may prepay for time that employees don't have access to in other employment settings. I wouldn't want grocery store employees access to some pay but not access to time, which is why this is really a clarifying expansion to the definition of what counts as pto. Again, the trades identified specifically as being

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needed based on how they work within their structure of having multiple employers, but that's my thoughts on it.

Kate Newhall: Thank you. For the record my name is kate newhall. I represent some of the building construction trade unions like the ua 290 and sheet metal 216 workers. I guess the point I would make is I think -- to my understanding I think this is very consistent with what the intent of the ordinance and the policy around pto is, to allow employers doing sort of equal or better in providing employees access to paid time off. It's allowing this somewhat unique method of doing that. If I could have a second to explain why it's unique to the building construction trades. They have a situation where they work for multiple employers over the course of a year, and they might be working for one employer for a week, two weeks, a month, six months. The way they have divided doing paid time off through their collective bargaining agreements is to have employers do an hour contribution to a vacation pay account. Each employer is essentially paying as they go, since they might transition from one employer to the next employer. I think back to -- very much in keeping with the intent of where you have employers who are already doing equal to or better than the law to allow that to count as the paid time off policy. I think one of the concerns around why this change is necessary and somewhat unique to the building construction trades. Their business model and their employers have been trying to do the right thing. Through collective bargaining they have figured out how to do the paid time off. I don't think that all unions operate equally and I don't think that many unions have the same multiple employers in the building construction trades. The reason why this is important piece of the ordinance to us is we want to make sure that our union employers aren't held at a competitive disadvantage when in fact they have done the right thing all along providing generous vacation pay accounts and paid time off to their employees.

Fish: You used to be at the Oregon bureau of labor and industries. That's where many of us knew you. In your prior official capacity can you think of an analogy to the situation and multiple employers that is similar to the issue that was raised here?

Newhall: Thank you. I do know that the stagehands operate in a similar way and they have also reviewed -- i'm not sure of the ordinance but the language of the building trades proposed very similar language to what you have in the ordinance. To my knowledge they are the only ones who operates in a hiring hall capacity.

Saltzman: they are not going to get the same benefit policy?

Newhall: They have a paid time off policy.

Hales: Covered by h sub 1?

Newhall: Yes.

Hales: If they are paid time off bank, they are participants in a paid time off bank then h sub 1 would cover that situation?

Newhall: That is my understanding, although I don't represent the stagehands. In working on this, we did try very much to propose a solution that all represented employees—that it would work for them.

Paluso: I think part of the concern some of the folks that Kate represents had was employees moving from employer to employer frequently enough that there isn't a 90 day waiting period established under this law. They wouldn't have access to the time unless there was this other accommodation made. That is the way they have dealt with this historically, so we wanted to make sure those workers have access to the pay even if they haven't been working for the employer for long enough to qualify for the time.

Hales: Dennis, jody? Slide that down a little bit there. Thank you.

Dennis Copeland: I'm dennis copeland, director of political and legislative affairs, ua 290, we have over 4300 members. One of the other important issues to remember is we need portability with our programs. Again, we have employees moving from many different contractors. Some may work for 10 or more contractors. The other thing is the vesting period that is necessary, the 240 hours, they

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may work for three weeks in Portland and be the rest of the time out of the in the Portland area. We want to establish a program, we worked hard in collective bargaining many years ago. We wanted to establish portability with our vacation or paid time off so they can use it for whatever purpose they want to, but we wanted to it stay with that individual. The accountability, if they only work 20 hours and go out for nine months and then go out and work for another contractor, to try and get the contractors to talk with one another about what was collected in the segment of work they did for 20 hours, it was almost impossible for us to do that. To keep it in the person's own hands to use as they see fit, we see the benefit in that. We appreciate your effort to put forth a good program for paid sick time for the people of the city of Portland. We wish and are working diligently to try and make that statewide -- one of our primary jobs when we work down at the state legislature. We want you to understand we appreciate everything that you're doing, but we have to have some understanding that a vacation and paid time off, that work in the building trade is significantly different than for a food worker in a restaurant or somebody else working for the city of Portland, and there has to be that recognition. Most people need that to be able to have the portable program in their hands.

Fritz: Thank you for being here all of you, I know Judy's going to testify, too. You reminded me that you're here supporting this bill when in fact the legislature is having its first work group today on this very issue. It's unfortunate that -- well, I know you'll continue to be part of that process, too. Thank you for taking the time to be here today.

Jodi Guetzloe Parker: Good afternoon, good morning, something like that, mayor, commissioners. Jodi from Columbia Pacific building trades. I would ask you not to carve out the building trades amendment or the three words, if you will. We've done a lot of work to get to this point and I just want to thank you Kate and everybody else behind me. Unfortunately, because I do represent probably 26 maybe building trades affiliates and all the different nuances, that's why I asked Dennis and some other guys lined up to be here. I'll tell you about my first year in construction. I had 12 different jobs and at the end of the year, 12 different W2s. What I did have was a vacation policy, a pot of money if you will at the end of the year from working with the different employers came directly to me through various jobs that I worked. Holding those various pots, it came directly to me. That's why I feel this is a valuable ask. Please consider just letting it move forward. I appreciate your concern. I can only speak for the building trades. Please leave that language in. Thanks for listening.

Hales: I guess I want to ask a question following up on commissioner Saltzman's suggestion. I don't think hearing the discussion if there's any danger of us weakening this provision. But what would be the harm done by the removal of construction trade, the words construction trade, in that it potentially could encompass at least a situation I haven't thought of, maybe it's stage hands. The worker is in an analogous situation, working for multiple employers and accruing time under the collective bargaining agreement, what's the harm in commissioner Saltzman's proposal.

Fritz: If I might dive in there. It's because we've been working very intensively since we had the public forum in August, looking at the nuances of the language we're proposing to change. This wasn't raised as an issue at that forum or any time since and I would be very uncomfortable on the fly deleting the specific reference, which we've worked so hard on. If you remember from January 31st through March 7th we all in this building tried to craft language that didn't do harm to one group while adding benefits to others. I believe the language we got to gets to that point, and I'm not willing to accept as a friendly amendment deleting those three words.

Fish: I think that's a very fair comment. I'm reminded that a number of months ago commissioner Novick and I had had the unpleasant task of sitting down with our friends in the building trades and explaining, we were not going to support an exemption for the building trades. And that's because Council was clear that we were going to apply this to everyone. What we did learn is there was a unique circumstance, unique to a particular industry, unique to a particular contract, and what I believe commissioner Fritz has tried to do is very skillfully, without changing the substance of this

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ordinance, accommodate a unique circumstance. It has always been my understanding that once we promulgate the rules, as other circumstances are brought to our attention and fully vetted, so we understand in a finely tuned machine what the consequence of any change is, the council can come back and revisit anything. If there is a groundswell to address something in the area of unanticipated consequence, or where we can do it better, i'd be the first to be receptive to that. I think the principle at this point is we ought to be very cautious about fine-tuning this because it's a carefully calibrated package. If someone comes to us and says i've got a unique problem, kate used to work at the bureau of labor and industry. I would guess from time to time you would do the adapting. I would caution that now even if someone thinks it is well-intentioned because I think there are other considerations including signals we may be sending to other employers who may interpret it as way of evading responsibilities. I would be very cautious about making those changes without a full body of information. Dan has every right to raise the concern. I think this has been a useful vetting of the issue. But I can't support a change like that until I know what's the problem we're trying to solve, who is supporting that change, and what's the implication across these rules. Right now I can't answer those questions so I can't support the amendment.

Saltzman: So we just heard through the testimony there's another group out there that is totally analogous to construction trade services, stagehands, but they will not have this same benefit.

Fritz: They have paid time off.

Fish: No, we didn't hear that, dan. We heard they are covered by another provision of the rules and therefore this is not a problem for them. I think we have to be very clear on the record here because we were going to have to be clear about our intent.

Saltzman: Okay.

Novick: Mr. Mayor, if I may follow up on commissioner Fish's comment. I sympathize with commissioner Saltzman's instincts which is usually mine too that, we're generally better off with broader rules and broader exemption of the rules than narrowly tailored. But we spent a lot of time looking at this issue, however many months ago it was. My feeling at the time was we had really good answers for everyone except the construction trades on this issue, and it seems we do have one of those rare situations where we really do have a unique problem which required a narrowly tailored solution. And based on that I share commissioner Fritz' and commissioner Fish's concerns about expanding the exemption in the way it's been suggested.

Hales: Good discussion here. Any further comments?

Parker: Further comment, I apologize, what we were handed, our comments to rules on September 6. And then following September 11th I sent that to the commissioners and I believe to the mayor. I just wanted to get that into your hands. I appreciate you helping us.

Hales: Good, thank you all, appreciate you being here. Anyone else want to get in on this? Thank you. Unless I hear a proposal for further amendments this comes back for second reading.

Fritz: It does. I wanted to take the chance to thank the folks who testified today. Your partnership has been outstanding and we will continue to work on it. And in particular Catherine riff and Thomas Bizeau who have put in inordinate amounts of time. You are heroes to the people in portland in providing protected sick time. We will continue to work on it. As commissioner Fish noted, I will be bringing fairly significant requests for additional funding in the budget process to do outreach and for additional staffing on this project. And it will go into effect january 1st, 2014. Thank you for your support on this issue.

Hales: Any other comments? I want to thank you, commissioner Fritz and your staff for your work and now continuing to refine this. It's very important that we do get it right but we also make these tunings that are necessary to make it work. It's not yogi berra but it sound like it, albert einstein said in theory --

Fish: You're spending too much time on the east coast.

Hales: In theory there's no difference in theory and practice. But in practice there is.

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We're about to put into the practice and it's important that we get it right and it's important we send clear signals about how resolute we are about having this apply to all workers in the city. Thank you for your good work and it'll return for a second meeting next week.

Hales: We are recessed into 2:00 p.m. This afternoon. [gavel pounded] thank you.

At 11:55 a.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

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[roll]

Hales: We have one item on the council calendar this afternoon. Would you please read item 969.
Item 969.

Hales: Let me get this started and then I know commissioner Novick will have comments as well. We as a region and community have some well-established healthy habits of carefully planning our land use scheme for the community and then carefully considering transportation options for serving that land use scheme and that's very much what we're about in this case as well. In cooperation with our regional government, Metro and the other local governments that are affected by and included in the sw corridor, we've started the formal process of looking at transportation alternatives to serve this corridor and continue our communities' and region's approach to growth and development and moving around. It's a for some a long and arcane process and it is. It has to be because you are talking about long term change in neighborhoods, expenditures by the city and federal government as we build transportation infrastructure. We're talking about how thousands of people will live and play and work in our communities for a very long time. So I hope that folks who endeavor to follow this process as citizens don't lose patience with it because it is long and involved. But it should be and involves a lot of collaboration because of the # of local governments involved that I just mentioned as well as others. There's been a steering committee that consisted of folks from metro, city, trimet, Oregon dept of transportation, counties. Again, a consortium effort of local governments. That steering committee was underway when commissioner Novick and I arrived on city council and we both have gotten scrolled into that process that many in the room here have been involved in for a long time. Once I assigned the transportation bureau to commissioner Novick, he spun up to a faster speed on this issue and has begun taking a key roll in this project as well as being our representative to the joint policy advisory committee on transportation. So I'm excited that we're at this juncture today where the city council takes up this question of the sw corridor plan and hopefully acts on it and helps move the process forward. And then again we go forward and we go on from there into the next phase of this thoughtful, careful, deliberate and inclusive planning process where our whole community comes together, makes big choices for a liveable city for the long run. With that, thank you all for being here today and for the work that's been done so far. I'll turn it over to commissioner Novick.

Novick: thank you mr mayor. I should note that today I hope that we become the 8th jurisdiction to endorse this plan. So far, the cities of Sherwood, king city, Tigard, Beaverton, durham have all taken action to endorse the plan, as have Washington and Multnomah counties. And this is more than high capacity transit plan, it's a shared investment strategy that includes a strategic project list for roadway, transportation and green projects. The transportation projects recommended by the plan are important in both achieving land use goals and strengthening access to transit along the corridor. And improving local transit connections while the success of the potential of the success of the high capacity transit investment. We're going to have staff presentations, but prior to that in the tradition of asking officials present to comment first, I'll ask metro councilor Bob Stacey to share his thoughts with us.

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Bob Stacey, Metro Councilor: Mr Mayor, members of the council, Bob Stacey, metro councilor district 6, SE and SW Portland. It's a little daunting to brief this council since a quorum of this council has been participating in the sw corridor plan. Commissioner Fritz has also been representing the city and the leadership the three of you have provided has set the bar for all of us in this endeavor going forward. This is not your garden variety or traditional corridor plan to build a light-rail project. This is a new approach to corridor planning at the regional level. Putting the community's vision and what that means for land uses first, is the step this southwest corridor steering committee started with. The question is is the high capacity transportation investment part of the tools that we need to get there. It's been very rewarding to have the vision work in the communities of the corridor, including the work you've done on the barbur concept plan to lay the groundwork for decisions that will lie ahead. We have worked collaboratively among the communities to put together what we're calling this shared investment strategy. It looked not only at whether there should be high capacity transit, where and what mode, but local transportation improvements which I hope you'll hear more about from trimet. Street improvements, trails, parks, sidewalks, bike facilities, to knit together station areas and the larger community as we proceed in this effort. As commissioner said a whole bunch of communities have already acted. Council at metro is hoping to lend its formal support on october 31st. I would really like to be able to come back and say the Portland city council has endorsed this plan as well. I'm going to hold any further comments although I know this briefing is primarily for commissioners Saltzman and Fish. So I guess I should let you ask me my questions, and the people that are supposed to know what to say and have the answers here, staff and lou will condition son from metro.

Fish: In dans 20 years of public service he's forgotten more about this issue than I know. I have one question for you that's related. Did not want to miss an opportunity with joe. You mentioned transit corridors, opportunities for development, the kinds of development we want, mixed use housing. One tool that we don't have in your in our kit is the ability to require a certain level of affordability in certain kinds of private development. But we do have other options of creating incentives for people to do it, so at some point would you and commissioner chase in particular share some ideas about how we might create incentives for the kind of diversity of housing choices that I think we all support?

Stacey: It would be a pleasure. It's not a specific part of the work program of the southwest corridor study, but the idea that communities in the metropolitan region have more tools at our disposal than we're using even under restricted state law which prohibits mandatory exclusion zoning, needs development and we're eager for those conversations.

Hales: Other questions for bob? Thank you much for being here.

Novick: I'd like to invite up joe zehnder from the planning and sustainability. Malu wilkinson from metro, and to present to the council and in that order. I know what commissioner Fish is going to say. He's going to say couldn't we just skip to malu and return to zehnder. [laughter]

*****: Oh, that was a double hitter.

*****: Appreciate that. That made the top ten. [laughter]

Joe Zehnder, Bureau of Planning and Sustainability: Good afternoon. I'm joe zehnder with the bureau of planning and sustainability. I want to give a brief introduction and commissioner covered a lot of it. In april you all adopted by resolution the concept plan. The purpose of undertaking that plan, and we undertook it with a grant from metro and support of odot was to get a point of view about land use first before we go planning high capacity transit so we're able to ask the question when we're planning our high capacity transit how does it serve the interests of how we want to see this corridor develop. That plan accomplished that, conducted with a lot of input from the community and stakeholders and property owners along the corridor. It identified places along the barbur corridor where people were most comfortable with additional growth. What the nature of that might be under different scenarios with and without transit and innovative approaches of how to

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place intersections along barbur into more neighborhood or community serving centers that just -- we did that work. Paying attention to the environmental resources along the corridor and how to design with them. The chronic and persistent issue is the need for safety on barbur because future development facing the same situation folks do today in terms of need for greater safety. We looked at the economics so we could understand with the potential of high capacity transit what might that do in terms of affecting the scale and the timing of future developments. So the plan as I said lays out that vision and this next piece of work, the refinement plan, is the first step toward moving toward implementation on that.

Malu Wilkinson, Metro: Good afternoon. I'm really excited to be here to give you an overview of the southwest corridor plan and shared investment strategy. I would like to -- I would like to just start by reminding you of the geography of the southwest corridor. It starts in downtown Portland and goes to sherwood at the edge of the urban growth boundary. It includes a little bit of lake oswego on the east and it includes a little bit of the nimbus Washington square area of beaverton on the west. So encompasses a large portion of the region. We began this process as you've heard for two reasons. First, this southwest corridor was identified as a top priority for the region to consider for the next investment in high capacity transit and the system plan adopted in 2010. It was also identified as one of the top priority mobility corridors to look at all modes of transportation. The other was the east metro east Multnomah county area that resulted in the east metro connections plan which you've heard of as well. So we started out with that policy framework looking at the southwest corridor. We also know that this is an area that has many jobs and people living in it right now and it's anticipated it will see growth. Right now it encompasses 11% of the metro region and has major meth medical and educational facilities in the corridor major employment areas in tualatin and sherwood and the cruise way area. There's a lot going on in the southwest corridor with a lot of current issues related to congestion an significant future growth anticipated. We already heard from a number of you about the collaborative partnership that was -- that we worked through to get to scher investment strategy. There were eight constituents, two counties, three agencies working together. The leadership that Portland showed was that elected level an with your staff that really spent a huge amount of time and effort in this process was really key to getting us to where we are today. It was as we said, your mayor said is a long -- it's been a long process, two years now, but we have looked at a broad range of elements that support great communities throughout the southwest corridor, so we started out based on some transportation policy guidance. Why we started looking here, but really as soon as we began the cities in the southwest corridor began land use planning efforts that not just the barbur concept plan which really set a great framework but tigar, sherwood and tualatin did land use planning at the same time. That guided the work that we did. We did the land use vision, we identified a large number of projects that would support that land use vision, narrowed down and then we evaluated five project bundles and the steering committee chose from the projects that were in there to really define the shared investment strategy for the southwest corridor. We really asked for citizen input all along the way. We had a number of community planning forums. We worked to engage the private sector through economic summits and we also tried to reach those people who are not so likely to come to a meeting through a different online opportunity. We were out talking with planning commission, city councils and neighborhoods meetings as well as targeted outreach to environmental justice communities. But really as we went through this process we learn a lot from your engaged citizens in the southwest neighborhood. We learn that we really need to engage in different ways, in different communities. So we did have a oklahoma city bombing -- we collaborated with swini and with your staff to host an open house in april specific to the southwest corridor, and we visited with neighbors in different places in the southwest corridor to better understand some of the site specific issues. So you heard about how we really took a land use vision based approach to this effort, and instead of drawing lines on the map we asked what the community vision was and then we asked the cities to identify key places for

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connections. When you look at that map you can see the circles. Rather than drawing lines that might be a potential transit line, we tried to connect those dots to each other in a way that would best support the land use vision. We used this vision that you see on that map to really define the high capacity transit alternatives and narrow down the roadway and active transportation projects. It was a very different approach to how we have done this in the past. Now I would like to briefly describe for you what the steering committee recommendation is. There was unanimous recommendation in July that included four main elements. The orange ones on your screen I'll go into more detail. For transit we narrowed high capacity transit alternatives but we heard first and foremost from every place that we went in the corridor that local transit service needed to be improved and the corridor has changed, it's grown, it's different than when TriMet first put the lines in place. There's a need to address that concern from our community members. TriMet is moving forward right now with the southwest service enhancement plan. That was a key component of the steering committee recommendation. We also identified a strategic set of roadways and active transportation projects, then a new piece of looking at a corridor was looking at the green element of a corridor, so we have a prioritized list of over 100 parks and natural resource projects that combines information from all sorts of different agencies and nonprofits like the Tualatin Riverkeepers and provides a great resource for inter-jurisdictional collaboration on projects and leveraging transportation investments to have this map set of green projects to continue to build that green identity that we would hear when we were out in the community that was one of the things that brought people to the southwest corridor. Another element of the steering committee recommendation is a tool kit that includes development incentives and policy changes that can help support development on the ground that is consistent with the community vision. That relates to some of the things that Joe was saying earlier. A little bit more detail on the high capacity transit alternative and steering committee recommendations. The steering committee in October narrowed from 10 high capacity transit alternatives down to five. They narrowed again down to two. Two modes, light-rail and bus rapid transit based on high ridership. For the bus rapid transit they recommended at least 50% of the alignment should be in a dedicated transit way for two reasons. First that it is most supportive of the land use vision, you're more likely to have reliable transit service if it's in a dedicated right of way. Then the recommendation from the steering committee in terms of destination is the line goes from Portland to Tualatin via Tigard. It was very important that the high capacity transit alignment serve downtown Tigard as well as serving Tualatin. So this does leave Sherwood out. Based on the input that we heard from Sherwood both citizens and the city council, Sherwood felt at this point that their community land use vision is best served by more enhanced bus service, particularly connections to Tualatin and up to Beaverton, which they currently do not have. We with the roadway and active transportation project we began with over 400 projects that came from local plans, some of them were new projects that came from public input. We narrowed down to 81 based on the land use vision you saw earlier and we categorized this into two areas. The first category are those that are highly supportive of a high capacity transit project. Those would be further studied in a refinement phase. The others are highly supportive of the land use vision. Some of the projects that might be in there would be projects that could address safety sooner, in the next two to five years. Some of them are big projects that would really help an area that wouldn't -- [audio not understandable] we identified those as projects that everyone agreed all of the project partners agreed would be important but they are each of the project sponsors would be responsible for implementing those projects. So in terms of next steps we are as project partners we already heard from Commissioner Novick that a number of the cities have already adopted resolutions that endorse the southwest corridor plan, appeared the metro council will be considering a resolution at the end of this month on Halloween, actually. What this will do is we make it through to this -- [audio not understandable] adopt that resolution, it will move us into a refinement phase. We're officially in phase 1 of the southwest corridor plan and move into better refining what a high

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capacity transit would look like, identifying which roadway and active transportation project would fit in with the high capacity transit project, and continuing to keep the green elements, those projects, the parks and habitat projects on a track to move forward with the transportation components. I know we also heard commissioner Fish brought up housing earlier. It's important to figure out how we can integrate housing and urban development. As we move forward define a project we will have a project that will be nationally competitive. This integrated approach to corridor planning is both doing the right thing for building great communities and will help us as we move forward with this work in the region. So necessary a summary of the shared investment strategy that is part of what your resolution calls for. I think Denver, you go through exactly what is in the resolution.

Denver Igarra, Bureau of Transportation: I'm going to go over reviewing the items that are in the resolution in front of you today. Other districts that are partnering on this project are endorsing their own resolutions. Metro prepared a model resolution for cities to follow as they take action with their city councils. The city of Portland resolution includes some of the items that are being considered by all the jurisdictional partners as well as additional items that are unique to Portland. The items that are in common with other partner jurisdictions include endorsing the southwest corridor plan appeared shared investment strategy as nonbinding city policy as it was approved by the steering committee in July. Coordinating to participate in the future ongoing southwest corridor effort following this phase. Working with project partners to pursue funding options to support the southwest corridor recommendations. Using the plan to inform local plans, policies and implementation strategies such as the transportation system plan that we're in the process of updating. Participating in the southwest planning work that Trimet is doing, improve local bus service throughout the entire corridor. Following approval of the plan by the steering committee, city staff held two meetings with community members to address issues specific to southwest Portland. The starting point was a letter that SWNI submitted to the mayor back in May to discuss the recommendations of the plan. Based on those community discussions the following items were included in the city of Portland council resolution. One of the main issues that was needing to be addressed was the community desire for near term safety improvements for pedestrians and bicyclists. Recognizing that critical safety improvements need to be made before the bigger long term high capacity transit system is made. One of the specific projects mentioned, there were a lot of projects mentioned. One was need for safety improvements on the two viaducts on Barbur, but that was among a number of projects that are recommended in the southwest corridor plan. The next item is the need to coordinate across on broad city policy and related city projects including parks and trails and storm water improvements. A number of items in the resolution relate to the next phase that we're upped taking, refinement phase of the plan, which specifically is going to be addressing the high capacity transit options in support of projects. The first includes working with Metro on defining public involvement plan. One key item that we are requesting is formation of a community working group. This is an idea that was included in the initial letter from SWNI. The idea of the group would be the neighbors would have an opportunity to preview the high capacity transit refinement work and also the opportunity to begin refining and prioritizing projects recommended in the plan. There's also a need to continue to use adopted local plans such as the Barbur concept plan to inform future phases and also to evaluate land use impacts and transportation needs in areas not covered by the Barbur concept plan directly on Barbur. Finally, evaluating projects based on performance for community priorities of safety and active transportation, reducing vehicle miles traveled and greenhouse gas emissions and minimizing the impacts to neighborhood streets. That covers all the items within the resolution before you. We have invited two other guests to come and speak about the southwest corridor plan.

Saltzman: May I ask you a question first?

Igarra: Yes.

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Saltzman: What does this mean? The bullet point about alignment.

Igarta: We have alignments that are alternatives that are being considered. The two main ones that we'll be looking at are whether we're directing -- whether we're directly connected to Portland -- [audio not understandable] specifically about markham hill and hill village and the tunnel option is one of the options that is still being considered. We haven't done the same level of land use work and transportation system engagement with the community for that, those two areas, so it would be to bring it up to par with what we have in the barbur concept.

Fish: First, next week the council is taking up a resolution to adopt some principles around age friendly cities. Operating off of what the world health organization, other groups are doing. Metro has forecasted a very significant increase over the next 20 years in older adults. Older adults i'm referring to people over the age of 30. [laughter]

*****: Everybody in this room.

Fish: One question is, how much of our planning is informed by this question of how do we accommodate a large number of older adults? How do we make all our systems acceptable? How do we capture the extra value of having this remarkable population?

Igarta: I think that's kind of a key objective for not just this project but all of our transportation projects providing for safety and convenience and comfort for people of all ages and abilities. That's been central to how we looked at the support of active transportation and multi-modal projects as well as transit options that will be considered.

Fish: We have been unable to get a sustainable communities grant from hud which would allow to us look at the question of transportation affordable housing and proximity to jobs, et cetera. This is a remarkably ambitious undertaking in one corridor of our city. Do we continue to handicap by the absence of a big look that looks metro area wide at those questions? Talking about specifically equity.

Wilkinson: I will try to address your question. I think we're -- we have tried -- we're continuing at metro we are looking at -- we have made a number of efforts to address equity more effectively. We have been partnering with coalition for livable future on an equity basis and we're looking to have a number of workshops with partners across the region to use that atlas in all of our work across the region. That's one way we're trying to address equity. We're also -- we're trying to learn what is best to look at, a complete region wide perspective and what might be more effectively addressed in a corridor. We have been learning a lot with the southwest corridor. We have been able to do a lot more -- we have a lot of partners there are 13 at the table, but it's eight cities rather than 24 cities and two counties. There might be a lot we can learn as we continue to move forward with this project to try to continue to bring equity into our work. And to be able to be as successful potentially as a core doors wide level and looking for grant funding.

Fish: The federal government is starting to withhold federal funds on communities that don't address some of these issues and we're talking about a transportation system that connects communities some of which are probably lagging in their investment in affordable housing for a range of income. I guess the final comment I want to make is in the last presentation you talked about investments in green infrastructure as part of this. Obviously that's part of our brand. I would be remiss, though, if I didn't acknowledge that the city is currently a defendant in a lawsuit that I have inherited based on my new assignment that challenges the principle of whether we should be investing in green infrastructure. That lawsuit has not been resolved but it's a core claim in the lawsuit brought by a number of parties challenges the use of ratepayer dollars to invest in green infrastructure. Gray to green is the single largest category in the lawsuit pending against the city by some large water users. One thing that makes our planning a little more complicated on a bunch of subjects including commissioner Fritz and I looking at the future of mt. Tabor is that without clarity about next may and the prospect of our utilities being transferred to a new board governing board that makes decisions, it makes it a little harder for us to do planning about where we're going to

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invest. So it's a double pronged bind. One we're being sued for investing in green infrastructure, and b, there's an open question as to whether the city will continue to administer its \$20 billion investment in infrastructure, water and sewer. I don't want to rain on your parade, but there's a cautionary flag here. Both need to be resolved to give us greater clarity about where we can put our investments.

Hales: Thank you. Other comments or questions for this part of the team? I know you wanted to call --

Igarta: We have two guests who we would like to invite to -- representing trimet and mary ann fitzgerald --

Hales: Dan has one more question.

Saltzman: Sherwood is out of the planning of southwest corridor planning?

Wilkinson: No. If I can clarify that, sherwood is not on the alignment for a high capacity transit investment. But sherwood continues to be at the table because we're also looking at the local service enhancement as well as the investment in roadways and active transportation projects. Sherwood is still at the table, but they are not on that line.

Saltzman: Thank you.

Hales: You want to call alan and -- come on up, please.

Igarta: Marianne as well.

Hales: There she is. Good afternoon.

Alan (TriMet): Good afternoon, mr. Mayor, commissioners. Thank you for your time and your attention to this important project. I'm here to express trimet's enthusiasm for working on this in partnership with the city. The other cities in the corridor, metro, the two counties, odot, and to reiterate some of what was said. I don't need to bring a whole lot more to the table because you've heard a lot of the key points. One is that the land use vision leads. Why do we provide transportation infrastructure? A big part of why we provide transit service and provide transit projects is to develop, to provide the support for development the way that communities and jurisdictions want things to develop in the future. It's about a future vision and the ability for transportation infrastructure. The rest of the infrastructure you heard about in the strategy to support that future vision. We're very excited about being able to work on this corridor, look at the opportunities for bus rapid transit as well as light-rail transit, and as well to look at the opportunities for as you've heard what we call our service enhancement plan. That is to look at all of the communities in the corridor and see how we can better knit them together with transit. We of course had a system that's been out running for decades. It needs fine tuning and it needs a bit of an overhaul. We also know that the region, the cities need a substantial increase in transit mode share in the future and we're looking at something on the order of doubling transit service in the future to meet those mode share expectations and to support future development. So what we're trying to develop along with the communities and representatives and business owners an everybody else in the corridor is a vision for the entire network, not just for a single line and how all of those communities can be knit together. I guess I should also mention the importance of as you were mentioning a moment ago the equity. The equity lens we use to look at how we provide service, how we provide projects, that is always an important part of the planning and always a requirement that we put on ourselves as well as the federal government puts upon us both for projects as well as the over all transit network.

Hales: Thank you.

Marianne Fitzgerald: Thank you very much, mayor hales, commissioners. I'm Marianne fitzgerald, president of southwest neighborhoods, the coalition of 17 neighborhood associations and three business associations in southwest Portland. We enthusiastically support the city council resolution endorsing the southwest corridor plan. We want to thank the city staff for working with us and the planning prospect and meeting with us to discuss the resolution, in particular denver,

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joan, dave and also metro staff. Many of our neighborhoods are within the corridor. Ten are on barbur. 14 of our neighborhoods are within the corridor and would be impacted by property posed resolution an the plan. You asked about affordable housing. We have two of the three home forward affordable housing properties right on barbur, and all three are within the corridor. We have a number of multi-family units, a lot of them affordable housing particularly in the west Portland area, and we have a lot of seniors who complain that they can't get to the senior centers by bus. So we're very sensitive to affordable housing and serving seniors in our neighborhoods. So back in may as you know we worked with our neighborhood associations to identify priorities and I have attached them to this letter. So our major comments, number one, safety. It is a high crash corridor. In the last three months two pedestrians have been critically injured. This happens over and over again. We want to thank you for funding the barbur demonstration project last month. We're very excited. We want to move forward on that. Identified as high priority in 1999 and finally we get it funded so we're looking forward to working with you on the sidewalks, bike paths and safer crossings in that plan. We want to reinforce that we need many, many projects that improve safety along the entire length of this high crash corridor. Regarding the road diet that's been in the news lately, swini recommends further study. We don't have a position on whether to do it or not but we definitely agree we need to study it and have an open, transparent process that engages a wide range of stakeholders. Regarding the community working group, that's our highest priority. We really do need to get into the details of these projects. We recognize that in the metro resolution that there is a thing called the southwest implementation and development committee. We don't want that to be the public involvement process. We want to have a community working group that is specific to Portland issues. So regarding the shared investment strategy, the devil truly is in the details. Some of the project descriptions and cost estimates are 15 years old. Some of them are identified as only needing bike paths when really we need sidewalks an bike paths. We really need to look at all these projects and see how they can enhance livability in southwest Portland. We especially encourage pbot and the bureau of environmental services to work together so we can work on cost effective solutions for storm water as well as transportation infrastructure. We don't want to shy away from big projects. There's a couple of really big projects in the shared investment strategy that could be transformational in our neighborhoods and we don't want to walk away from them because they are big and complex. Finally, for transit improvements, it's really critical that we serve Oregon health and science university and pcc sylvania. They are the biggest trip generators in our neighborhoods and they have a huge impact on people living near them. We want to see improved transit service to help people all over get to the employment areas and services in the region and we want improved service within southwest. I looked at the 2035 map that is in the strategy, and it's not for southwest Portland. Kind of skips over southwest Portland. We need better service too. Finally, we believe that in the long run the southwest corridor plan has the potential to make our community a safer an more pleasant place to live, work, play and learn. We urge you to work with us in a hands on way to work through the details and the next phase and build community support for the many public investments to improve livability in southwest Portland.

Hales: Thank you, Marianne. Is that it in terms of invited testimony?

Novick: I think it is.

Hales: We have a number of people signed up. We have a lot of volunteers who have put a great deal of time on this plan but we have a great number of volunteers on the planning and sustainability committee. Mr. Smith? Thank you. We know how many hours you put in. Let's go to the signup sheet then.

Parsons: We have 14 speakers.

Anton Vetterlein: I'm land used representative for the homestead neighborhood association. Nice to be here. Our neighborhood has serious reservations about the southwest corridor plan as it stands at this point. The plan doesn't adequately address the transportation needs of inner southwest

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Portland while at the same time 2 threatens the liveability of our neighborhoods. Our fear is high capacity transit on barbur boulevard will reduce vehicular capacity on a critical stretch of barbur that serves as a funnel for southwest arterials into the central city and will push traffic on to neighborhood streets not intended for through traffic. My specific concern is this. The southwest corridor plan is identified ohsu on markham hill as an essential place but project is focused on barbur boulevard alignment for bus rapid transit or light-rail that will serve neither ohsu on markham hill nor on the south waterfront. Ohsu is the biggest employer in the city of Portland with 12,000 people who work on markham hill not including several thousand more at the v.a. Hospital and shriners hospital. The hospitals on markham hill are certainly the biggest employment center in the entire southwest corridor plan study area. The southwest corridor plan is certainly the biggest transit project southwest Portland has ever seen and which will set a pattern of land use and transportation for the next 50 or more years. So it seems odd that this plan largely ignores markham hill. High capacity transit needs to directly serve ohsu. But this plan's only consideration is via light-rail and a tunnel under markham hill which is only considered an alternative to the baseline transit on barbur boulevard. Another resolution includes a paragraph endorsing further study of the light-rail tunnel option but planners I talk to strongly imply it's a long shot alternative and they do their best to downplay it. The problem is if the tunnel is deemed too disruptive or complicated or expensive there's nothing in the plan that will link markham hill to high capacity transit. Intended to support connections to high capacity transit, not a single one would have connected to markham hill. The list seems to be a rehash of projects that were already on the books well before the plan was considered. There doesn't appear to be original planning going on here to create an integrated transit system in southwest Portland. Homestead neighborhood has collaborated with ohsu and other community groups to add a project to the active transportation list that would improve pedestrian connections between ohsu and barbur. We appreciate the initiative that ohsu has taken but we're also disappointed that ohsu has taken a neutral stance on the issue of high capacity transit options. I can promise you if ohsu plans to build additional parking facilities on markham hill there will be vigorous opposition from surrounding communities and seems it would be in their best interests to support improved access. I urge you not to rubber stamp this program but to add additional language to your resolution that calls for the southwest corridor plan to more explicitly serve one of Portland's most important line of destinations.

Fritz: At the bottom of page 2 of the resolution it says be it further resolved, the council directs staff to evaluate the land use impacts and transportation system needs associated with the tunnel option for high capacity transit on the areas of markham hill and hillsdale town center. Do you need something more than that? I'm not clear what the amendment is addressing.

Vetterlien: The concern is that the complication of building a tunnel and anxiety over that could -- if that doesn't happen we're left with nothing. It's going down barbur but it's not connecting to ohsu at the either south waterfront or on the hill.

Fritz: You think homestead and hillsdale being involved in the community work group would give you enough of a voice to make sure that particular element of the resolution stays?

Vetterlien: Potentially.

Fritz: Is there some language amendment you're suggesting?

Vetterlien: I'm not a wordsmith in that respect. If there's a way to tweak that to not refer necessarily -- to refer beyond just the light-rail tunnel to high capacity transit serving markham hill - - I don't know off hand.

Fritz: Thank you.

Hales: Did you propose a specific project element other than a tunnel that we ought to be looking at?

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Vetterlien: No. I have heard lots of possibilities. I think this is just something that needs to be studied. It seems to me that ought to be part of this study. Yet to me it doesn't appear that that's happened.

Hales: To restate your point you're concerned that it's either tunnel or no tunnel and we're done.

Vetterlien: Right. We're stuck with nothing.

Hales: To and from markham hill. Connect this corridor to markham hill.

Vetterlien: Yes.

Hales: Good point. Thank you.

Bob Clark: I'm bob clark, southeast Portland. I wanted to state my opposition to putting barbur boulevard on a road diet. A lot of us in the southeast Portland, a lot of times look at barbur as a stress relief from the congestion on i-5 as we drive north towards home from visiting family or whatever down south. So I do believe this relates to the southwest corridor plan in that you have monies within the plan that might be reprioritized towards adding supplemental bike lanes and pedestrian lanes to barbur at the constraining points and like the Oregonian editorial board pointed out you probably could engineer some supplemental capacity instead of taking existing capacity from bus riders and cars and that. Also, even the columbia river crossing project relates to the barbur boulevard safety issues. I don't see the crc would do much for relieving traffic congestion on i-5 between capital high and markham bridge. Most every major city has multiple bypasses of its downtown core, yet Portland after decades of population growth has only one. Portland needs a west side bypass to relieve all of the freeway congestion going through the heart of Portland. A west side bypass would take away the concern of barbur being a necessary i-5 relief valve and also when I sit in traffic on highway 26 and I look over routinely an see the max cruising by with only half capacity -- half full or less in the cars, it should be -- it's clear to me that light-rail is not helping the car driver any. So that I want to voice my concern there. The best public -- I believe when you're dealing with a massive project like a new light-rail line with a tunnel would be allow people or citizens of Portland to vote on it. I know citizens of tigar have gotten that ability. Thank you.

Hales: Thank you very: Good afternoon.

Kiel Johnson: Hello. I'm kiel johnson. I'm a southwest Portland resident, a business owner, lewis and clark graduate. Two years ago I helped start a grass roots group called friends of barbur. Our mission is to make barbur safe for all users. We drive cars, rite bicycles, walk, and take public transit on barbur. Barbur is no longer a street where people can safely move from southwest to the rest of the city. Over the past years it has become the street of memorials, those maimed or died due to its outdated design. I am here to present you with a letter signed by 503 community members, businesses and community groups asking for a city agencies to work together to study a road modernization, also called road diet, option for barbur. We collected these signatures through talking with people at bus stops, holding community forums next to barbur and making video of some of the unsafe conflicts along barbur. Everyone we talked with was passionate that status quo is not working. A road modernization project could be the quickest, easiest, most cost effective way to make barbur safe for rn everyone. The last two pages contain -- on southeast holgate which saw dramatic decreases in car crashes and car speeding. I was excited to read commissioner novick's letter about how the Portland bureau of transportation will be working with the Oregon department of transportation to study this option. It's important that the study mimic real world conditions, be transparent and have ways for community feedback. Paint is much cheaper than hospital beds and funerals. If we fail to make barbur safe today, we're failing our future community members whose memorials will continue to build up on this deadly street. Thank you.

Hales: Thanks very much. Questions? Thank you all.

Hales: good afternoon.

Gerik Kransky: Mayor hales, members of the commission, i'm gerik kransky, advocacy director with the bicycle transportation alliance. I'm here to say thank you specifically for three things.

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Thank you first for your work on the southwest corridor plan. We look forward as an organization to engaging with the broader community around the development of a high capacity transit corridor throughout the southwest. Second, I want to thank you for working with bta members, volunteers and staff over the last few weeks as hundreds and hundreds of us have spoken out in support of a study of safety on southwest barbur as a component of this work. Third, I want to thank you, commissioner novick, specifically for committing the Portland bureau of transportation as a resource to conducting that safety study and doing so on an open and transparent way. We really look forward to pbot having the time and resources it needs to find the right solution to safety on southwest barbur. Our hope is that the study can provide the good technical information that we need to guide the political conversation that will come as we consider those safety improvements. Ultimately at the bicycle transportation alliance our goal is to create a safe place for everyone who would like to travel to the southwest barbur corridor whether you choose to walk, ride a bike or take a car. We won't rest until we see that safe space created, but today we're here to say thank you. We really appreciate taking this step forward, conducting that open and transparent study.

Hales: Thank you. Good afternoon.

Terry Parker: Thank you for the opportunity. I'm terry parker from northeast Portland. I did commute at one time in that area for about ten years. Barbur blvd is an over flow, backup for i-5. It is also likely a disaster escape route for various parts of the city. Any plan must include four full service through lanes for motor vehicles prime example of not doing so is on the interstate after which max displaced two of the motor vehicle lanes much of it has become a congested parking lot during peak periods. Today cars coming off the assembly line use less energy per passenger mile and produce less emission than riding transit including in Portland. Eight to 10% of the jobs in the u.s. are tied to the auto industry. The anti-car mind set such as limiting parking for apartments and businesses does not belong as part of a plan for this corridor and is undoubtedly why household incomes in Portland OR lag far behind the national average. While driving is subsidized at pennies per mile, [inaudible] is subsidized at over .60 per passenger mile. The federal highway trust fund is primarily supported by the federal tax on motor fuels. Currently 20 to 25% of the dollars are coming from the u.s. general fund which is about the same amount of dollars being siphoned off to pay for alternatives transport projects. Paying for alternative transport is costly, contributes to the national debt and adds to the push to increase the federal debt limit. Locally transit must become more financially self-sustainable paid mostly by the ridership. There's an old saying put your money where your mouth is. Sharing the road means paying for the financial responsibility. The bicycle free loading community has too much influence over city policy. Furthermore it's unethical for the city to fund a special interest organization directly or indirectly and then use that money to lobby for more of what they want attacks pair and motorist expense. Adult bicyclists need to accept the responsibility of paying for the construction and maintenance of bicycle lanes and any other specialized infrastructure. Without accepting that responsibility bicycle infrastructure diet is in order. Four full service motor vehicle lanes must remain as part of the southwest corridor vehicle less than. A shared investment must include cost of infrastructure and transportation options equitably being assessed to the people who use them. Seniors who drive must have a seat at the community workshop table. Thank you.

Hales: Good afternoon.

Ron Swaren: I'm ron swaren. I live at 1543 southeast umatilla on the spring water trail corridor. I participated in the u.n. World urban forum and have invited people with active transportation issues to participate. So far I don't think any of them have. What I have observed of the spring water trail corridor is use in the summer drops about this much in the winter. What we need is year round day in day out transportation solutions. Monday I spoke to the several members of the Washington state senate and congratulated them that they had funded a double decker bus system from seattle to everett, Washington. This is part of community transit. And I pointed out to them that for about

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one 60th of the cost of the milwaukie light-rail they funded a transportation to a community that is about four times larger than the milwaukie. Everett has about 100,000 people. For initial \$23 million grant they bought 26 110 capacity buses and these operate an express service. [audio not understandable] apparently they are very popular. They are going to invest in some more appeared community transit has tightened up their finances by cutting out unproductive routes. Also I believe that they accomplish their decisions with a lot less to do than Portland does. Some of the citizens' involvement in Portland is very lengthy. I believe the southwest corridor could be served by buses and also if sherwood wanted to opt in it would be just very simple to making some decisions to include sherwood in a bus rapid transit system trying to extend light-rail would be very complex and time-consuming just as we are seeing that if we tried to extend light-rail to Oregon city as it ought to be if it's going to be a vertical solution would be very complicated and expensive. So I think buses would be much better. Toronto, ottawa, edmonton, calgary, victoria are using double decker buses an apparently they are succeeding. London has also started some new double decker service. As far as road diet, I think barbur could be restriped with four lanes still. I know the lanes seem to be generous. Then there would be enough accommodation for cyclists, may have a few tight spots, could have some appendages added on. We have a road diet on tacoma street. It's becoming more and more dangerous because we have two lanes. We can't control the traffic that comes from the suburbs. There's no way of controlling it. The traffic increases becomes more dangerous, and another thing that's become more dangerous with cyclists, i'm not against cycling but a lot of drivers will swerve around a cyclist so when we have lots of cyclists, lots of swerving over the medians. Very dangerous.

Hales: Thanks very much.

*******:** good afternoon.

Hales: Go ahead, roger.

Roger Averbek: Thank you, mayor and commissioners. As a resident of southwest Portland who has been very engaged --

Hales: Your name for the record.

Averbek: Roger averbeck, president of southwest Portland. I have been very engaged in the southwest corridor planning process since it began in october 2011. I attended numerous steering committee meetings, public forums and I also served as volunteer of the barbur concept plan community working group. I appreciate the opportunity to support the resolution before you today. However I have certainly concerns to share with you. We know change is coming to barbur boulevard, and as the mayor and commissioners you each have a great responsibility to shape the transitions by being fair and objective in the assessment of the impacts both positive and negative to the community, by being innovative and implementing city policies, by supporting city staff in their efforts 20 do so and to work with all stakeholders and openly engage the public in these efforts. From my perspective the current conditions are unsafe and unacceptable for people who choose to walk, take transit and ride bicycles to get to work, to school and access our local businesses. As you know, barbur is a designated crash corridor. That's well documented. There's been many crashes out there in recent years an they keep occurring. Speed has been a factor in many of these crashes as was failure to yield. So it should be obvious to all that the roadway design is one of the major contributing factors. According to odot, and if you look in your handout that I gave you, attached to my testimony, a map from the barbur concept plan, the 85th percentile traffic speed on the wooded segment of barbur is 55 miles an hour. This is dangerous and unnecessary and unreasonable to expect bicyclists to share travel lane with those kinds of vehicle speeds. I just can't excuse the driver behavior in many of the severe crashes that keep occurring out there when the roadway design encourages such behavior. The design speeds need to be reduced and barbur needs traffic calming through modernization into a multi-modal boulevard and a civic corridor which is part of the vision. So my long range vision is for a great separated multi-use path in the wooded segment with new

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bridges, but in the interim I support further study of a road diet along that segment with bridges and an open and transparent discussion that includes the community of stakeholders long overdue. I would welcome a public forum attended by the stakeholders that have been mentioned but not identified by ODOT management in the recent news articles. I also think that jurisdictional transfer of Barbur Boulevard deserves serious consideration. Many of the projects out there that are in the southwest corridor are difficult and expensive but they need to be considered if high capacity transit will ever be successfully implemented in the core. I look forward to being involved in the community working group and helping the community prioritize the critical safety needs along Barbur including more safe crossings and filling in the sidewalk and bike gaps and deficiencies. In closing please be reminded of your responsibility to work with the city's partners, find the funding for critical safety improvements and listen to the citizens who have the right to safely use this important roadway for our community regardless of the mode that they choose on a given day. Doing nothing for many years and hoping for some future transformation brought by high capacity transit is unacceptable. Thank you for your time and I welcome your questions.

Hales: Thank you for all the hours you have been putting into these issues. Good afternoon.

Seth Alford: Good afternoon. I'm Seth Alford. I bicycle to work from Raleigh Hills to Southwest Portland most days of the week. When I do bike the route always includes Barbur in some way either I come down Barbur on Capital near Wilson High School or join Barbur near Multnomah Boulevard. I have been complaining about Barbur to the city of Portland, to whoever will listen for years and it needs to be fixed now. That's why I came here to testify about this. Do something about the bridges and other pinch points on Barbur now. Don't wait for the southwest corridor project to come to fruition. That is going to take decades and who knows when the funding will come through for that and when it's going to happen. It's got to be fixed now. In response to earlier comments from the other gentleman who testified that we're freeloaders, bicyclists are freeloaders, excuse me but I pay property taxes in Washington County, income taxes to the state of Oregon and my employer, who is in Portland, also pays property taxes by the fact that they lease the building they are in and the landlord pays property taxes on it. So I strongly recommend that we could do something about this now in terms of what you eventually choose for high capacity transit, go with buses, cheaper, more effective, more flexible. You can run a bus up to OHSU to handle them. Run a bus out to Sherwood. I regard rail as a hazard for bicyclists and would recommend not doing any more rail in that part of the Portland. If you have any questions I'll be glad to answer them.

Hales: Thanks. Good afternoon.

Phil Richman: Phil Richman. Thank you all for being here. I have worked on the Barbur concept plan working group. I serve as president of the path board of elementary school that crosses the swath that is zoned just south of Ross Island Bridge and goes along the areas in the southwest corridor that we're discussing. I chair a neighborhood association along Barbur and have been riding my bicycle, walking, taking transit, driving the corridor for years. I'm here to voice my support for a study of safety improvements, road modernization, road diet along Barbur. I think what I have heard from whether you want to call them psycho drivers, walkers alike is that human -- cyclists, drivers, walkers alike, safety is a southwestern in southwest Washington. We have to thank for the demonstration project which was recently approved and all the great sidewalk improvements that have been going on along 19th Avenue and Spring Garden already that are huge benefit to the school and the neighborhoods around there. So thank you for that. But I also think in addition to human safety it's a social equity thing. In this day and age we need to be thinking that every person, every college graduate must be able to come out and buy a five or six or \$10,000 car and pay the costs that come along with vehicular ownership. I think from a social equity standpoint, the public's responsible to make sure that all of us can move around in the most cost effective manners that we see fit. Whether that's riding or walking or taking transit, not everyone can afford to drive a single occupancy vehicle. I think also there's a huge economic opportunity for southwest Portland.

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Overwhelmingly as I talk to other people around the city they don't come to southwest Portland because the only way to get there is to drive. They don't feel safe riding their bike. Transit maybe takes too long. So it's always disappointing to hear other Portlanders' feelings about southwest Portland. I think improving barbur particularly given that it's the straightest and most level route to and from downtown creates a huge economic opportunity. With connectivity of the new milwaukie light-rail bridge and the gift street bridge that's already in place regardless of what's done on barbur you're going to have a lot of people wanting to go to southwest from there. Thank you for your time.

Hales: Thank you. Any questions for this panel? Thank you all. Thanks for coming.

Hales: Good afternoon.

Chris Smith: Good afternoon. Mayor, members of council i'm chris smith, a member of the planning and sustainability commission but i'm testifying as an individual this afternoon. I would like to speak -- I absolutely endorse you supporting this plan. I would like to speak to you primarily about barbur boulevard. I would fully endorse the comments of roger averbeck and associate myself with those. He made many of the points much more eloquently than I could. Personally I can say that I bicycle the stretch of barbur from the barbur transit center into downtown and my home in northwest Portland about once every two weeks year round. I clench my wrists as I grip my handlebars, go through those two bridges every time. Understand how people feel about those. I had the privilege of being the planning and sustainability representative. We have a wonderful vision that will be supported by the transit plan to have a series of -- support mid rise development and allow barbur to be a place where people can work, live, shop and rec rate as part of a community as opposed to being essentially an alternative to i-5. Today odot manages barbur as an overflow valve for i-5. I see that as being akin to setting your parking requirements for the day after thanksgiving and having all that capacity unused the rest of the year. We're doing the same thing with barbur's potential as a -- potential as a place. Ultimately Portland should be pursuing a jurisdictional transfer with odot to make barbur an important city street that can support our vision of healthy, connected city under the Portland plan and create great places that will be very difficult to achieve if barbur is managed the way it is. I want to join those thanking commissioner novick for studying the road diet. I would ask you to amp up the level of urgency. You talked about the odot bridge construction period as being an opportunity to collect data. I would like to suggest we should have our plan figured out by then and the odot construction project should be the opportunity to implement whatever we decide is best for the community. Thank you.

Hales: Thank you.

Craig Beebe: Good afternoon. I'm craig beebe, chair of Portland bicycle advocacy committee and i'm a resident of southeast Portland but i'm a lewis and clark alum. Intimately familiar with it. The club wrote to you to urge the city work with odot, metro and relevant regional partners to study strategies to improve safety for people walking and riding bicycles in the corridor. Adopted in june. We recognize barbur represents significant strategic opportunity to create a safer, better connected not work for people on bicycles and on foot. We also recognize the current level of safety is dismal, putting people into direct danger with lack of sidewalks, and high speed traffic. We thank commissioner novick and for publicly committing pbot to a further investigation of improvements for bike and pedestrian safety in the near term. It will remain vital to engage others in the project as well as local stakeholders. So let's be clear. Every day that we wait to study resolves an issue is a day that could end in the loss or interruption of more lives. Every day we wait is another delay to achieving the city's adopted goals of active transportation. So we're pleased the city will not wait to study this issue. Thanks to commissioner novick's direction to pbot. We look forward to the progress and celebrating a safer barbur with you all in the near term, not in a decade. Thank you for your time, carefully conversation.

Hales: Thank you.

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Aaron Brown: Greetings, i'm aaron brown. I'm here representing Oregon walks, the state's walking advocacy organization of which i'm board president. I'm here to express my organization's profound thanks for commissioner novick's promise to study congestion impact, lane reconfiguration designed to provide space, separation and safety for all those who travel on southwest barbur. Our organization is committed to advocating for safe walks throughout Portland and few need it more than barbur. The city acknowledged the need by designating barbur as one of its first high crash corridors. As the preeminent rote connecting southwest Portland neighborhoods to each or an 9 city centre it's deplorable many of the stretches are severely lacking in the most basic infrastructure for people traveling across that corridor on foot this. Study that commissioner novick I say unprecedented because the organization I represent today has been working to get safe places to welcome back on barbur since 1999. Commissioner Fritz, your beloved Oregon ducks, that's the last time they lost to the huskies. [laughter]

Fritz: You had to mention that.

Brown: I did.

Hales: Trying to jinx us.

Brown: In 1999 the street scape plan was fund through a management grant staffed by public employees. Our 2010 action plan getting around on foot expressed frustration that projects for walking were eligible for regional funds but if has been language on projects for years. We did a study in 2009 that found 86% favored adding more sidewalks. 82% wanted better crosswalks and 76% better access to bus stops. We have been working we have had people represented on the -- updates for the comprehensive plan. We have a long, extensive history of petitioning the city to make this vital southwest Portland main street more safe for those who need it most. Your promised study will empower us to make the right decision to build a better barbur to prevent future injury and fatalities. Mayor hales you mentioned the importance of a thoughtful, deliberative, collaborative, inclusive process for the southwest corridor process and Oregon walks looks forward to working with you to make barbur better for all users. Thank you.

Hales: Thank you.

Fish: One question for you, Craig. Thanks again for the thoughtful way you do your follow-up as a city club of Portland chair. We talked about this in the past. This is your umpteenth visit relating to reports that you have issued or things you have testified on. We appreciate the follow-up.

Beebe: Absolutely.

Fish: The matter before us today is whether we support the resolution here. I take it your testimony is in keeping with we've heard from several people which is put additional sense of urgency into some of the planning around the bike piece. Based on what the commissioner in charge has said and the vibe you're getting from council are you recommending do you have enough confidence we should adopt this resolution?

Beebe: You know, to the extent that our committee the charge we have in the report that club members adopted doesn't mention the southwest corridor per se. Our main goal is to use it as an opportunity to raise the issue of safety on barbur boulevard. As an individual I feel great about the southwest corridor plan but the city club does not have a particular position on that southwest corridor recommendations over all. We're satisfied that commissioner novick's direction meets the request that we had made about raising the issue of studying safer bicycling and walking on barbur boulevard.

Fish: Thank you.

Hales: Thank you all. Appreciate it.

*****: Michael, how are you?

*****: How are you?

*****: Good.

Hales: Go ahead, please.

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Michael Harrison: Good afternoon. I'm Michael Harrison representing Oregon Health and Science University. OHSU is very excited about the possibility of high capacity transit in southwest Portland. OHSU invests heavily in programs that encourage alternative transportation from subsidies for bicycling to work and using trimet to streetcar service and carpool incentives. Our employees live throughout the city and many on Portland's north, east and west sides have access to world class transit that will increase in 2015 with the newest light-rail line. As a result of this access and our incentives well over half our employees choose means other than driving alone to get to work but they are limited by available infrastructure and increasing the quality of transit service in southwest Portland will make our jobs that much easier. That's what the southeast corridor project is all about. We urge the adoption of the resolution before you. Long term vision aside OHSU has been working with our neighborhood associations on two ideas for near term active transportation projects. Modest trail improvements, connecting existing Barbur Boulevard transit with -- these projects would connect Markham Hill to the Willamette River and all points in between. And leverage the city's investment in the pedestrian bridge. We're very excited about these near term improvements are also addressed in the resolution before you, at least the concept of having near term improvements are addressed in the resolution before you. We have had very productive conversations about different ideas with city staff. We thank you for your time.

Hales: Thank you.

Don Baack: Mayor Hales, I'm chair of southwest trails and I speak for them today. First off road diet. I'm very ambivalent about the road diet. As someone who is really interested in seeing improved bicycle capacity and safety, I think it's really important that we address this. But the road diet I'm not sure is the answer to this because we have a lot of communities that may be very directly affected by traffic. My understanding from commission Knorr vehicle is doing the study and implementing on a test basis during the construction on those two bridges I think is extremely important because if we have a lot of diverted traffic we then can recorrect and say, no, that isn't going to work. Look at reversible lanes or new bridges. That to me is extremely important because what happened in Hillsdale all of a sudden the streets were crowded with cars because we had express bus to OHSU. That changed a lot of lives where they parked, what they did. We did it totally unexpected. We don't want that to happen all over southwest in the same way. So I really commend commissioner Novick for moving ahead. I think I would do the same. I just want to make sure we make a lot of good feedback and really good measurement of all the routes, especially diversion routes, so people understand what is happening. Everyone goes out and takes their four minute. [audio not understandable] whatever. They need a really good data on what's happening there. I really appreciate that. I want to segue from that to one of the projects that I think would be really important. It also ties in with the changes on the bridges. That is the red electric trail, one of the projects extremely important. Metro modeling of this shows huge amounts of pent-up bicycle demand going from particularly the south -- OHSU facilities on the river coming across the new pedestrian bridge, up to Hillsdale where we don't have to be on the roads. Safe pedestrian and bicycle facility. We could do this with very, very minimal investment by getting the right staffs to work together to get the right of way figured out with the state and city then getting -- we can develop a pedestrian route through this area and build it now. You'll get it done in a few days once we get the permits and things done. It will take a year but the investment would be very minimal. Once we see the potential of that we can get funding foregone along and making it a bicycle way. It's a very clear way to make this work. I'm not trying to take away from Barbur, just a supplement to it. The second one I want to follow on with Whitaker trail we talked about here. What we need there, Whitaker trail need drainage put in. The adjacent property owner is using parks land needs to put in world class drainage, not something that will plug up. We need a little concrete, stairs, handrails and lighting. We got \$200,000 would solve the problem. We have hundreds of people a day already using it and once we get the crossing it's before g-route so people that can't use the tram

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on sundays will use this. Anyone at ohsu who wants to get to the hospital from the bottom for exercise will walk up the trail. So it's a really important connection. It's been in derelict condition for a long time. Trails we felt we could do but we did not want to take on the concrete stairs. It's adjacent to property owners' parks appeared they should be addressing that. I just really urge these two little projects which we could fund for minimal dollars in the next year. Let's get on with them. You have our full support to make this happen.

Hales: Thanks for your work.

Peter Welte: While a student at Portland state I raced throughout the pacific nw on psu cycling team. One of the most memorable times was a road race out in the middle of nowhere in Montana. We started out with [?]40 riders, stayed together for the first loop. Near the start of the second loop, one rider from the university of Idaho attacked halfway up on one of the longest climbs. The remainder of the fellows assumed we would catch him on the ascent, but upon reaching the top, he was halfway to the horizon. From there it was an all out sprint to catch the leader. Ten miles later, still going full speed we rounded a bend in the road and new trouble caught our attention. Less than 30 seconds ahead was a herd of cattle, slowly meandering along right in our path. The leaders were split, to pull back or ride through? Momentum and the most aggressive riders won the arguments and in moments we had cattle raising a ruckus, shooting left and right, while stressed riders raced through the stampede. That was terrifying. But I have to admit a little bit fun. But I didn't come here to talk about cattle and racing. I share this story so you can fully appreciate what I mean when I say that to ride across the barbur viaduct on a dark and rainy night with a stampede of steel chasing you down, swerving left at the last minute swiping past with inches to spare can be equally terrifying and not fun at all. I greatly appreciate any action you can take to quickly improve safety and comfort for all users on barbur blvd. Thank you.

Hales: Thank you.

Saltzman: One question, Michael. So it was characterized earlier by the homestead association that ohsu was neutral on high capacity transit options. Is that correct?

Harrison: Not to put words in anton's mouth, I think he was saying neutral on a decision on alignment. Whether it would be a tunnel under Marquam hill or on barbur or on naito. Ohsu hasn't taken a position on a preferred alignment at this point. Not that we're not interested, but because we're waiting for additional information. We're supportive certainly of a full study of alignment options, including a tunnel, so that the best decision can be made. We certainly want a direct connection to ohsu, but at this point, haven't sort of decided whether that would have to be marquam hill or whether that could be south waterfront, with the connection that we have by the tram. And I think that that's what anton was suggesting.

Saltzman: Ok. And do agree with, with anton's concern about the language in the resolution? Putting all our eggs in the tunnel option for ohsu? And, and if there is no tunnel, there is no, I mean, you can read the language different ways but his point is that it seems to be putting all the eggs in the tunnel basket, and probably needs to be reworded.

Harrison: Right. Well, I think it's fair to say that, that no matter how the project is designed and developed, it's a challenge to serve ohsu, if you are, you know, starting with the prospect that you are going to be, you know, that you are going to be on barbur, you have to find a way to get up the hill, which is a challenge, or find way to get down to south waterfront, which can be a challenge. I think the challenge can be surmounted, it's up to coming up with the best idea to make it happen. My read of the resolution is, is This morning, I felt it was, it was pretty clear that, that the council would be directing the region to, to include a robust study of the potential for, for a light rail alignment. I don't think that we have any concerns about the language that, that was discussed between anton and yourselves, maybe making it a bit broader in mode and in alignment. We would love to see the best, ideal, sorry, the best idea prevail. We're very big rings on the map that were shown at the beginning with about 12,000 folks that are on the hill. And the students in 2014 are

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going to start their morning in the new schnitzer campus. So, we have, we have a lot of connection needs, and look forward to seeing the best, what the best minds come up with.

Hales: Other questions for this panel? Thank you all very much. We're going to consider the resolution.

Novick: Mayor, I think it would be worth having a bit of council discussion before we go to a vote, and the commissioner and I were discussing about the amendment.

Fritz: And that's in relation -- thank you commissioner Novick-- to the concerns brought up by homestead and ohsu, to refine the language at the bottom of page 2, the last bullet. And I wondered if you had a proposed language.

Novick: I was going simply say the council directs staff to evaluate the land use impact and transportation needs associated with the various options for high capacity transit on the areas of Marquam hill, and the hillsdale town center, and I think that addresses the homestead's concern, which is they want to, to have an evaluation of the land use impact and transportation needs associated with any of the options that we might wind up pursuing on those areas. So, if we -- whether it's a tunnel option or whether it's at barbur only light rail or barbur only bus rapid transit.

Fritz: I'm going to move the amendment and suggest that we add in addition to marquam hill and hillsdale town center and pcc sylvania because there is a similar concern as to the other at that point to connect to pcc sylvania, and add similar angst, although the folks were unable to be here today regarding the road options versus tunnel options.

Novick: So Marquam hill, hillsdale town center and pcc sylvania?

Fritz: Yes, so the proposed amendment is to add, to delete the tunnel option and, and insert various options for high capacity transit, and on the areas of Marquam hill, hillsdale town center and pcc sylvania.

Hales: And that's in motion and a second?

Novick: So move.

Hales: Any further discussion? Staff seems to indicate that we're not derailing the process to use a bad pun. Nowhere near as good as we heard earlier.

*******:** Right.

Novick: Which, by the way, I have to give credit to my chief of staff.

Hales: That was a doozy. And the roll call on the amendment first.

Novick: Aye.

Fritz: I am scared to hear your staff is coming up with puns, aye.

Fish: Aye.

Saltzman: Aye.

Hales: Aye and on the resolution itself.

Novick: Actually, we still have -- I think it would be nice to have a bit further discussion. After question from commissioner Fish.

Fish: I wanted to make sure that we were clear as to the commitments made to some of the things that came before us that are not in the resolution, so can I get a further clarification of commissioner novick, your intentions around the road diet and the further study and perhaps, a time line and how you intend to incorporate that with the higher level --

Novick: Well, I made it clear that I wanted to separate the discussion of the study of the road diet from what we're doing today because what we're doing today is affirming our, hopefully, our agreement with the rest of the region, and on the southwest corridor plan, and what I explained to people advocating for study of the road diet is that that's something that i'm committed to doing, in the coming months. Regardless of whether there were any such thing as a southwest corridor plan. And I think that, that the fact that odot is going to be doing some work on the vermont and Newberry bridges which is going to, I think, divert traffic from barbur will give us some data in terms of the studying what the effects of a road diet would be. Outside the southwest corridor

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process, I would like to do a study of the barbur road diet and that, that there is a lot of people, that feel very passionately, that of course we should do a road diet and I also got an email from the Portland freight committee this morning saying that, of course, we should not do a road diet, and there is at least one elected official that represents the southerly part of the region over the weekend who said well, I thought that we agreed we were going to do a road diet, so i'm committed to doing a study, but everybody should understand the gist, there are people in favor of implementing a road diet, and there are also people who have concerns about it, and --

Fish: I've been getting emails from people saying we should use rate payer dollars to fund the road diet. [laughter] Thank you for clarifying that on the record because I see no need to modify the resolution based on the clear expressions of intent by the commissioner in charge. Thank you.

Hales: Further discussion, and then let's take a vote.

Novick: I want to first say that, that it's, it's -- that, that one of the great things, the transportation commissioner, having a chance to join all these regional committees and, and see how well our region works together on these transportation issues. And I would be delighted if it would, to become the eighth jurisdiction to express our support for, for the southwest corridor plan. And, and so, thank you, mayor hales, for putting me in this position where I can talk to people from Washington county and, and everywhere else in the region. And, and also, I wanted to follow up on commissioner Fish's comment about equity. I mean, we are committed in the southwest corridor as in the rest of the city of Portland, to becoming a region, even more a region where, where we have access to transit, and we have opportunities for active transportation and, and one of the effects of that is we should, we should, people should have a chance to save money. And they should be healthier and save money on health care. And they get to spend less money on, on cars. And but, we have to be careful that, that we don't wind up with communities where the, the prices of homes are so high, in those areas with the best access to transit, and transportation, that only rich people get a chance to take advantage of the opportunity to save money. So, I share your concern about the fact that we don't have the tool of mandatory inclusionary zoning and look forward to working with, as you said, council member stacy and sam chase and others on how we make sure that the southwest corridor plan doesn't become a gentrification plan. And I also wanted to, to -- Although we're talking about a long-term plan, involving high capacity transit options, we know that won't be implemented for years, that we are also, also very committed to, to near term transportation improvements, that tri-met is committed to, to improving the transit in the southwest region and, and before we have high capacity transit, we're committed to looking at short-term safety and access options, so, the fact that we're talking about a long-term plan doesn't mean that we're not doing what we can to improve the transportation environment in southwest. Finally, the, on personal note, I have to say that i, as a southwest resident, need to be reminded there are transportation problems in southwest because, because I am, I live a four-block walk from Multnomah village town center, and there is one bus that runs a block from, from my house, and there is another bus that's five blocks away, and so, to me, I mean, transportation in southwest is just all perfectly fine, and I don't know why anybody has any problems. So, I appreciate the frequent reminders that others are not quite as lucky. And I am pleased to vote aye.

Fritz: Commissioner novick and I will have to have more conversations at the burlingame fred meyer. I live in deep southwest Portland, and near pcc sylvania. First, thanks to council member stacey, not only for your leadership on this project but staying until the end of the Hearing as well as giving your remarks at the beginning, and for acknowledging my participation. I was glad when mayor hales first got into office to be able to dive into this project for a couple of months and because I have lived in the deep southwest Portland for the last 27 years and I acknowledged marion fitzgerald's service to our community, three decades, she was doing this long before I started but she and I both, had children at marquam elementary school, which is the only title 1 low income school on the west side. And the there is the one sidewalk in our neighborhood thanks to her, and others.

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And when we were doing the southwest community plan in 1995, we asked the children at marquam elementary what kinds of improvements they would like and one of my questions is that, that fairly new land use chair at the neighborhood association was to ask people where would you like sidewalks. And the overwhelming response, was wherever there are not any. I was reminded that after I had gone through a couple of the meetings at the southwest corridor study and, and went back to my now 23-year-old daughter who was five years old, and obviously, in kindergarten when we were doing that study. And, and went back, and said we're going to have a rapid bus or light rail on barbur, isn't that great? And she looked at me and said mom, I just want sidewalks. So, it's been a long time, and we just want Sidewalks, and many of us just want sidewalks, and I would like to walk to the safeway, without getting run over, it's that simple for me. So, I appreciate that there is something, some things that we can do before we get to the high capacity transit, and thanks again to tri-met for staying until the end of the hearing and, and listening to, I appreciate it, and realize now that i'm coming downtown, at rush hour, and going home at rush hour. That there is, there is really great bus service if, i'm trying to get from one part southwest to another part of southwest, on sunday, I have no service in some places. And simply if, I want to go to other an rush hour it's not that great. So there is many components of basic services, and in addition to this thinking of what if, and what kinds of improvements do we want to seek over the next 20 to 25 years, there is a number of things that we can do right now, and we should do them right now. I very much appreciate commissioner novick's leadership and on transportation in general, after I had received 247 emails, on the, the barbur road diet, went next door and told him that I would be deferring to him on the road diet because I can't wait any more, especially when they are very, very, very similar. It's not identical. And I have now received 667 emails on the road diet, and then I think that it's two more messages on this subject, one from homestead and swni if I missed anybody else, i'm sorry, but it's really hard to sort through when you have 667 all on the same top issue. It's great that people are lobbying their elected officials, but I do ask you to consider, I get maybe 50 emails a day on various things that sometimes people want very urgent help on a particular project with development services or something of that nature. And if I have to wade through 50 to 100 emails a day all on the same topic, it is very difficult for me to attend to other constituent's concerns, it's impossible for me to respond to all the 667 emails on the road diet. So I publicly state, I defer to the commissioner in charge on that topic and I appreciate the input. In the future, the petitions that come with one email, I get the picture. And that's much more manageable for me, to be able to respond to the petition sender that I have heard and what my response is rather than trying to respond for all that many folks, especially when we're doing other controversial topics at the same time, as we have been over the last week or two. And, and so, in response to that, i'm glad that, anton vetterlien brought homestead's concern to our attention, and that commissioner novick accepted the friendly amendment, and I think that makes it stronger. We have in the past had folks from haines street being concerned about the connections to, to pcc sylvania, and councilor Stacey nodding his head, I think that's very much on the radar transportation, and metro staff, as well, so, contrary to popular opinion, both, both public officials and public employees do listen to citizen input, do care about trying to get the consensus and, and responding to one person or 667. So, thank you to the Portland community, to the greater metro community for engaging on this corridor study, and because it does affect all of us, and it affects our grandparents now, and our grandchildren in the future, and I am very proud to be a part it. Aye.

Fish: Let me say that I associate myself with amanda's remarks, and I would be ahead of the game. And since I have a one-hour set of remarks, I would hate to not deliver them. Two things that amanda said I wanted to comment on, one is that correct is that if you think, if it's gotten to the point that commissioner Fritz is raising a cautious flag about emails, think about how we feel. Because we have another problem, which is the email you send her on friday, that she responds to on sunday night, generates another email to us saying, why are the rest of us so unresponsive. So, so, that's

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number one, and number two, to the comment just made about us being responsive, to, to concerns, as the new water bureau commissioner, I inherited a binding contract to assemble the property that has the, to sell the freeman property. And in some of the, some of the letters that I received, people have said, well, why wasn't there a broader community notification of the intent to sell. So I am bound to enforce a contract that was executed last year, and I looked into this issue, and I agree. I think that we should do broader community consultation, and notification, and that should be affected with neighborhoods, and we should put a sign on the property. And it does not mean that, that folks in the community, you know, pool their resource and is buy their property but they are going to feel less aggrieved if they understand what we are doing in timely manner, and I thought that was great suggestion, so, in the water bureau, henceforth, we'll do broader community. I can't resist with a friend here, to say that when people visit me, from, from out of town, the two things that are staples are powells and the four tee and my nine-year-old keeps busting my chops a bit about how it's forte, and I have to explain, we cheat bit on the language to get the t, but, that, that it's forte, so congratulations. Steve, thank you for your great work on this, and to you and your team. And the skillful way that you brought this home. I am one of two members council that does not live in southwest. Charlie and i, unfortunately, live on the other side of the river, and we're hoping some day to get into southwest so we can join the three. But, I have a nine-year-old son. Who keeps making this noise about, about wanting to join his friends who play soccer. So, transportation, whether you live, in as I do, in northeast, or if you live in southwest, this matters. That we get the transportation issues right, this has been as usual, an extremely thoughtful hearing, and I want to thank everybody for their testimony, particularly their written testimony, and since steve, I think, the best pun of the year, one that will be hard to beat, I want to say that, that to mary anne fitzgerald, every time appear before us, you get best in class in testimony. And I appreciate the way that it's written, and so, even people like me can understand it, and it's laid out, and the copies that you send, and the other materials, and congratulations, and I know that this is on top of everything else that do, but it's a model. And we appreciate it. I'm, i'm comfortable voting aye, and again, thanks to steve and his team. Aye.

Saltzman: Well, I feel I need to speak up. I think i'm the reigning veteran residents of southwest. On the council. I live a half block off of barbur, I appreciate the energy and talent and the skill that's gone onto this southwest corridor plan. I think tri-met has finally agreed that, that, that this barbur needs to be the next high capacity transit corridor. And I think that, that a lot of, there is a lot of creative ideas out there. And, you know, I like the tunnel, I like, you know, I like tunnels, period, so whether it's ohsu or, or pcc sylvania, I find those ideas all very intriguing, just like at one time, you know, doing a tunnel through the hills of the west side was looked at as, as, as a strange idea, but I think that it really turned out for the best. And I would like to say that, that, that, you know, I live if, in hillsdale, and I have seen a lot of changes for the better in terms in southwest in general, we have a long ways to go in terms of being pedestrian friendly and bicycle friend but there's been a lot of changes, and I feel hillsdale is a very livable and walkable community. And, and nobody outside of southwest knows where hillsdale is, and every time I tell them, they give me that blank stare and, and it's really, you know, there's been a lot of improvements, Multnomah village, another example but we have a long way to go sass commissioner Fritz notes in her own neighborhood, too, there are some sorely lacking balanced infrastructure. So, I think this corridor plan is off to is a good start. And I appreciate commissioner novick's thoughtful and capable leadership, as well as councilor stacy's and everybody else's Work on this. Aye.

Novick: Commissioner, mayor hales was involved in this plan until like six weeks ago, so I can't take all the credit.

Hales: Let me start with some things, with general comments, or reflections, and then some specifics, and thanks to you, amanda, not just in the few months that you serve, in this capacity, on this committee, but, in all the years back when you were a neighborhood activist, working for the

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betterment of southwest, and all of our neighborhoods, this was a, a classic case where, where a neighborhood activist made a difference, and then went on to make more of a difference. And commissioner novick, obviously, you have plunged into, into the issues of regional and local transportation in the city, and this is great work, and thank you, and I am glad that you are willing to, to, and enjoy serving on the committees because it goes with the assignment. And thanks to all the neighborhood activist who is put in months and years time on, on this work. And mary anne and all your colleagues here, you know, it really matters and, and I think that, that, I hope you feel it's making difference. I do believe that myself, and seeing the progress that we're making. So, let me start with some general comments. Commissioner Fish earlier, referred to this Oregon values and release, police study that was released last friday. And adam davis made presentation to the city club, the city council actually is going to get a presentation on the, the Portland's specific data that came out of that study. As, at the beginning of our budget process to help ground us and what our constituents value and believe. And that will be helpful to us, but, you can already see in the statewide results of that survey, some important, some important underpinnings to this work. One is that, that statewide, people, believe that, that climate change is serious, and, and that we need to change our lives on how we, on how we transport ourselves, and everything that we use. It is a climate change, and i'm talking statewide. In Oregon--

Fish: 72% of Oregonians are willing to make a change in their lifestyle to address climate change.

Hales: That's a big deal. Maybe not what one would have expected a few years ago. We look at less on transit and inner city railway and it's not just a Portland thing, we have just seen the statewide numbers. We are not on tangent here, with respect to what our constituents want. And believe. In fact, we're congruent with that. And then, to the more specific, I was very glad about, about anton's point and, and the council's response to it. One, I think this language is much better. And makes sure we're not just looking at, at, at evaluating The plus and is minuses of the tunnel and moving on, but, because there are two seemingly, seemingly conflicting practices that we need to get right in this work, one is deliberation and we need to be thoughtful and methodically and inclusive like I said earlier, and we also need to be innovative. We need to come up with something new and different. And, and that's, that's, that's happened here before. And we have an aerial tram, the only one in the country, that connection ohsu to the south waterfront, solved a major place-making and transportation problem, in a very innovative and ultimately very cost effective way. We have the first modern streetcar in the united states. We have a new bridge under construction across the river, and that's going to, to be all modes but automobiles, so, we've been innovative before here and, and this corridor has challenges that cry out for that innovation, ohsu is vertically and horizontally not in a convenience location. With respect to this corridor. And pcc, and another major academic institution, another major destination on this corridor, not quite on the corridor. And then the other jurisdictions, there were challenges and they remain in the rest of the planning process about how do we serve downtown tigar? What about sherwood? How do we get to tualatin? And so, although this, this corridor makes a lot of sense, as the next major transit initiative, in the region, it's a tough one from a planning and engineering standpoint. So, I want to challenge all of us to, to be innovative, as well as continuing careful planning process, and be willing to be bold. Having just walked, commissioner Fritz, the new york city high line with my daughter and my wife on sunday, seeing that bold and innovative investment in new york, one more inspiration for, for why we should not be afraid of the bold move, whatever it may be. Like we were not when we built the tram, or when we built the streetcar, or, or with that wonderful, beautiful new bridge. What a concept that a bridge can be beautiful under construction, out there in the river. So, i'm going to throw that challenge out to us all, and the second reason that I was happy that we had that, discussion, discussion is that, is that although we are one big, happy family here, and we work well together as a region, we, as, as the five leaders of the city of Portland, have a particular responsibility to our neighborhoods to make sure that, that this, this project serves our

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neighborhoods. And every now and then, there is a tension between, between that regional process and, and the interests of our neighborhoods. Whether it would be in the freeway ditch, or, or it would be on interstate avenue serving our neighborhoods. And, and frankly, it's our responsibility as the Portland city council to remain vigilant that this project ultimately, serve our local interests, as well, as serving regional interests. Not worried about that, and we'll get there, but, that's, that's a, a particular focal point that we have to keep clear for us as we do this work as part of this, this regional team. And finally, thanks, councilor stacey, to you and other leaders in the region that have worked on this, and to the staffs of our bureaus and other agencies who, who made us a model to the country, and a great place to live, and this is going to be one more piece of that Portland story, very proud to vote aye. Thank you all and we're adjourned.

At 3:58 p.m., Council adjourned.