

## **The Oregonian**

# **Portland Taking Over Homeless Camp Cleanups for ODOT**

*By Molly Harbarger*

*December 19, 2018*

After more than two years of frustration from people who live in houses and in tents along interstate corridors, the city of Portland will take over campsite cleanup duties from the state transportation department.

Residents were baffled over whom to contact about trash, needles and other issues they saw along multi-use paths and sidewalks that run along highways. The city had no jurisdiction to clean up homeless camps, and the Oregon Department of Transportation was hard to get ahold of and slow to act, residents complained.

Meanwhile, homeless people who wanted an out-of-the-way spot to stay for a few nights said that they were never referred to social services and often didn't know whose cleanup schedule they would be roused by.

Wednesday, the Portland City Council unanimously approved an agreement with the department of transportation to use the city's One Point of Contact system to field complaints and prioritize them for cleanup on the city's schedule.

The partnership also brings a change in the schedule. Campsites will be notified that contracted crews will come to bag garbage and move tents at least 48 hours prior.

That is a compromise between the city's 24-hour posting minimum and the state's 10-day notice.

The city also says it tries to connect people who need housing assistance and other services with nonprofit providers. The Oregon Department of Transportation does not, and says its staff cannot, do the same.

Officials are hopeful that the agreement will reduce consternation from neighbors who live in areas with significant camps.

Almost half of the 2,845 complaints from summer 2017 to 2018 about trash, drugs and homeless people in Lents were located on state property. The bike and pedestrian path that runs along Interstate 205 was sought as a refuge by many people living outside after the Springwater Corridor was swept.

The department of transportation cleans these corridors on a set rotation, which meant that those complaints wouldn't be addressed for months at a time.

It also caused neighbors to flood city and state officials with emails about the conditions on the trail.

While the department of transportation has stepped up its cleanups in recent years, the agency has also been the source of bureaucratic confusion.

According to city documents, Portland Public Schools officials appealed to the city to intervene near Tubman Middle School, where the state owns property along the west end of the school and Interstate 5.

Tent campers blocked the way of maintenance crews trying to work in the area. But the transportation department refused to change its cleaning rotation, leaving both the city and the school district to wait, according to the city.

These types of incidents led city staff to appeal to the state agency to provide consistency in how cleanups are done.

Under the city's system, complaints are logged with One Point of Contact and are entered into a database. Nonprofit Central City Concern employs many formerly homeless people through its Clean Start program. These crews are dispatched to evaluate which sites in the database need to be cleaned and in what order.

Lucas Hillier, who oversees the city's campsite cleanup process, said that the Clean Start employees also bring handwarmers in the winter and water in the summer, as well as pass out trash bags and talk to campers.

The city then posts paper notifications at the sites. Cleaning teams, sometimes with the help of police, then remove all garbage, encourage campers to leave the area and store all personal property that is left behind.

The process is controversial among homeless people and advocates who say that it causes unnecessary disruption to people's lives and causes vital gear -- such as sleeping bags, tents and IDs -- to be lost.

But Portland Mayor Ted Wheeler on Wednesday said that was not the question at hand. Eliminating the jurisdictional issues would at least make the process easier for both housed and unhoused people to understand and comply with.

"This is just one piece of a much, much bigger strategy to help solve this problem," Wheeler said.

The new system will start Jan. 1, when a recently passed state law that allows the intergovernmental agreement goes into effect.

Over the course of 2019, the city will gradually take over more of the state agency's duties. For the first six months, state crews will still work on state-owned land, but at the direction of city staff.

The city's teams will take over all cleanups in city limits by the end of the year.

## **Portland's Online Permits System Will Save Time, Frustration, But Might be Finished Late, Over Budget**

*By Gordon Friedman  
December 19, 2018*

The first time Portland tried to move the city's byzantine paper-only building permits system online, the project burned through \$8 million before it was shut down, years behind schedule.

Now, after being revived, rebranded and pegged as crucial by Mayor Ted Wheeler, the multimillion-dollar tech initiative is making steady progress but is at risk of faltering, according to a consultant's evaluation obtained by The Oregonian/OregonLive. And the team of city employees working to finish it reports problems including racial bias, unrealistic deadlines and low morale, he wrote.

Officials want the Portland Online Permitting System, or POPS as it's known, to be a breath of fresh air for customers of the Bureau of Development Services.

Once the system is fully functional, city project managers say, builders will be able to submit plans and pay for permits online, eliminating the need for office visits to turn in boxfuls of paper plans. Inspectors will have daily routes made more efficient by an online mapping system and they will be able to take notes on electronic tablets.

This year, POPS hit some major milestones: It accepted its first online submissions and unveiled a faster system for creating new Portland addresses.

But the program is still troubled by a laundry list technical hang-ups that could push it over budget and past deadlines. And confidence is waning among the city employees working on the project, according to the consultant's report.

"Morale is low," wrote the consultant, Christopher Dennis, because of "technical issues dogging many work streams."

Workers on the project feel "a resonance with the bad times they experienced" with the prior incarnation of the project, Dennis said.

And team members report "unequal workloads, gender and race bias, past failures, unrealistic deadlines, unfair management and [uneven] personal standards of quality." It's unclear how the gender and race bias has manifest; Dennis' report does not go into detail on that point and he did not return a request for comment.

The project also was developed without a budget or detailed scope of work, making it tough for project managers to stay on track. "Such action is not best practice," Dennis wrote.

City officials said Wednesday that they have righted the ship. The project management team was replaced in February by Commissioner Chloe Eudaly, who at the time was assigned to oversee the development bureau.

"There was a new beginning," said Dan Coté, the city's new project manager. "The past is in the past."

Since then, city project managers have nailed down a budget, and officials feel they are on track to meet tight deadlines, Coté said.

Coté stressed that no big technology project is without hiccups. The POPS initiative required the city's 40-person project team to grapple with decades-old systems made with computer code that is ancient compared to modern capabilities.

"We're migrating a 20-year-old system," Coté said. "There's some cobwebs in there."

Saby Waraich, another of the program managers, said the work can be slow going but that can help workers catch and correct errors before unlocking new systems for the public. What's important, he said, is that steady progress is being made.

Dennis, the consultant, was frank about his remaining concerns.

The \$11 million budget is not granular enough for him to say whether it is sufficient, he said, writing in his report that "the program could be experiencing cost overruns at a level not visible with the available data." And he said unresolved questions about the technology mean "present schedule estimates cannot be considered realistic."

Coté said his team is on target to complete many of the program's tasks next year. There are no worries the project will go belly-up like the last attempt, he said.

The city's team is giving its all to make sure there will be happy customers and more efficient processes once the project inevitably gets rolled out to the public, Coté said.

“We’re actually changing lives,” Waraich said.

Take the current paper-only system, he said. Filing clerks have to flip through so many physical documents that the papers regularly end up stained with blood from workers’ paper cuts.

Then there is the stamping, Coté said. Today, every page of a plan must be stamped for approval. It takes forever. Not so with the new system.

“A four-hour process will become three seconds,” Coté said.

## **Portland Sets Record for New Apartments, but Housing Costs Still Burden for Many**

*By Eliot Njus*

*December 19, 2018*

Portland built thousands of apartments in 2017, helping slow rent increases to levels not seen since 2011. But housing remains out of reach for many in the city, according to an annual report from the city’s Housing Bureau released Wednesday.

It’s the fourth year the city has produced the report, assembled from a combination of city, proprietary and census data. It’s also the first year that covers the period when a city affordable housing mandate known as inclusionary zoning policy took effect.

Developers built some 7,300 homes during the year, most of them apartments. That’s more than any of the past 15 years — about 50 percent more than the year prior and double the number built during the typical year in the 2000s.

The glut of supply helped bring average rent increases to an annualized rate of 2 percent. That rate continued into 2018, the report said. Meanwhile, rent concessions — discounts or weeks of free rent — grew more common.

The city also had a banner year for residential construction permits, with 6,000 permits approved representing homes that could be built in coming years. That includes a large pipeline of projects submitted before the inclusionary zoning mandate, which requires developers to set aside rent-restricted affordable units in market-rate housing developments with 20 or more units.

It remains to be seen how many of those projects will be completed, given an upswing in construction costs and the downturn in rent. There’s also been a dramatic slowdown in new construction proposals in the months since the inclusionary housing policy began.

That period overlaps with other headwinds in the construction industry — the rising cost of materials, a labor shortage and higher borrowing rates among them — but developers have pointed to the policy as a major obstacle that could limit future construction and ultimately push housing prices higher as the population continues to grow.

The increases in recent years, which peaked at more than 8 percent in 2015, have already taken their toll. Just under half of the city’s renters — 49 percent — put more than 30 percent of their income toward their housing, exceeding a federal affordability standard. And 27 percent devote half or more their income to paying rent.

Some groups are, on average, unable to comfortably afford the median rents in any neighborhood in the city. They include single-parent, black, Native American and Pacific Islander-led households, as well as households that earn less than 30 percent of the city’s median income.

“Unfortunately, we do continue to see disparities, not only amongst low-income Portlanders but also communities of color,” Matthew Tschabold, the bureau’s assistant director, told the Portland City Council on Wednesday.

The council generally expressed approval for the direction the city’s housing policies are headed while acknowledging work remains.

Commissioner Dan Saltzman, who oversaw the Housing Bureau when the inclusionary zoning policy was created and is leaving the City Council at the end of the year, urged the bureau and his soon-to-be-former colleagues to stay the course.

“Be relentless on inclusionary housing,” he said. “Inclusionary zoning will produce more results than any bond measure. Stick at it and the results will be there.”

## **‘Predatory’ Parking Fines at Private Lots and Garages Get Closer City Scrutiny**

*By Andrew Theen  
December 19, 2018*

Portland is strengthening its oversight of hundreds of private parking lots and garages, which city leaders say have been charging “unfair and predatory” fines to customers for years.

The City Council unanimously approved additional regulations Wednesday in response to complaints made to the Office of the Ombudsman.

The vote was the culmination of nearly a year of work from the city’s independent watchdog, and it’s the latest step in a series of regulations on the private businesses dating to the early 1990s.

Margie Sollinger, the city ombudsman, said that while Portland parking lots or garages could charge a penalty to customers who stayed beyond their allotted time or failed to pay in the first place, companies have been going beyond that.

“What we were seeing was parking lot operators were just creating this separate parking fee,” Sollinger said.

That fee, in some cases, was as much or more than the parking penalty allowed under city code.

If drivers pay their parking fee within 30 days, they legally can be charged \$44, the maximum overtime parking penalty approved by the Multnomah County Circuit Court. If they fail to pay within the first month, that fee can be \$88. That’s the same fee the city can charge drivers for parking violations on public streets.

But the pay-to-park facilities scattered around the city found a way around that. They charged an additional “parking fee,” which wasn’t regulated by city code.

Wednesday’s vote changes that.

The rules don’t apply to private lots that don’t charge drivers who park there while shopping at their business, nor to large institutions like Portland State or Oregon Health & Science University unless they contract out their parking enforcement. While parking lots are private businesses, if owners want to penalize drivers that violate their rules, they have to register with the city. There are 200 private pay to park lots registered as of December 2018, according to Revenue Director Thomas Lannom.

Sollinger formally started advocating for the regulations in January, according to emails provided to The Oregonian.

In a March email exchange between Sollinger and Revenue Bureau Director Thomas Lannom, Lannom described the additional fee as “egregious and potentially punitive.”

He said that capping the fee at “\$10 would be reasonable,” based on hourly rates of lots varying from \$2 to \$8.

Lannom said the city would take testimony at a public hearing in 2019 to determine the maximum fee.

“Clearly it will need to be less than the full daily rate which was the issue the City Ombudsman flagged as a problem,” Lannom said in an email.

Eileen Park, Mayor Ted Wheeler’s communications director, said most private parking lots hire contractors to track down parking violators. They also lose out on parking revenue when customers don’t pay. “To compensate, lot owners have been charging a separate ‘fee’ to recover their lost parking revenue, without any cap or regulation,” she said in an email. “In some instances, they are charging the full daily rate, which we believe is unfair and predatory.”

The regulation changes also include new requirements to address another issue Sollinger’s heard concerns about: Some garages made signs that described how to pay and potential fines for violating the city policy difficult to spot. “We had one instance where the signs were at foot level,” she said.

Now, all signs must be posted no more than 10 feet from the entrance, within 2 feet of the property line, and the center of the sign must be at least 4 feet from the ground.

The regulations also give parking lot operators the authority to tow cars if they have been illegally parked at the lot or for 90 days, cited for violating the parking policy three or more times during that period and the business was unable to track down the vehicle’s owner.

## **Montgomery Park and Hollywood District Streetcar? Portland Lands \$1.1 Million Federal Grant**

*By Andrew Theen  
December 19, 2018*

The Portland Streetcar received a \$1.1 million grant from the Federal Transit Administration this week to speed up plans on a proposed 2.3-mile extension through Northwest Portland as well as a separate proposal to bring the transit line to the Hollywood District in Northeast Portland.

The federal government included Portland on a list of more than a dozen Transit-Oriented Development planning projects to receive grants this year. Metro, the regional government, submitted the application.

The money means the transit project has already caught the federal government’s eye even before a route is finalized. Portland City Council approved \$370,000 this year to study the best route for the estimated \$80 million extension. That work is ongoing.

In a statement, Commissioner Chloe Eudaly said the grant would allow Portland to “set an example for the nation in reducing carbon emissions as we grow our economy and address the housing crisis.”

While the precise Northwest streetcar route isn't finalized, it is expected to jut north from the existing streetcar line along Northwest 18th and 19th Avenues before heading west on York and Wilson streets. The line, which appears on Metro's long-range transportation project list, would run through the 22-acre industrial ESCO site recently sold to a Scottish company. The streetcar would terminate at Montgomery Park and run in a loop.

Long-range plans also include studying a streetcar expansion into the Hollywood District in Northeast Portland, that \$70 million plan is also in Metro's Regional Transportation Plan.

Andrew Plambeck, Portland Streetcar spokesman, said the Montgomery Park route was a work in progress but the grant money will allow the city and streetcar to dive into planning on the other side of the Willamette River as well.

That will allow the city's Bureau of Planning and Sustainability to look at potential zoning changes through the Northwest territory as well as the Hollywood District. Planners will also look at traffic impacts.

"The eastside is a lot more of an open question," Plambeck said of the route.

The federal government awarded \$16.6 million in grants to 20 projects across the country.

## **The Portland Tribune**

### **Portland Mayor: Homelessness Can Be Fixed**

*By Zane Sparling  
December 20, 2018*

**1,800 will ring in the New Year inside 800 units of affordable housing created by the city in 2018.**

Mayor Ted Wheeler assembled an arsenal of statistics showing progress to place more Portlanders in government-supported affordable housing units during his year-end news conference at City Hall.

At the top of his list: Some 1,800 people will ring in the New Year under the roof of one of 800 units of affordable housing orchestrated by city officials this year. The city hopes to create another 1,000 units in 2019.

Flanked by Housing Bureau director Shannon Callahan and the Joint Office of Homeless Services' Marc Jolin, the mayor told reporters he believes homelessness is not a perpetual problem in society and that a solution can be achieved.

"On the sticks and bricks side, we know we have the resources for at least the next year and beyond," he said Friday, Dec. 14. "The real question is how do we work collectively."

#### **Among the other notable data points:**

- Five projects have been identified since the \$258.4 million Portland Housing Bond was approved by voters in 2016, for a total of 630 units completed or in progress.
- In its first 18 months, the Inclusionary Housing requirement has spurred private developers to create 362 affordable units across 43 projects. Callahan says it would have taken \$32 million to create the equivalent in public projects.

- Jolin said the Joint Office, funded by the city and Multnomah County, helped move 5,900 people out of homelessness this year, including 470 veterans, 2,800 women, 700 seniors and 1,900 children under the age of 18.

"The effectiveness of the homeless response system depends on the availability of housing," Jolin said.

The mayor said an expansion of the city's Rental Services Office may be on the horizon — noting that "six people" can't do it all — and praised a Multnomah County proposal that will reflow some tourist tax dollars toward homeless services.

"It's a matter of the political will and resources. I'm convinced we have the right formula," he said.

### **Task force tremors**

During the Q&A portion of the meeting, Wheeler doubled down on his support for the Joint Terrorism Task Force.

The Rose City has had an on-again, off-again relationship with the law enforcement group overseen by the Federal Bureau of Investigation. The city exited the local, state and federal partnership in 2005 but then rejoined in 2015.

Many City Hall observers expect incoming Commissioner Jo Ann Hardesty to lead a charge to yank Portland out of the JTTF again, though it's hardly a foregone conclusion.

Wheeler, for one, is holding steady in opposition.

"We would be out of the loop on information that impacts the safety of people in our community," the mayor said.

Wheeler plans to discuss the proposed pullout during a private meeting with Hardesty this month. He has met privately with FBI officials to discuss next steps if the city leaves the task force, but thinks the best solution is to solicit testimony from the public at City Hall sometime early next year.

"It has long been my opinion that we should stay in the JTTF," he continued. "I would stay in the JTTF unless the JTTF gave me a reason not to be there."

The Portland Police Bureau coordinated with the JTTF after "numerous" local businesses reported receiving bomb threats and demands for payment on Thursday, Dec. 13, part of a nationwide scare and email hoax. Officials said none of the local bomb threats were credible.

## **City Expects to Increase Goal for Housing Bond**

*By Jim Redden*

*December 19, 2018*

**Voter approval of an amendment to the Oregon Constitution means Portland can partner with private businesses on affordable housing bond projects.**

Mayor Ted Wheeler is expected to announce a higher goal by late January for the number of homes to be built or preserved with Portland's affordable housing bond funds.

City officials originally promised to create or save 1,300 affordable housing units with the \$258 million measure approved by Portland voters at the November 2016 general election. Two years

later, Oregon voters approved an amendment to the state Constitution allowing the city to partner with private businesses and nonprofits on such projects, potentially increasing the number of units the bond can help finance.

"We have asked legal counsel and bond counsel to clarify some things about such partnerships, and when we have the answers to those questions, the mayor will be announcing a new, higher goal. We don't want to promise a number now that we can't meet, however," says Cupid Alexander, an assistant to Wheeler assigned to housing issues.

Because Measure 102 was approved by Oregon voters, Metro also expects to produce and save more units with its \$653 million affordable housing bond, which also passed at the November 2018 general election. Because Metro knew that both measures were going to be on the same ballot, it was able to promise the goal would increase from 2,400 to 3,700 units if the amendment was approved.

The city's affordable housing bond funds are being administered by the Portland Housing Bureau. Director Shannon Callahan says passage of the amendment allows the bureau to use the bond funds in the traditional manner for supporting affordable housing developments. The city historically has partnered with private businesses and nonprofit organizations on such projects it supports with urban renewal funds and other revenue.

"That allows the money to go farther, but it also means we have less control over the projects. Before the constitutional amendment passed, the city was required to finance and own the bond fund projects. Now it's likely we will put projects out for bid and someone else will own and operate them," Callahan says.

But, no matter how much Wheeler increases the goal in January, the percentage of the most affordable units in the projects is not likely to increase as much, Callahan warns. Homeless and affordable housing experts agree that the greatest need is for units that rent for 30 percent or less of the area's median family income.

Those tenants are at the greatest risk of homelessness, and usually must have their rents subsidized by vouchers and other tenants paying higher rents. City officials promised that 600 of the 1,300 bond-funded units would rent for 30 percent or less of the median. But the subsidies for such units are so high, Callahan says, it will be hard to produce many more of them, even with private businesses partnering on future projects.

"Depending on how the projects pencil out, there might not be any increase," Callahan says.

The Metro Council, City Council and Multnomah County Commission recently agreed to direct \$5.25 million in tourism funds each year to the city-county Joint Office on Homeless Services, to help support the lowest-income tenants in Portland.

The City Council so far has approved spending only \$37 million in bond funds to buy the existing Ellington Apartments in Northeast Portland. The council has borrowed an additional \$14.8 million for other projects, most of which will likely be repaid with bond funds. They include \$14.3 million for the purchase of a recently completed market-rate apartment building at 105th Avenue and East Burnside Street that was converted to affordable housing, and \$500,000 for a lot at 5827 N.E. Prescott St. where a future project will be built.

Future projects approved by the council include housing at Southeast 30th Avenue and Powell Boulevard, where a strip club was purchased with other funds and demolished, and the replacement of the Westwind Apartments at Northwest Sixth Avenue and Flanders Street, which

was purchased with other funds and will remain open while the current tenants are relocated. Those projects are still in the planning stage and do not yet have cost estimates.

Meanwhile, Callahan says her bureau is continuing to talk with Metro about how it should spend its share of the regional government's affordable housing bond funds.

Metro plans to distribute the money based on the respective shares of assessed value of Multnomah, Clackamas and Washington properties, including the four cities within those counties that qualify for U.S. Housing and Urban Development block grants: Portland, Beaverton, Gresham and Hillsboro. Portland has 37.81 percent of the assessed value in Metro's jurisdiction and so is entitled to receive about \$211 million.

## **Willamette Week**

### **Portland is Producing Lots of Affordable Housing—but Not for the City's Poorest Residents**

*By Nigel Jaquiss and Rachel Monahan*

*December 19, 2018*

#### **Mayor Ted Wheeler highlights real progress in a massive report.**

The Portland Housing Bureau this week released its 154-page "State of Housing in Portland" report. In the document, Mayor Ted Wheeler highlights real progress: "The city's affordable housing production has reached an all-time high, with more than 800 newly affordable units opened in 2018—the largest number ever."

It's still proving difficult, however, to produce units affordable to the city's poorest residents.

The report shows three components of the city's subsidized "pipeline": a phased-out tax-subsidy program and its successor, the new inclusionary zoning program, and a direct cash subsidy. Each has about 2,000 units pending.

The first two won't produce a single unit for people most likely to be homeless, those earning 30 percent or less of area median income.

Matthew Tschabold, the Housing Bureau's interim assistant director, says such units are achievable only when the city provides a direct cash subsidy to developers. That program will produce 248 units for people in the 30 percent bracket.

### **City Reaches Agreement with State Officials to Clear Homeless Camps**

*By Katie Shepherd*

*December 19, 2018*

#### **ODOT will reimburse the city for up to \$2 million in costs each year to clear tents, property and garbage from ODOT property.**

The City of Portland and the Oregon Department of Transportation have reached an agreement that will allow city officials to clear homeless camps set up along state highways and under overpasses in the Portland metro area.

The state legislature passed a law that will go into effect on Jan. 1, 2019, that will allow the city and state to work together to clear camps under an intergovernmental agreement. In many cases, local officials are better equipped to help connect people with needed services like shelters and affordable housing. The partnership will also make clearing camps that exist on neighboring city and state property more streamlined.

Under the agreement that Portland City Council approved Dec. 19, officials will give people at least 48 hours notice, and up to 10 days notice, to move from ODOT property. That timeframe will significantly speed the process of sweeping encampments on ODOT property.

"We will continue to work with the city to ensure this partnership leads to improved coordination, a higher level of consistency and improved livability for the community and our houseless individuals in need," Ted Miller, an ODOT regional maintenance and operations manager said in a statement.

Previously, camps on city property could be cleared in as little as 24 hours and seven days. Those on ODOT property would get at least 10 days notice, but ODOT officials could wait as many as 19 days to initiate a sweep after giving notice.

ODOT will reimburse the city for up to \$2 million in costs each year to clear tents, property and garbage from ODOT property.

## **The Portland Mercury**

### **City Takes Over Homeless Camp Cleanups on State Property**

*By Alex Zielinski  
December 19, 2018*

#### **Public camping rules in Portland are about to become a little more consistent.**

Portland City Council approved an agreement this morning that will relinquish the Oregon Department of Transportation (ODOT) from the task of clearing homeless camps on ODOT property. That responsibility will be transferred to the city, in hopes of establishing more uniform guidelines to camp sweeps. ODOT agreed to pay the city \$2 million annually to conduct these cleanups and store collected property.

This intergovernmental agreement was made possible by a bill passed by the state legislature in March, HB 4054, which allows ODOT to contract with the City of Portland to manage camps on state property.

Merging city and state camp clearing policies meant reckoning with a number of different legal settlements reached between the government agencies and homeless advocates over the years.

ODOT has entered into two separate settlements with the Oregon Law Center. The first required the agency to give at least 10 days' notice before clearing a homeless camp. The second offered an exception to that rule, allowing ODOT to give just 24 hours' notice if it had already posted permanent "no trespassing" signs on the property.

The City of Portland has a single settlement with the Oregon Law Center, which mandates officials must give at least 24 hours' notice to campers before a sweep, and they must carry out a sweep within 7 days of posting.

The differences between these two policies have encouraged more campsites to pop up on ODOT property along state highways, like the I-205 Multi-use Path in Southeast Portland. This growing imbalance is easily reflected through the city's One Point of Contact website, where members of the public can report homeless camps on city property. According to city data, reports of people camping on ODOT property coming through One Point of Contact have increased two percent in the past year.

Today's agreement offers an amalgamation of the legal settlements, dictating that city staff must give campers at least 48 hours' notice before a sweep. This change applies to all city and state right-of-ways.

Before the council's vote, members of the public spoke in opposition to sweeps in general, regardless of which government's in charge.

"Since we haven't talked about creating actual safe, hygienic places for these people to live, I'm worried that this problem will not be very much mitigated," said Charles Johnson.

Dan Handelman of Portland Copwatch suggested putting the state's \$2 million toward installing more public restrooms along the I-205 trail or building peer-run villages like the Kenton Women's Village.

"This is about having more consistent rules and enforcement," said Commissioner Nick Fish.

"Whether you agree or disagree with the underlying policy, this [agreement] ensures that rules based on a judicial settlement are consistency applied and enforced throughout the city. That's a positive."