

<p>PORTLAND CITY COUNCIL AGENDA City Hall - 1221 SW Fourth Avenue <u>WEDNESDAY, 9:30 AM, OCTOBER 10, 2018</u></p>		<p>Disposition:</p>
<p>TIMES CERTAIN</p>		
<p>1046</p>	<p>TIME CERTAIN: 9:45 AM – Accept the Digital Equity Action Plan Year-2 Progress Report (Report introduced by Mayor Wheeler) 40 minutes requested</p>	<p>No fiscal impact.</p>
<p>1047</p>	<p>TIME CERTAIN: 10:40 AM - Consider the proposal of Tim Sotoodeh, Southwest Hills LLC and the recommendation from the Hearings Officer for removal of conditions of approval imposed by prior Comprehensive Plan Map and Zoning Map amendment ordinances for property at 2855 SW Patton Rd (Previous Agenda 998; Findings; Report introduced by Mayor Wheeler; amend Ordinance Nos. 155609 and 160473; LU 18-112666 CP ZC) 5 minutes requested for items 1047 & 1048</p>	<p>No fiscal impact.</p>
<p>1048</p>	<p>Amend the Comprehensive Plan Map and Zoning Map amendment to remove conditions of approval imposed by prior ordinances for property at 2855 SW Patton Rd, at the request of Tim Sotoodeh, Southwest Hills LLC (Previous Agenda 999; Ordinance introduced by Mayor Wheeler; amend Ordinance Nos. 155609 and 160473; LU 18-112666 CP ZC)</p>	<p>No fiscal impact.</p>

CONSENT AGENDA – NO DISCUSSION	
Mayor Ted Wheeler	
*1049	Authorize application to Bloomberg Philanthropies for the American Cities Climate Challenge for technical assistance and a support package valued at approximately \$2 million to support City progress toward achieving the goals of the Climate Action Plan (Ordinance)
Bureau of Planning & Sustainability	
1050	Amend a grant agreement with Earth Advantage to add \$200,000 to continue work on the Home Energy Score Program (Second Reading Agenda 1030; amend Contract No. 32001607)

There is no direct fiscal impact to the City; should this application be successful, the City will be provided technical assistance at no cost from Bloomberg Philanthropies. There is no local match required, and the necessary staff time is largely built into existing work plans at the Bureau of Planning and Sustainability and Transportation Bureau.

In June 2017, the City entered into a \$21,000 Grant Agreement with Earth Advantage to perform services related to the Home Energy Scores program implementation. This amendment adds \$200,000 to assist BPS with continuing the program, resulting in a not-to-exceed amount of \$221,000 in the full course of the agreement, which is five years. Direct fiscal year impacts include the amount of the grant for FY 2018-19 (\$40,000), which is available in BPS' FY 2018-19 Adopted Budget. The funding source is the Solid Waste Management Fund. Future fiscal impacts could include the costs up to the \$221,000, as well as future funding for the continuation of the program. In future fiscal years, a funding source for the amount up to \$221,000 would need to be identified.

Commissioner Chloe Eudaly

Bureau of Transportation

<p>*1051</p>	<p>Authorize Intergovernmental Agreement for funding in the amount of \$110,000 from the City to the State of Oregon for the planning process to develop the Columbia/Lombard Mobility Corridor Plan (Ordinance)</p>	<p>Total project cost is \$444,860. This ordinance would authorize PBOT to issue an increased local match amount of \$110,000 towards the project. The bureau is committed to an “overmatch” amount because of an expanded project scope. Matching funds come consist of \$50,000 from the Cannabis Tax Fund for safety analysis, and \$60,000 from the Freight Program for a railroad crossing analysis. This project also receives funding from an ODOT grant for \$244,140 and other state funds for \$90,720.</p>
<p>1052</p>	<p>Authorize Intergovernmental Agreement with the State of Oregon in the amount of \$300,158 for the design and construction of certain improvements on Glisan St as part of the Fixing Our Streets program (Ordinance)</p>	<p>This ordinance would authorize PBOT to reimburse ODOT for performing work on Glisan St west of 97th Ave. This section falls within the jurisdiction of the State, and this project is one funded as part of the Fixing Our Streets (FoS) program. PBOT will reimburse ODOT \$300,158 of FoS funds for this project. This project is not currently budgeted in the bureau’s FY 2018-19 budget, therefore PBOT plans to make a FY 2018-19 Spring BMP adjustment to include the project.</p>

<p>1053 Authorize a contract with Northwest Disability Support for Bike First! bike camp scholarships for students with disabilities who live within Portland city limits or attend a school within Portland city limits for \$30,000 (Second Reading Agenda 1032)</p>	<p>Total project cost is \$30,000 covering six year's (\$5,000 per year). These scholarships are funded through PBOT's Safe Routes to School program and the first scholarship year is included in the FY 2018-19 budget.</p>
<p>Commissioner Dan Saltzman</p>	
<p>Portland Fire & Rescue</p>	
<p>*1054 Amend contract with Trauma Intervention Programs Portland/Vancouver Inc. in the amount of \$414,033 to provide emergency emotional crisis intervention services for an additional five years (Ordinance; amend Contract No. 30003584)</p>	<p>The funding for this contract renewal has already been allocated on an ongoing basis within the Fire Bureau's General Fund discretionary appropriation.</p>

<p style="text-align: center;">REGULAR AGENDA</p> <p>1055 Amend the Seismic Design Requirements for Existing Buildings to require placards and tenant notification for unreinforced masonry buildings (Second Reading Agenda 1039; Ordinance introduced by Mayor Wheeler and Commissioner Saltzman; amend Code Chapter 24.85)</p>	<p>According to BDS, at this time it is not known what level of noncompliance will be, so the bureau will not know the actual staff impacts until the deadlines approach and the inspections are conducted. BDS plans to use existing resources to handle the additional workload associated with this ordinance. The bureau also states that the building inspections conducted by Portland Fire & Rescue (PF&R) related to this ordinance will be a part of that bureau's existing period inspections program, so it is not anticipated that PF&R will incur any additional staff costs, other than for reinspections.</p>
<p style="text-align: center;">Mayor Ted Wheeler Office of Management and Finance</p>	

*1056	Authorize a Request for Proposal for a new tax administration software system in the Revenue Division (Ordinance) 15 minutes requested	<p>This is a critical replacement project for the City, but there is no established funding for this project. The total project cost for replacing existing tax administration software systems is estimated at \$25 million in General Fund resources. The Revenue Division does not have established replacement reserves with BTS, and there is not yet a firm funding plan for this project. The Division may pursue a benefits-based funding model whereby upfront costs are lower but the vendor is paid as a percentage of increased tax revenue. Alternatively, the Revenue Division will be requesting one-time General Fund resources of approximately \$25 million over the next several years. Low confidence estimates of the FY 19-20 costs for this project are \$7.6 million.</p>
*1057	Authorize limited tax revenue refunding bonds related to the Portland streetcar system (Ordinance)	<p>This action authorizes the issuance of refunding bonds for the Portland Street Car system. The amount of estimated savings that will be generated from this action is approximately \$50,000 per year through FY 2023-24 assuming savings is taken uniformly. Total net present value debt savings is projected to be approximately \$319,000.</p>

<p>1058 Amend ordinances to authorize use of bond proceeds for the payment of interest on bonds during reconstruction and space buildout of the Portland Building (Second Reading Agenda 1035; amend Ordinance Nos. 187924 and 189088)</p>	<p>The purpose of this action is to mitigate the effects of a potential interest rate increase prior to the completion of the Portland Building Reconstruction project. The present value of savings is dependent on any actual interest rate increases, ranging from \$415,000 (+.25%) to \$9.2 million (+1.5%). Interest costs will be substantially higher than budgeted for the existing line of credit if the bonds are issued in the near term; OMF intends to capitalize \$3.2 million of interest to fund the difference.</p>
<p style="text-align: center;">Commissioner Chloe Eudaly Bureau of Transportation</p> <p>*1059 Authorize the Bureau of Transportation to acquire certain permanent and temporary rights necessary for construction of the North Rivergate Freight project, through the exercise of the City's Eminent Domain Authority (Ordinance)</p>	<p>Total project cost is \$17.5 million. PBOT will contribute \$6.9 million of SDCs, and the project is funded by two different federal sources for a total of \$10.5 million. This ordinance authorizes PBOT to pay for property acquisitions as necessary for this project. Property values have not yet been quantified, however PBOT has budgeted the program costs in the FY 2018-19 Transportation Operating Fund budget.</p>
<p style="text-align: center;">Commissioner Amanda Fritz Water Bureau</p>	

1060

Authorize Intergovernmental Agreements and grant agreements in support of the Lead Hazard Reduction Program for five years beginning FY 2019-20 in an amount up to \$425,000 per year and increase the annual not to exceed authorized amount for FY 2018-19 to \$395,000 (Ordinance; amend Ordinance No. 186628)
10 minutes requested

\$20,000 is needed to increase the FY 2018-19 not-to-exceed authorized amount up to \$395,000. With this ordinance, the Water Bureau is also requesting additional funding of up to \$425,000 per year in the FY 2019-20 through FY 2022-23 budgets to execute grants and agreements to its partners. The additional costs, if they are incurred, will ultimately be funded by ratepayers.

<p>Commissioner Nick Fish</p> <p>Bureau of Environmental Services</p>		
<p>1061</p>	<p>Authorize a contract with Century West Engineering Corporation for professional services for the design of the Stark and Buckman East Reconstruction and Green Streets Project No. E10216 for \$1,610,883 (Ordinance) 10 minutes requested</p>	<p>\$900,000 is budgeted in the Bureau's FY 2018-19 Adopted Budget for this project. The five-year budget for this project is \$7.2 million with an expected completion date of October 2023.</p>
<p><u>WEDNESDAY, 2:00 PM, OCTOBER 10, 2018</u></p>		
<p>1062</p>	<p>TIME CERTAIN: 2:00 PM – Adopt the Southwest Corridor Light Rail Project Preferred Alternative and direct further actions (Resolution introduced by Commissioner Eudaly) 90 minutes requested</p>	<p>See below.</p>
<p>1063</p>	<p>TIME CERTAIN: 3:30 PM – Accept the 2018 Portland Historic Landmarks Commission State of the City Preservation Report (Report introduced by Mayor Wheeler) 1 hour requested</p>	<p>No fiscal impact.</p>
<p><u>THURSDAY, 2:00 PM, OCTOBER 11, 2018</u></p>		
<p>1064</p>	<p>TIME CERTAIN: 2:00 PM – Accept the 2018 Regional Arts & Culture Council State of the Arts report (Report introduced by Commissioner Eudaly) 1 hour requested</p>	<p>No fiscal impact.</p>
<p>1065</p>	<p>TIME CERTAIN: 3:00 PM – Accept the Portland Design Commission 2017 State of the City Design Report (Report introduced by Mayor Wheeler) 1 hour requested</p>	<p>No fiscal impact.</p>
<p>1066</p>	<p>TIME CERTAIN: 4:00 PM – Proclaim September 15 to October 15 to be Latinx Heritage Month (Proclamation introduced by Mayor Wheeler and Commissioner Fritz) 1 hour requested</p>	<p>No fiscal impact.</p>

1062 – Adopt the Southwest Corridor Light Rail Project Preferred Alternative and direct further actions.

CBO Analysis:

The SW Corridor Light Rail project would connect downtown Portland to the City of Tigard and Tualatin/Bridgeport through an expansion of TriMet's light rail along I-5 and Barbur Blvd. This Resolution does the following:

- Accepts the SW Corridor Light Rail project Preferred Alternative report and recommendations,
- Directs Portland Bureau of Transportation (PBOT) to work with Metro to prepare a Conceptual Design Report,
- Directs PBOT to lead the City's participation in TriMet's development and execution of an intergovernmental agreement (IGA) for City staff services for the Final Environmental Impact

- Statement (FEIS) and Light Rail project, and
- Directs PBOT to work with Metro, TriMet, project partners, and City Budget Office and Prosper Portland to develop a financial strategy for the City of Portland's contribution and to report back to Council on the recommended financial contribution of the City to the Project prior to finalizing any commitment by the City with the intent to make the City's commitment of local match in early 2020.

While there is no immediate fiscal impact from this Resolution, the preliminary total project cost estimate is \$2.8 billion, with the City's share estimated at \$80 million. PBOT notes that the Local Match Committee of Bureau Directors has met several times over the past year to identify possible funding sources. Based on these discussions, PBOT estimates it will contribute approximately \$20 million of PBOT System Development Charges revenues. Possible sources for the remaining amount could include: Urban renewal tax increment funds – estimated at \$0-24 million, City-owned land donation, and partnership projects related to stormwater; however, the bureau estimates that these funding sources will not be enough to cover the full cost of the City's share for the SW Corridor Light Rail Project. The City's commitment is required by early 2020.

The City has already contributed \$850,000 of General Fund resources to pay for City bureau staff involvement and payment to Metro for some of their work performed on this project.