

<p align="center"><b>PORTLAND CITY COUNCIL AGENDA City Hall - 1221 SW Fourth Avenue WEDNESDAY, 9:30 AM, MARCH 21, 2018</b></p>		<p align="center"><b>Disposition:</b></p>
<p align="center"><b>TIMES CERTAIN</b></p>		
<p><b>*268</b></p>	<p><b>TIME CERTAIN: 9:45 AM</b> – Authorize grant agreement with Hack Oregon for \$31,600 to build an open data platform, data analytics tools and web applications from Smart Cities sources (Ordinance introduced by Mayor Wheeler) 30 minutes requested</p>	<p>The ordinance authorizes \$31,600 in grant funding. The City has no obligation for further funding.</p>
<p><b>*269</b></p>	<p><b>TIME CERTAIN: 10:15 AM</b> – Initiate foreclosure action on three properties for the collection of delinquent City liens. (Ordinance introduced by Auditor Hull Caballero) 15 minutes requested</p>	<p>Once the City forecloses on these properties, proceeds generated by the sales will recover the cost of conducting the sales; the amount owed on liens; and collection and foreclosure costs for the Auditor's Office, the Treasurer, and the Bureau of Development Services. Based on the number and amount of the liens, as of March 8, 2018 the amount expected to be recovered is \$192,730. Actual cost recovery may differ.</p>
<p><b>270</b></p>	<p><b>TIME CERTAIN: 10:30 AM</b> – Create a local improvement district to construct street, sidewalk, stormwater and sanitary sewer improvements in the NE 57th Ave and Killingsworth St Local Improvement District (Second Reading Agenda 256; Ordinance introduced by Commissioner Saltzman; C-10061) 20 minutes requested</p>	<p>Total project cost is estimated at \$995,936, with \$438,902 coming from PBOT SDC and overhead charge revenue, and \$557,033 coming from expected future assessed value. 10% of the total budget will be added to the FY 2017-18 budget in the Spring BMP; the remainder will be budgeted in FY 2018-19.</p>

<p><b>CONSENT AGENDA – NO DISCUSSION</b></p> <p><b>Mayor Ted Wheeler</b></p> <p><b>Bureau of Planning &amp; Sustainability</b></p>		
<p><b>271</b></p>	<p>Amend Intergovernmental Agreement with Metro to accept an additional \$773,133 for the Metro Waste Reduction Challenge Funds of \$322,909 and \$450,224 for the Recycle at Work Program in FY 17-18 (Ordinance; amend Contract No. 30005471)</p>	<p>Partial funding (\$769,643) has been appropriated in the FY 2017-18 Adopted Budget. The remainder (\$3,490) will be appropriated in the Spring BMP. This ordinance does not result in any staffing changes.</p>
<p><b>Office of Management and Finance</b></p>		
<p><b>*272</b></p>	<p>Pay bodily injury claim of Margaret Ayala in the sum of \$14,000 involving the Portland Bureau of Transportation (Ordinance)</p>	<p>\$14,000 from the Insurance and Claims Operating Fund.</p>
<p><b>Commissioner Amanda Fritz</b></p>		
<p><b>*273</b></p>	<p>Authorize an additional position under the Open and Accountable Elections Program within the Office of Neighborhood Involvement (Ordinance)</p>	<p>This ordinance creates 1.0 FTE in fund 214000, Open and Accountable Elections, which is currently housed in the Office of Neighborhood Involvement. This increases the Office of Neighborhood Involvement FTE from 59.22 FTE to 60.22 FTE. With the addition of this position, authorized positions in the City grows to 6,436.38 FTE. Additionally, approval of this ordinance includes a technical adjustment to move \$100,000 from external materials and services to personnel within fund 214000 to fund the additional 1.0 FTE.</p>
<p><b>Commissioner Dan Saltzman</b></p> <p><b>Bureau of Transportation</b></p>		

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<b>*274</b>	Amend Intergovernmental Agreement with the Oregon Department of Transportation for NW Naito/Flanders Crossing Project to update the completion date (Ordinance; amend Contract No. 30002457)	The total project cost has increased from \$408,000 to \$1 million. PBOT will receive \$637,000 from the State with a revised match requirement of \$363,000, which is \$342,000 greater than previously budgeted. This project is budgeted in PBOT's capital improvement project budget for fiscal year 2017-18.
<b>275</b>	Authorize a sole source contract with Go Lloyd to fund transportation projects and programs in the Lloyd District not to exceed \$2,500,000 (Ordinance)	No immediate fiscal impact.
<b>REGULAR AGENDA</b> <b>Mayor Ted Wheeler</b> <b>Bureau of Police</b>		This ordinance authorizes acceptance of a \$26,000 grant for safety belt enforcement, \$12,000 of which is budgeted in FY 2017-18. The grant requires a local match of \$6,500, which will come from officer straight time.
<b>*276</b>	Authorize application and accept a grant in the amount of \$25,999 and appropriate \$12,000 for FY 2017-18 from the Oregon Department of Transportation Traffic Safety Division FY 2018 Safety Belt Grant program for sworn personnel overtime reimbursement (Ordinance) 20 minutes requested	

<b>Office of Management and Finance</b>		
<b>277</b>	Grant a franchise to Sprint Communications Company L.P. for telecommunications services, for a period of up to 10 years (Second Reading Agenda 149)	The franchise fee is set at \$4.00 per linear trench foot, or approximately \$220,000 per year. The revenue generated from this contract will increase annually based on CPI.
<b>Portland Housing Bureau</b>		
<b>*278</b>	Approve interim use of the Multiple-Unit Limited Tax Exemption Program to capture opportunities for affordable housing in housing developments not subject to Inclusionary Housing and amend Administrative Rules (Previous Agenda 251; Ordinance; replace HOU-3.02) 15 minutes requested	See below.
<b>Commissioner Nick Fish</b>		
<b>Bureau of Environmental Services</b>		
<b>279</b>	Accept Bureau of Environmental Services Ten-Year Strategic Plan (Report) 15 minutes requested	See below.
<b>280</b>	Amend contract with BergerABAM, Inc. for the Tryon Creek at Boones Ferry Culvert Replacement Project No. E08682 in the amount of \$316,298 (Ordinance; amend Contract No. 30003652)10 minutes requested	The total project cost is \$6.4 million to replace the Boones Ferry Culvert on Tryon Creek to increase capacity and provide fish passage; the original project cost was \$1.67 million. This legislation increases the contract amount by \$316,298 to compensate for additional work; the revised contract amount is \$1.08 million. The bureau has \$1 million budgeted its FY 2017-18 Adopted Budget. \$3.85 million is budgeted in the bureau's FY 2018-19 requested five year capital improvement plan.
<b>Water Bureau</b>		

<p><b>281</b> Authorize the Portland Water Bureau to purchase property at 40730 SE Latigo Lane, Sandy, Oregon for \$425,000 to protect easements for conduits from the Bull Run water supply and authorize portion of the property for disposition (Ordinance) 10 minutes requested</p>	<p>The bureau will purchase the property for \$425,000. Once the sale is finalized, the bureau will demolish the home and put a portion of the property back on the market. The total cost of the project is estimated at \$450,000; the bureau expects some of this cost will be offset with proceeds from the sale of the property. Funding for this project is available in the bureau's capital improvement plan. No change in the forecasted water rates is anticipated as a result of this project.</p>
<p><b>Commissioner Dan Saltzman</b> <b>Bureau of Transportation</b></p>	
<p><b>*282</b> Authorize an agreement with Sound Transit and a purchase agreement with Brookville Equipment Corporation for the purchase of streetcar vehicles using a sole source procurement in an amount not to exceed \$10,000,000 (Ordinance) 15 minutes requested</p>	<p>The total project cost is \$11 - \$11.4 million. Each Streetcar costs \$3,313,517. PBOT will cover these costs with \$4.5-\$7 million from Transportation System Development charges, \$600,000 from the NW Meter District, Central Eastside Parking Permit Program and Lloyd Meter Revenue, and will seek financing options for the remaining \$3.8-\$6.3 million. Ongoing operational costs of this project are not included in these figures and will be agreed upon at a later time with the City and TriMet.</p>

<p><b>*283</b> Authorize contracts as required with 23 service firms for on-call architecture and engineering services in support of the Portland Bureau of Transportation Capital Improvement Program for a total combined contract value of \$26,875,000 (Ordinance)</p>	<p>This ordinance approves PBOT to enter into 23 contracts with various engineering firms in preparation for capital project execution. Contracts in total will not exceed \$26,875,000. Costs for work performed will be allocated from capital improvement project budgets.</p>
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**WEDNESDAY, 2:00 PM, MARCH 21, 2018**

**284**      **TIME CERTAIN: 2:00 PM** – Amend the Transportation System Plan consistent with the 2035 Comprehensive Plan and in compliance with the Regional Transportation Plan; amend River District Master Street Plan; add policies for Automated Vehicles; adopt findings of compliance; adopt corrections; amend Transportation and Parking Demand Management code to clarify requirements (Ordinance introduced by Commissioner Saltzman; amend Ordinance Nos. 187832, 188177; amend Code Chapter 17.107) 1 hour requested for items 284 and 285

While there is no immediate fiscal impact with this ordinance, these planning documents discuss policy changes and projects which will likely have costs associated with implementation. Costs of these plans on future projects are not estimated at this time.

**285**      Amend the Transportation System Plan to update Introduction, Modal Plans, Implementation Strategies, and Glossary (Resolution introduced by Commissioner Saltzman)

While there is no immediate fiscal impact with this ordinance, these planning documents discuss policy changes and projects which will likely have costs associated with implementation. Costs of these plans on future projects are not estimated at this time.

**\*286**      **TIME CERTAIN: 3:00 PM** – Amend Zoning regulations to implement the 2035 Comprehensive Plan through the Code Reconciliation Project (Ordinance introduced by Mayor Wheeler; amend Title 33)      2 hours requested for items 286 and 287

No significant fiscal impact expected. Amendments are largely technical and will improve code clarity.

**\*287**      Amend Tree, Noise and Sign regulations to effectively implement Portland City Code through the Code Reconciliation Project (Ordinance introduced by Mayor Wheeler; amend Title 11, 18 and 32)

No significant fiscal impact expected. Amendments are largely technical and will improve code clarity.

**THURSDAY, 2:00 PM, MARCH 22, 2018**

**288-291 TIME CERTAIN: 2:00 PM** – Central City 2035 Plan. 2 hours requested  
 Central City 2035 Plan items are continued from March 7 for Council discussion and vote on amendments.  
 For more information see project website [www.portlandoregon.gov/bps/cc2035](http://www.portlandoregon.gov/bps/cc2035)

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<p><b>288</b></p>	<p>Adopt the Central City 2035 Plan Volume 2A, Part 3, Environmental and Scenic: amend the Portland Zoning Map and Portland Zoning Codes for Environmental Overlay Zones and Scenic Resource Zones (Previous Agenda 259; Ordinance introduced by Mayor Wheeler; amend Code Chapters 33.430 and 480)</p>	<p>Minimal fiscal impact anticipated. There may be initial costs associated with training staff on new regulations and updating administrative materials. The costs associated with reviewing submissions may decrease slightly over time due to the fewer submissions expected under the amended code.</p>
<p><b>289</b></p>	<p>Adopt the Central City 2035 Plan; amend the Comprehensive Plan, Comprehensive Plan Map, Transportation System Plan, Willamette Greenway Plan, Willamette River Greenway Inventory, Scenic Resources Protection Plan, Zoning Map and Title 33; repeal and replace prior Central City plans and documents (Previous Agenda 260; Ordinance introduced by Mayor Wheeler)</p>	<p>While there is no fiscal impact to accept this report, there will be costs to the City to implement the projects outlined in the accompanying work plans. There are currently no cost estimates provided for these projects; the responsible bureaus and jurisdictions will refine and present to Council when projects are ready to move forward. Some of this work may be within current bureau responsibilities and appropriations, and others may require additional funding.</p>
<p><b>290</b></p>	<p>Adopt the Central City 2035 Plan Action Charts, Performance Targets and Urban Design Diagrams (Previous Agenda 261; Resolution introduced by Mayor Wheeler)</p>	<p>There are currently no cost estimates available for this project. Implementation of the Green Loop will require project-specific funding over time. No specific funding sources have been identified at this time, but the bureau anticipates sources to include City General Fund, state and federal grants, and private philanthropy. Some initial elements of the Green Loop have been included in the Transportation System Plan project list.</p>
<p><b>291</b></p>	<p>Adopt the Central City 2035 Plan Green Loop Concept Report (Previous Agenda 262; Resolution introduced by Mayor Wheeler)</p>	<p>There are currently no cost estimates available for this project. Implementation of the Green Loop will require project-specific funding over time. No specific funding sources have been identified at this time, but the bureau anticipates sources to include City General Fund, state and federal grants, and private philanthropy. Some initial elements of the Green Loop have been included in the Transportation System Plan project list.</p>



**278** Accept the 2018 Washington Park Master Plan Update as a guide for future use and development of the park (Resolution introduced by Commissioner Fritz) 2 hours requested

There is no fiscal impact from accepting the 2018 Washington Park Master Plan Update for future use and development. However, there will be a fiscal impact with regard to Plan implementation. Parking revenues from the pay-to-park program at Washington Park can be used to fund access and transportation improvements, however Parks has not yet identified the specific funding sources for much of the projected \$94 million in estimated soft costs, permitting, construction, and escalation costs. The project is organized over three phases with some projected system development costs (SDC) over the first two phases. Parks estimates \$15.9 million in SDC eligible costs in Phase 1 and \$11.25 million in SDC eligible costs for Phase 2. Parks has not yet projected Phase 3 SDC eligible costs.

These totals do not reflect the costs of improvements included in the Portland Water Bureau's Washington Park Reservoirs project.

Given that Parks will estimate the operations and maintenance costs during the design stage, these costs will have an impact on the General Fund but the fiscal impact is currently unknown. To the degree that a General Fund subsidy is requested for other costs, there will be additional fiscal impacts, however, these costs are currently unknown.

**279** Accept Bureau of Environmental Services Ten-Year Strategic Plan (Report)

There is no fiscal impact for accepting the Bureau of Environmental Services' ten-year Strategic Plan; however, there will be a fiscal impact to implement the plan. The plan identifies six goals to focus the bureau's resources over the next 10 years. One of the goals—Service delivery—addresses the bureau's goal for the sustainability of its physical assets. This requires increased investment in the bureau's capital improvement program to address deferred maintenance, storm water system needs and other system improvements. To accomplish the repair and replacement of its assets, the bureau's capital budget will increase to more than \$150 million annually by FY 2022-23 or approximately 32% more than the bureau's FY 2017-18 capital budget. The bureau will implement process improvements, increase staffing levels, and change the organizational structure to support its capital throughput goals. Other goal areas include responsive systems and decision making, workforce development, bureau culture, leadership in City government and building strong community relationships. These goal areas include strategic initiatives and action items that will be either supported by the reallocation of existing resources or through increases to the sewer and stormwater rate identified in the annual budget process.