

Council Work Session – March 12th

Water | Environmental Services | Transportation | City Attorney

The following questions were asked during the bureau's budget work session on March 12th, 2019. Responses are included in the attached packet.

Water

1. How do renters become aware of the multifamily assistance program if not connected to a community-based organization? (Commissioner Hardesty)

Water's partnership with Home Forward's STRA program provides the opportunity to offer financial assistance to renters in multi-family properties. STRA partners with 19 community agencies to help renters pay their rent and avoid eviction. Calls regarding STRA funds are made to 211 and then the caller is directed to the community agency that has the capacity to assist them.

The Financial Assistance Team does outreach in the community to spread the word of our single-family program and the partnership with Home Forward (STRA). We handout brochures and applications that explain how to qualify, attributes of the program e.g., crisis vouchers and fixture repair. Our brochures and applications are printed in English, Vietnamese, Spanish and Russian. We always mention the monthly statement and payment arrangement options. We do not have any literature on the STRA program.

In addition to continuing to partner with Multnomah County and our eight community partners (El Programa Hispano Catolico, Latino Network, Human Solutions, Impact NW, Native American Youth and Family Center (NAYA), SEI (Self Enhancement Inc.), IRCO (Immigrant and Refugee Community Organization)-Asian Family Services and IRCO-Africa House), we are constantly discovering new opportunities to forge relationships with organizations that have direct contact with people that may benefit from our financial assistance program and STRA.

Below is a list of contacts we've made in the last year:

211

African American Alliance of Home Ownership
APANO (Asian Pacific American Network of Oregon)
Bienestar de la Familia
Community Alliance of Tenants
Community Energy Project
Cully Blvd. Alliance
Division Midway Alliance
Elders in Action
Habitat for Humanity
LUSSA (League of Utility and Social Service Agencies)
Multnomah County-Sun School Program
ONAC (Oregon Native American Chamber)
Oregon Food Bank
Portland Community Reinvestment Initiatives (PCRI)
Portland Harbor Community Coalition

Portland Parks Community Centers
Portland Public Schools –Kelly Elementary School and King Elementary School
Prosper Portland
REACH Community Development
Retirement Connection
State of Oregon Department of Human Services
Street Roots
St. Vincent DePaul
Urban League of Portland

In addition, a large majority of recent focus groups, recruited from a sample of the Portland population, all knew or had heard about our financial assistance program.

The Communications Team has also been incorporating information about the programs through our social media accounts on a regular basis, including a surge toward the end of the government shutdown. We'll continue to promote the programs when other opportunities arise. Example: We're running advertisements that promote the program in a handful of community newspapers as a tie-in to World Water Day (March 22) which is designed to call attention to water access as a human right, promoting conservation and resource protection.

Environmental Services

1. Which schools and organizations do you work with to recruit a more diverse work sources? (Frieda Christopher, Community Budget Advisor)

BES strives to actively develop a more robust and diverse work force in multiple ways, as described below. This is a priority area reflected in multiple initiatives stated in our Strategic Plan (see pages 19 and 20 of that document). We appreciate the support of City Council, the City Budget Office, bureau partners and community partners as we work together to identify and integrate strategies that effect improved outcomes associated with attracting, developing, and retaining a more diverse workforce community.

- *Recruitment* – For all recruitments, we begin by using the basic BHR form to identify recruitment posting options. We have also developed our own expanded recruitment resource list that adds organizations such as Minority Success Network, National Forum for Black Public Administrators, National Association of Environmental Professionals (NAEP), Pacific Northwest Clean Water Agencies (PNCWA), and Urban League of Portland. Internal BES staff (alongside our BHR partners) work with the BES hiring manager to identify high-value recruitment options and to identify an optimal recruitment strategy. For some recruitments in 2018 and 2019, we introduced additional direct outreach (i.e. visits to campus job fairs, direct connections to minority-based educational organizations) to gain applied experience to identify opportunities to improve the diversity of candidate pools. We are optimistic that recent improvements in reporting of BHR recruitment data will enhance our ability to monitor success, identify and prioritize proven strategies, and identify the specific resources needed to optimally implement and sustain those strategies.
- *Internships* – The BES high-school internship program has existed for four years and has grown in participation and success over the past two years with 8 students in 2017 and

2018, and 40 applicants last year alone. Over the past four years, we have accommodated interns from Benson, Cleveland, David Douglas, De la Salle North Catholic, Franklin, Madison, Parkrose, Rosemary Anderson and Roosevelt high schools, and the Native American Youth and Family Center (NAYA). We also have three college internship programs. Our partnership with Portland Community College provides Future Connect Scholarship awardees with an opportunity for a 500-hour internship, and we typically have 3-5 students each summer from this program. We also partner with Oregon State University and the University of Oregon for the Multiple Engineering Cooperative and Civil Engineering Cooperative (MECOP/CECOP) internship programs which place 4-5 mechanical engineering and/or civil engineering students in the bureau. In addition, we typically hire 15-20 interns for summer and seasonal work that come from schools across the Pacific Northwest and beyond. We are aware of at least two prior BES interns who now hold permanent jobs at the City – one as an Environmental Tech II in the BES Watershed Services Group and one as an Administrative Support Specialist in Commissioner Fish’s office. While we believe the internship programs to be of high value, we are functionally constrained in expanding the program further due to limitations in financial resources and physical space.

- *Other programs* – In 2018, BES (along with the Water Bureau) participated in the city-wide Project Search initiative, which was a yearlong immersion program designed to foster meaningful and competitive employment opportunities for young adults with intellectual and developmental disabilities. BES provided work opportunities for 4 adults with disabilities, and that experience resulted in the creation of one new full-time position for a participant at BES’ Columbia Boulevard Wastewater Treatment Plant (CBWTP) in FY2018-19 and has encouraged more expansive use of the Project Search program in BES as well as other bureaus. BES currently has budgeted resources for an Instrument Technician Apprentice position and proposed a new apprenticeship opportunity for a Wastewater Operator at the CBWTP in the FY2019-20 Requested Budget. If funding is approved, we expect to identify a minority candidate to participate in that apprenticeship.

Lastly, the new BES Equity and Workforce Development Manager (hired in March 2019) will champion and critically assess the implementation and efficacy of current and future workforce equity, diversity, and inclusion strategies and provide additional recommendations for improving workforce development outcomes.

Transportation

- 1. Given the critical nature of funding the improvements to the high crash corridors, why are these not funded within PBOT’s base budget in contrast to new General Fund resources? What would be the tradeoffs if PBOT funded these projects within its base budget? (Commissioner Fritz)**

PBOT has budgeted more than \$170,000 for lighting infill as part of the base budget for the Active Transportation & Safety Division. This will pay for PBOT and PGE staff work to complete the engineering and placement of the new lighting. The additional \$500,000 General Fund/Marijuana Tax request would cover the purchase of hardware and light fixtures. While lighting is important, reducing fatalities on High Crash Corridors requires a multi-disciplinary approach. PBOT’s Vision Zero activities are a strategically-developed set of complementary actions to improve safety outcomes on many of Portland’s most dangerous streets.

If asked to absorb these costs in our base budget, PBOT would first look to other expenses in the Vision Zero program. Covering the requested \$500,000 for lighting would mean fewer on-the-ground safety improvements, and a lower level of community engagement around those improvements. Specific examples of what existing funds are used for include:

- Targeted safety “spot improvements” (\$3.3 million bureau base budget and \$1.3 million Marijuana Tax). See attached Excel sheet for program/project details, funding amount, and sources.
- Continuation and expansion of Fixed Speed Camera Program (\$207,000 Marijuana Tax). This program uses automated “speed camera” enforcement to lower speeds on particularly deadly High Crash Corridor sections. A recently-completed report shows that the cameras work, lowering speeds and reducing dangerous behavior. Overall, the existing cameras have helped to support a combined 59% reduction in speeding. PBOT will bring a more comprehensive report on speed cameras to Council in April as part of the Vision Zero Two Year Report.
- Community-based and culturally-specific education and outreach (\$144,000 Marijuana Tax). Vision Zero safety training and outreach includes Street Teams in East Portland, materials for safety trainings conducted in partnership with community-based organizations, pedestrian safety training, community walks, direct collaboration and funds to partner organizations for safety outreach, and citywide media outreach. Non-profit partners on many of these initiatives include APANO, IRCO, Rosewood Initiative, AARP, and the Division Midway Alliance). Total cost of this program is \$394,000. PBOT has requested the difference of \$250,000 from the General Fund to support this program.

In addition to these specific programs, existing Vision Zero funding covers a certain amount of staff time used to move policy initiatives forward, such as speed reduction on local streets and in high crash locations, and collaborating with community partners on safety priorities. Ultimately, a significant reduction in any of these activities would undermine the effectiveness of Portland’s Vision Zero initiative.

2. Are we creating inequitable communities by allowing for LIDs? Has there been any analysis on who is harmed by allowing for LIDs? (Commissioner Hardesty)

ORS 223.387 through ORS 223.399 governs assessments for local improvement districts and the City Council must make findings of special benefit with each and every LID it forms.

It should be noted that “special benefit” has meaning under Oregon law. As such, an LID assessment by definition represents a finding that special benefit has been conferred on a property assessed, as opposed to “harm.” When Council imposes the final assessment ordinance, the finding of special benefit will take into account various factors including, but not limited to:

- 1) The physical improvements adjacent to the property, which would appeal to a large pool of buyers who would not be interested in acquiring a property with deficient infrastructure; e.g., an unpaved street; and
- 2) The elimination of a more costly requirement to build the street “piecemeal” under a permit job without the benefit of neighbors pooling their funds for economies of scale.

Beyond these legal requirements of state law, there is a policy question of when and where to form

LIDs. We almost always form LIDs when asked by neighborhoods to do so, and we typically see strong levels of petition support with LIDs. There are certainly scenarios where a particular LID in a particular area would not be supported by the community. The LID program has been designed (and City Code written) to provide mechanisms for ascertaining whether a particular LID should move forward. In short, with few exceptions, LIDs which would not enjoy the support of the community rarely move forward to Council for consideration, and even if they did, state law prescribes that the Council is charged with making a decision to form (or not form) an LID.

Council recognized on a global level the value that LIDs create for neighborhoods when it approved the Value Capture Resolution in 2016:

<https://efiles.portlandoregon.gov/Record?q=recAnyWord%3A37205&sortBy=recCreatedOn&pagesize=100>

LIDs build much-needed infrastructure around the City. By reducing the backlog of deficient infrastructure, we improve neighborhood livability where LIDs are formed, and we also reduce the competition for scarce infrastructure resources. We have formed approximately five dozen LIDs formed over the past 20 years for street, sidewalk, stormwater, sanitary sewer, water main, traffic signal, aerial tram and streetcar improvements.

3. Please provide an update on the status of Central City in Motion advisory group. (Mayor Wheeler)

Applications for the [Central City in Motion advisory group](#) are currently being accepted via the new Office of Community & Civic Life process with a deadline set for March 21st. We expect to finalize the committee membership in April and plan to have our first committee meeting in May.

4. Please provide the details related to the annexation of East County [East Portland], and the discussed infrastructure improvements agreed upon as part of that process. (Commissioner Eudaly/Hardesty)

In 1983 and 1984 the City of Portland and Multnomah County documented their commitments to provide particular types of services within their overlapping jurisdictions. This was done through an [Intergovernmental Agreement](#) signed by both governments in August of 1984. The purpose of this IGA was to recognize that the people living in what would soon be annexed to the City needed urban services such as police, parks, fire service, transportation, sewers, land use planning and water while the County would focus on its core services such as assessment and taxation, elections, corrections, libraries and health services.

Article two of the IGA specifically addressed transportation but was limited to the jurisdictional transfer of County roads, maintenance of those roads and County road revenue that would be transferred to the City based on the ratio of population within the corporate limit of the City to the total County population. The IGA is silent on any future transportation infrastructure commitments and makes no reference to any items beyond roads, rolling stock equipment and facilities utilized for road maintenance and operations.

5. When is 136th Ave project going to be finished? (Frieda)

Construction on this project will start in Spring of 2020 and continue until Spring of 2021.

- 6. What is the process for ensuring that the City's equity goals are met if PBOT support works in partner organizations? For example, how do we ensure that TriMet equitably invests in bus stops, particularly if we are providing resources that support portions of this project. (Commissioner Hardesty)**

Please see the response provided in the [linked document](#), as well as this information regarding [Safety Spot improvements](#).

Attorney's Office

- 1. What is the coordinated approach for ensuring efficient response to records request? How do we ensure that we are investing in the right part of this process?**

Please see the response provided in the [linked memo](#).