

# The Oregonian

## High hopes for Portland housing fall short

By Brad Schmidt  
May 08, 2015

Portland leaders pledged bold action and clear results in 2011 after undercover testing suggested that African American and Latino renters face frequent discrimination.

Yet four years later, with a new report on the persistence of bias, City Hall has offered more shrug than shriek.

Results of new testing, released in April, show landlords gave whites preferential treatment over black and Latino testers in 12 of 25 cases, or 48 percent. That compares with 64 percent of 50 cases four years ago. The samples are too small for meaningful comparisons or conclusions, and they don't prove discrimination occurred.

But the results – and city leaders' reaction to them – underscore the City Council's struggle to make good on promises in a 2011 housing "action plan." Though the city has made modest changes, overall progress is almost undetectable because of fuzzy goals, imprecise measures and blown pledges. (See scorecard below.)

What's more, leaders said last month that they were troubled by the new results but offered no new plan of attack. Instead, Commissioner Dan Saltzman, who oversees the Housing Bureau, said the city would retreat from a key 2011 promise to conduct annual tests. Thursday, he said he's reconsidering.

Taken together, city leaders give little reason to expect that Portland, despite a reputation for tolerance and inclusivity, will actually achieve the council's idealistic goal to "end discrimination in rental housing."

"To me, this report is a wakeup call. Here we are, four years later, it really hasn't gotten much better," said John Miller, who serves on a fair-housing advocacy committee that's supposed to hold city leaders accountable. "This is still really unacceptable."

### "All this rhetoric about equity"

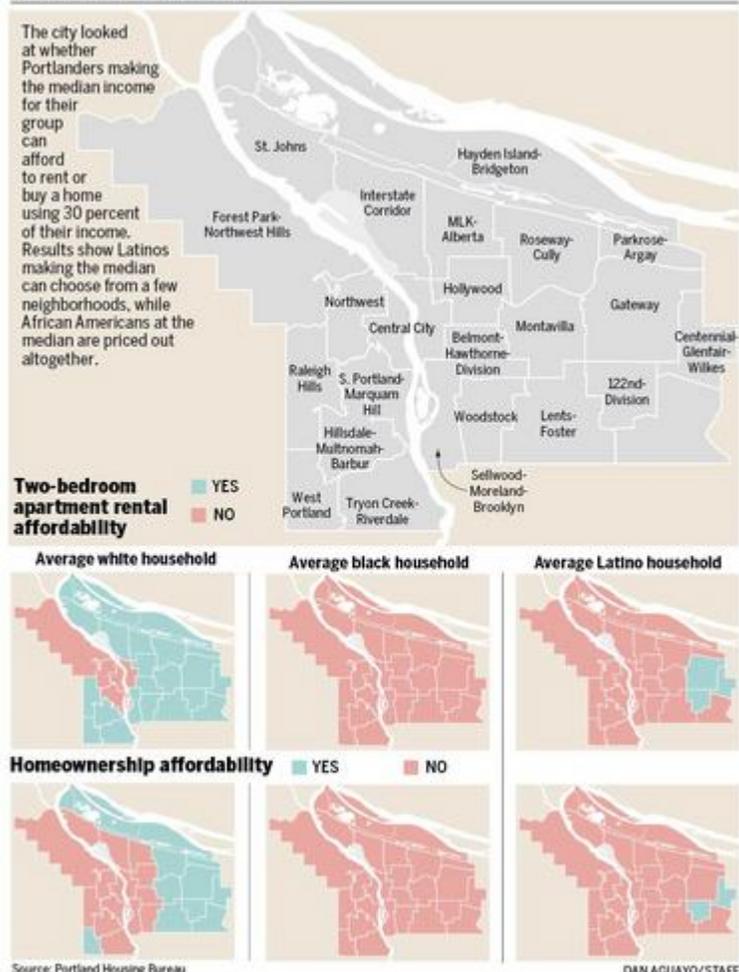
Portland, with high rents and rock-bottom vacancy rates, can be an unkind place for anyone seeking housing. But residents of color are hit hardest, as another city report on housing, released in mid-April, illustrates.

White residents earning the median income for their group can afford to rent in wide swaths of the city, according to the city Housing Bureau's "State of Housing in Portland" analysis. But Latinos earning the median for their group have only a few pockets of affordability. African Americans at their median are priced out entirely.

On top of that, the new testing results add another uncomfortable reality for America's whitest big city: more-subtle barriers because of skin color.

"We have all this rhetoric about equity, but we don't have any action, as far as

### Priced out of Portland



I'm concerned," said Karen Gibson, an associate professor at Portland State University who specializes in housing policy and black urban history.

Portland's housing landscape became a flashpoint in May 2011 when The Oregonian/OregonLive reported that Portland officials had no plans to penalize landlords identified in the first set of audit tests.

With state lawmakers demanding enforcement of fair-housing laws, Commissioner Nick Fish, then in charge of city housing, went into damage-control mode.

He unveiled a Fair Housing Action Plan in June 2011 – with John Trasviña, then the U.S. assistant secretary for Housing and Urban Development, at his side – and pledged that city officials would be "bold in our actions and accountable for results."

Many of the plan's steps weren't new; they'd simply been plucked from a just-finished report required by the U.S. Department of Housing and Urban Development every five years to get federal funding. Other goals were vague or difficult to quantify, such as working to "secure continued funding."

Then investigators found discrepancies in the audit testing, and landlords and city leaders declared the results unreliable.

Even so, the City Council unanimously approved Fish's plan in September 2011.

"The plan will not change things overnight," Fish said at the time. "It will take time and effort, but as long I'm on this council, I commit to making this a core priority."

Fish, no longer in charge of housing, has repeatedly declined interview requests to discuss fair housing progress, most recently last week.

### **Modest gains**

The city has charted some progress. Officials created detailed maps that rank Portland neighborhoods for access to transportation, education and jobs – a tool that can be used to guide spending decisions on public housing.

Saltzman last year landed \$1 million from the city's general fund for a housing opportunity fund. Three-quarters will be spent on a project with 33 family rental units at Southeast 143rd and Burnside Street, in one of the city's low-scoring neighborhoods.

Housing officials are also working to ease the effects of gentrification and displacement in North and Northeast Portland, although that largely stems from a controversy involving a proposed Trader Joe's grocery store, not the action plan.

Progress on other goals is tiny or nonexistent.

The plan pledged that more discrimination cases would be referred for litigation. Legal Aid Services of Oregon reported 14 cases "with evidence of discrimination" in fiscal 2012 and 16 in fiscal 2014.

A draft report last year noted a drop in landlord-training participation. It claimed an increase in education for renters, but the underlying numbers show a decrease.

Efforts to streamline the fair-housing complaint process or to modify screening criteria also went nowhere. Similarly, officials pledged more money to launch a public awareness campaign by the end of 2012. But they delivered it late, with reported funding of only \$4,750, and then didn't track spending in later years.

Lisa Bates, an associate professor at Portland State University and an expert on housing policy, questions the city's goals. An increase in training sessions doesn't necessarily mean landlords will behave better, and an increase in renter complaints doesn't necessarily mean enforcement is stronger, she said.

Training sessions and complaints are easy to measure, she said, and therefore they typically become a favorite focus for city officials who pledge action. But, Bates said, "I do not in general think that boldness is defined by landlord education and awareness events."

Most starkly, despite promising annual testing, officials took two years to contract with the Fair Housing Council of Oregon, which also did the first set, and another two years to produce results.

"Because it took a really long time for the testing to go through, it was hard for us to wrap our heads around what else it was we should be tackling, besides educating folks," said Miller, executive director of the Oregon Opportunity Network.

Turnover hasn't helped, either.

After Mayor Charlie Hales took office in 2013, he moved the Housing Bureau from Fish's portfolio to Saltzman's. The Housing Bureau has had two directors, and the post is now open again. The advocacy committee has featured a revolving door of members.

Justin Buri, executive director of the Community Alliance of Tenants, is relatively new and has attended the past three meetings. Asked how the committee is holding the city accountable, he said: "I haven't been on there enough to really know."

At the group's April 21 meeting, members learned about the new testing results.

Maxine Fitzpatrick, executive director of Portland Community Reinvestment Initiatives, said she wanted more discussion, including what should be done. She hopes the conversation continues at the next meeting in three months.

"Those are really, really startling numbers," she said. "It really didn't get an answer."

### **Achievable goals**

Saltzman on Thursday acknowledged shortfalls with the 2011 plan but said the city has made strides. Officials will pursue state-level enforcement against at least one landlord – something that didn't happen four years ago.

"As the audits continued to point out, there's only so much behavior-changing you can do from the bully pulpit," he said. "So much more can happen ... from getting serious about enforcing the laws."

Now, he said, he wants to set goals that are achievable. For example, he said he's "open" to annual audits if the Fair Housing Council of Oregon can deliver.

"What are tangible things we can pursue to make a difference? Not just stringing words together that sound good," Saltzman said. "I'm not just pointing to the 2011 report. I'm just saying we're often prone in government to do things like complete one five-year plan and begin working on your next five-year plan. Or you say what you think people want to hear you say."

Officials will need to devise some steps soon.

That five-year plan required by the feds to fight housing discrimination? Portland's is due again this time next year.

### **Portland Fair Housing Action Plan scorecard**

<b>Pledge</b>	<b>Accomplished?</b>	<b>Details</b>
Conduct annual audit testing	No	The city has done one test since 2011.
Expand audit testing	No	Testing wasn't expanded to all protected classes or throughout county.
Create Fair Housing Advocacy Committee	Yes	The group meets quarterly but could be disbanded next year.
Increase litigated fair-housing cases	Yes	Small increase from 14 in fiscal 2012 to 16 in fiscal 2014.
Increase landlord training	Yes/No	Participation increased in fiscal 2012 but dropped the next year.
Increase renter complaints	Unclear	The city reported an increase, but underlying numbers indicate a decline.

Ease criteria for renter screening and credit	No	Protocols have not changed.
Increase money for public awareness	Unclear	The city spend \$4,750 in fiscal 2013 but didn't report the next year.
Increase the number of affordable family units	Unclear	The city didn't specify whether new units are family-size.

## Mayor Charlie Hales 'urges' Pembina to withdraw plans for a North Portland propane terminal (updated)

*By Andrew Theen  
May 07, 2015*

Updated: This story was updated with new information from Mayor Charlie Hales and reaction from other key players, including Pembina and Bill Wyatt

Portland Mayor Charlie Hales reversed course this week on Pembina's controversial proposal to build a propane export facility in North Portland, urging the Canadian company in a call Wednesday to withdraw its plan.

Hales said he withdrew his support after receiving thousands of calls and emails from residents that "almost without exception" opposed Pembina's \$500 million project.

"At some point, those of us in power have to listen to those who put us there," Hales said in an interview.

Both inside and outside City Hall, Hales' statement was met with a sense that the mayor's sudden opposition likely doomed the project. But Port of Portland and Pembina officials doubled down on their terminal plans Thursday afternoon, setting the stage for a City Council vote tentatively set for June 10.

"They've spent \$15 million to get to this point," Bill Wyatt, Port of Portland executive director, said of Pembina's design and engineering plans dating to September. The company, Wyatt said, is "simply unwilling to walk away from that."

The proposed terminal would be on a 50-acre site in St. Johns near the confluence of the Columbia and Willamette rivers. Pembina expects to bring propane to Portland by rail and then ship it overseas by tanker.

But neighborhood groups and environmental advocates have criticized the plan as an environmental risk for a project that would create a few dozen jobs.

Pembina issued a statement Thursday afternoon saying it would proceed with plans to build a terminal at the port's Terminal 6 property.

The company said it was "disappointed" in Hales' statement but remained committed to the project. "Pembina has appreciated the leadership, guidance and past support of the mayor throughout the development of the project to date," officials said.

Wyatt said Hales' abrupt change is still setting in, saying the mayor for months hadn't expressed "an ounce of concern."

"This is a very bitter pill to swallow," Wyatt said.

The company survived several contentious public hearings before the Planning & Sustainability Commission, Wyatt said, while being subjected to ridicule from the general public without the backing of city staff. "Then the one person whose support has been most compelling them changes his mind," Wyatt said of Hales.

Hales said he hadn't planned on announcing his change of heart right away, saying Pembina leaders asked for confidentiality as they digested his request to withdraw their project. But Hales said his hand was forced when Port of Portland officials apparently leaked word of his opposition to Willamette Week.

Wyatt said he emailed port commissioners Wednesday afternoon so they wouldn't be blindsided by the mayor's about-face.

Hales made the rounds to city commissioners' offices on Thursday morning after news of his opposition broke.

Hales, who oversees the Bureau of Planning & Sustainability, welcomed the project last fall, and officials believed with the mayor's support was a path to approving it this summer.

That's no longer a sure thing.

The first-term mayor said the Pembina project became "a real referendum on our commitment" to addressing climate change. Hales said from the beginning he was concerned about the safety of the export terminal and whether the project meets Portland's environmental standards.

"I think both the Port and Pembina have failed to make the case," Hales said.

Environmental groups such as the Columbia Riverkeeper and the Audubon Society of Portland released statements applauding Hales' decision. Audubon praised Hales for sending "a strong message that Portland intends to remain a leader nationally and internationally on addressing global climate change."

Sandra McDonough, CEO of the Portland Business Alliance, criticized Hales' change, calling Pembina's proposal the largest private investment in Portland history.

"We are extremely disappointed that the mayor has abruptly closed the door," she said.

Pembina said Hales is "one of the five votes" available on the council. "Pembina addressed all safety concerns related to the project," officials said in a statement, citing three public hearings on the proposal.

Hales is running for re-election in 2016, but he said he "never discussed" his re-election plans while discussing his decision with Wyatt or Pembina executives.

"It's pretty clear that I'm willing to make the right but unpopular decision," Hales said, citing his recent proposal to move the Right 2 Dream Too homeless camp to the Central Eastside and a 2014 effort to raise more money for street maintenance.

Hales recalled a recent interaction when an elderly woman approached him on 82nd Avenue and said, "Mayor, please don't let this happen to our city."

Wyatt confirmed that Hales never directly stated his re-election plans as rationale for reversing course in his Wednesday call. "But why else would you be concerned about that?" Wyatt said of public opposition.

"He didn't want to fall on his sword for this project," Wyatt said.

In September, the city and Port of Portland announced the Pembina project in a joint statement. The agencies said the development would create up to 800 construction jobs and 40 permanent jobs.

Pembina's plans called for bringing in propane to the Port of Portland's terminal by train, then piping it underground to a dock. The company needed city approval for the pipeline.

Propane exports aren't regulated by the federal government, so the Pembina proposal faced fewer restrictions and permitting issues than controversial liquefied natural gas facilities.

Hales cited news this week of another oil train fire as further evidence of the "obvious problem of transporting" fossil fuels.

Wyatt said the mayor's statement doesn't include any specific examples of the environmental risks of the Pembina proposal, describing the corporation as a "great company with a terrific track record."

The planning commission narrowly approved the Pembina plan in April after a lengthy and contentious public hearing.

In a statement, Bob Sallinger, Audubon's conservation director, said he's glad the mayor listened. "We now need to adopt a comprehensive policy that says Portland will not build any fossil fuel export facilities in our city."

Hales said he would not speculate on future projects, saying Pembina and the Port "did not make the case for this project."

Wyatt said Thursday's news was discouraging for a number of reasons. When the port withdrew plans for a controversial development of West Hayden Island, Wyatt said, a chief concern was the agency needed

to make use of current resources. Pembina's plan used "existing infrastructure, existing dock, existing rail facilities," he said.

"It's a terrible message for a company to be treated like this," Wyatt added.

The company and the Port previously said they'd hoped to have the terminal online by early 2018.

## **Enough of Charlie Hales' self-serving 'leadership': Editorial Agenda 2015**

*By The Oregonian Editorial Board  
May 07, 2015*

"This is great news," gushed Portland Mayor Charlie Hales in a September 2014 press release. The occasion was Pembina Pipeline Corporation's announcement that it planned to build a propane export facility in the Port of Portland's Terminal 6. The mayor couldn't wait to tell his constituents how much "we welcome this investment and these jobs in Portland."

And why wouldn't he? Pembina hasn't asked for special tax breaks, and the company's investment may exceed half a billion dollars, creating hundreds of temporary jobs and a few dozen permanent ones. Oh, and ongoing terminal operations are expected to generate millions of dollars in local tax revenue every year.

Only months later, though, the very man who'd proclaimed confidently that the proposal would meet the city's "very high environmental ... standards" suddenly changed tack. Thus did the erstwhile Mayor Welcome Wagon call Pembina and urge the company to withdraw its proposal. "His decision at the end," according to a May 7 press release, "was based on Portland's standards for environmentalism."

Where did the project, which is the same now as it was last September, go wrong? Pembina failed to make its environmental case "in every way possible," said spokesman Dana Haynes, who declined to be more specific. The mayor's Pembina-go-home press release is more instructive, however. By "standards," Hales isn't referring to anything as quaint as objective rules and regulations. "'Portlanders' standards," quoth the mayor, "place carbon emissions and climate impact as the No. 1 cause for concern."

In other words, the mayor turned on Pembina – and the hundreds of people who would have worked on the project – because the terminal would have moved a fossil fuel from one place to another, facilitating its combustion and thereby contributing to global warming. Surely, the nature of Pembina's commodity wasn't a surprise to the mayor, who couldn't possibly have thought last year that the company proposed to ship sunshine. And if he knew the first thing about the city he ostensibly leads (more about that below), Hales knew that some people would object to any proposal in which the city appeared to enable climate change, even though the propane in question will find its way to market in one way or another.

It's more likely, rather, that Hales wasn't anticipating the intensity of opposition from the area's environmental left, which has surged inconveniently as his re-election campaign gears up. In an email acquired by Willamette Week, Port of Portland Executive Director Bill Wyatt told port commissioners this week that Hales, in explaining his Pembina repositioning, "cited concerns about the level of opposition and how that might affect his reelection as the primary concern. "

Haynes, who says he was present when Hales called Wyatt, insists the mayor said no such thing. Believe whom you will, the circumstances speak volumes.

And what the circumstances say is that Hales, who's less a leader than a human sail, desperately needs a substantive opponent next year. Or, to be more precise, Portland voters desperately need Hales to have such an opponent. A leader in Hales' place would have stuck to his original position and explained, notwithstanding the opposition of an exceptionally vocal fringe, that placing the end use of Pembina's propane on Portland's climate ledger would amount to fantasy accounting. Should the Port have refused years ago to serve auto importers because the owners of the vehicles would (gasp!) use them to burn gasoline?

A true leader in Hales' place would have explained the value of both the revenue and jobs the project would create, the latter being particularly meaningful in city that struggles to produce middle-class, blue-collar employment. And when critics claimed that most of those jobs would be temporary (and implicitly worthless), a real leader would have reminded them that careers in the building trades are composed of a series of temporary jobs.

Instead, Portland has a mayor who seems to have forgotten all about those significant, if temporary, jobs. Thursday's press release mentioned only "the estimated 40 jobs that the project would have created." There's plenty of enthusing about the area's generally "booming economy," however, as if to suggest that a half-billion dollar project is irrelevant.

The most likely explanation for Hales' Pembina reversal is the one Wyatt's email offered. And if that's true, then Hales would eagerly sacrifice employment for hundreds of people and ongoing tax revenue of millions per year in order to placate a constituency whose ire is inconvenient to his re-election. That's a lot for other people to sacrifice in order to win the mayor a second term.

To its credit, Pembina says it will not go away. It will ask City Council next month to approve minor changes needed for the project to progress. Here's hoping three of Council's five members demonstrate the leadership of which the mayor seems incapable and do the right thing for both taxpayers and the hundreds of middle-income workers who stand to benefit. That would be great news.

## **The Portland Tribune**

### **Fish taps former state executive for environmental bureau**

*By Jim Redden  
May 8, 2015*

Former Oregon and Metro executive Michael Jordan has been appointed to head the Portland Bureau of Environmental Services.

Commissioner Nick Fish, who is in charge of BES, announced the appointment Friday morning. BES operates the city's sewer system and stormwater management programs. It is supported primarily by sewer charges and stormwater management fees.

"I am delighted that Michael Jordan accepted my offer to lead the Bureau of Environmental Services," Fish said. "He brings an extensive record of public and private sector experience to the City, and shares my commitment to stabilizing rates, improving transparency, and strengthening accountability."

"I am honored to be chosen by Commissioner Fish to head the Bureau of Environmental Services and very excited to return to my roots in city government," Jordan said. "I'm looking forward to engaging Portlanders on the challenging and important work of the bureau."

Jordan had most recently served as director of the state Division of Administrative Services. Oregon Gov. Kate Brown dismissed him shortly after replacing former Gov. Neil Goldschmidt after it had been reported Brown asked the Oregon State Police to investigate who had leaked some emails from Kitzhaber and his fiancé Cylvia Hayes to the press. The U.S. Department of Justice is investigating Kitzhaber and Hayes for influence peddling.

Before that Jordan was CEO for Metro, the elected government in the Portland region. He previously held elected office as a County Commissioner in Clackamas County and served as City Administrator in Canby. Jordan also spent over a decade working for Pacific Power and Light Company. He holds a B.S. in Social Science from Portland State University.

Jordan replaces Dean Marriott, the longtime BES director who resigned under pressure from Fish after substantial cost increases were reported during the construction of an office building at the Columbia Stormwater Treatment facility in North Portland. Marriott negotiated a hefty severance package with the city and Fish praised him for his years of service.

Jordan was chosen over two other finalists. One was Paul Gribbon, a 20-year BES employee who managed the Big Pipe project before becoming a vice president for Nevada-based S.A. Healy Co. The other was Metro Parks and Environmental Services Director Paul Slyman, who used to work for the Portland Development Commission.

"Mike rose to the top of a very strong candidate pool, and will continue BES's proud tradition of environmental stewardship and cost-effective delivery of sewer and stormwater services," Fish said.

The position pays \$189,000 a year and is not covered by the city's civil service system. He begins work on July 1.

The city is currently recruiting for a new director for the Portland Water Bureau, which Fish also oversees.

## Wyatt accuses Hales of playing politics, aide denies it

*By Jim Redden  
May 7, 2015*

Mayor Charlie Hales and Port of Portland Executive Director Bill Wyatt are fighting over why Hales has withdrawn his support for the Pembina propane terminal project.

Hales called Wyatt Wednesday to say he no longer supported the project because Pembina could not meet Portland's environmental standards.

In an email to port commissioners, Wyatt said Hales told him the decision was political — that he was worried about his reelection in 2016.

Hales could not immediately be reached for comment, but his press aide, Dana Haynes, said politics never came up in the conversation. Haynes said he was in the room when Hales called Wyatt, and the mayor never mentioned his reelection.

Here's part of what Wyatt emailed to commissioners Wednesday:

"Mayor Hales called me this afternoon to let me know that he was withdrawing his support for the Pembina project. He cited concerns about the level of opposition and how that might affect his reelection as the primary concern. This is deeply disappointing obviously, particularly because Pembina insisted on meeting with the Mayor prior to their announcement back in January. He could not have been more supportive, and said so on the front page of the paper, inducing Pembina to spend several million dollars doing the preliminary engineering and safety studies necessary to proceed."

In response to a request for comment from the Portland Tribune, Haynes said, "I was in the room when the mayor called Bill Wyatt. I heard only the mayor's end of the conversation because it wasn't on speaker phone.

"The topic of elections never came up."

Haynes also said Hales planned to announce his decision next week after meeting with the business community and others, but Wyatt's email to the commission was leaked.

"The mayor called Pembina to be a good partner. He wanted to warn them that they were walking into chopper blades here; the public was wildly in opposition, and they didn't have the votes on council, Haynes said.

"Pembina's director asked for some time to consult his board. The mayor agreed to wait until next week to release the news.

The mayor called Bill Wyatt to let him know, too. That done, we had a week to alert the business community, other elected officials, etc. Then the email leaked this morning, and ... that was that.

The Portland Tribune was not immediately able to reach Wyatt for his reaction.

Hales had supported the terminal project when it was first announced, saying it met Portland's environmental and public safety standards. But the project has meant fierce opposition from environmentalists and those living in the vicinity of the proposed site at the Port of Portland.

## Willamette Week

### Michael Jordan, State's Former Chief Operating Officer Hired to Run City's Bureau of Environmental Services

*By Nigel Jaquiss  
May 8, 2015*

City Commissioner Nick Fish this morning said he's hired Michael Jordan, the state of Oregon's former chief operating officer, to head the Bureau of Environmental Services.

Fish announced the hire in email to all BES employees.

Jordan replaces Dean Marriott, the longtime BES chief whom Fish forced out earlier this year after cost overruns on a a BES construction project.

Jordan brings his own baggage to BES. As head of the state's Department of Administrative Services under former Gov. John Kitzhaber, Jordan was asked to streamline the state's bureaucracy.

But his state career abruptly after Kitzhaber resigned on Feb. 18. That same day, Jordan ordered an Oregon State Police criminal investigation into who gave WW emails that Kitzhaber's assistant earlier asked to be deleted from state servers.

Jordan ordered that criminal investigation without first consulting his new boss, Gov. Kate Brown and it is widely believed in Salem that decision cost him his job.

The state's criminal investigation into the release of Kitzhaber's email—which were stored on a state server and concerned many aspects of state business and are therefore public records—is continuing.

And now, Jordan has a new job, which he begins June 1.

Here's Fish's statement about his new bureau director.

*Mike rose to the top based on his passion for public service and his broad experience managing highly effective teams and complex public and private organizations. He shares my commitment to continuing BES's proud legacy of environmental stewardship and delivering cost-effective sewer and stormwater services.*

## **Portland Police Chief Larry O'Dea Will Debate Body Cameras with Activists Tonight**

*By Aaron Mesh  
May 7, 2015*

Portland Police Chief Larry O'Dea tonight will debate a plan for police body cameras with one of the idea's harshest critics.

O'Dea will appear at a Southeast 122nd Avenue pizza parlor for an East Portland Forum—an event hosted by Jo Ann Hardesty, a longtime police accountability activist.

Hardesty opposes a plan by Mayor Charlie Hales to outfit Portland Police Bureau officers with body cameras.

Hales' plan for body cameras has attracted increased scrutiny as state lawmakers debate a bill that would legalize the cameras—but would make it difficult for the public to see the video. The bill contains restrictions on how much video public and the media could request under state public records law. Hardesty has said the program doesn't give the public enough access to the video.

"Hales' legislative campaign, to carve loopholes in Oregon's open records laws, is to purpose [body cameras] to make criminal cases, not to improve police conduct or offer transparency," Hardesty said last month. "Video will surface in court, not in any way that offends the police union."

A Portland Police Bureau spokesman told WW last week that the bureau was worried about body-camera video being widely aired. "The fear for some people is they don't want to generate a new genre of reality TV: BodycamTV.com," Sgt. Pete Simpson said. "I don't know if that's in anybody's best interest."

Tonight's program is titled "Police Paparazzi: the Pros & Cons of Police Using Body Cameras." It starts at 6 pm at Pizza Baron, 2604 SE 122nd Ave. The event is free.

## **The Portland Mercury**

### **Mayoral Support or No, Pembina Says It's Coming to North Portland**

*By Dirk VanderHart  
May 7, 2015*

Canadian energy giant Pembina Pipeline isn't sweating Mayor Charlie Hales' urgings not to bring a \$500 million propane terminal to North Portland. Just hours after activists opposing the deal rejoiced over Hales' assurances the project is "not a winner," the company says it will keep on keepin' on.

"Pembina Pipeline Corporation reaffirms its plans to proceed towards next steps in the development of its proposed Portland Propane Export Terminal Project," the company wrote in a new statement to media. "The Company was disappointed to learn that Mayor Hales of Portland has withdrawn his support for the Project."

The release goes on to re-state Pembina's case for the project, which would be the largest private investment in the city's history. The company says the terminal would be safe (opponents have said the trains carting millions of gallons of propane to the facility could explode with tragic results) and that propane is an environmentally friendly fuel. Hales, in a statement about his newfound opposition, said the company didn't make a case to the public that environmental concerns could be addressed.

Pembina also says the Port of Portland, which has so far been mum about Hales' signals, has "reaffirmed its support of Pembina's Project and will continue working with the Company on the proposed terminal."

And it closes with this: "Pembina is confident that through the upcoming process with the City of Portland, it will gain support to move forward with next steps in the development of the Project."

It's unclear why the company's so confident. Without Hales' support (even with it) there's no sign there are three votes on the Portland City Council to approve a zoning change necessary for the plant to move forward. A call to a Pembina spokesman hasn't been returned.

Pembina put password protection on its release, and I'm not able to copy and paste it here.

**Update** Aaaaand here comes the Port of Portland, speaking for itself on the project. The port just released a statement confirming it still wants a propane terminal.

"The Port of Portland fully supports Pembina's continued efforts to site a propane export facility here," the statement says. "The Mayor's withdrawal of support for the proposed propane terminal at the Port's Terminal 6 on the Columbia River is surprising and disappointing. It is surprising because, due to the Mayor's early support, the company has spent \$15 million to comply with various city regulations and requirements of the zoning change process.

"It is disappointing because loss of an investment of this magnitude means forfeited tax revenue, lost jobs and business opportunity, negative implications for land use and trade policy as well as business recruitment efforts."

The port then details its reasons for pushing the project—like millions in tax revenue, hundreds of construction jobs (and 40 permanent jobs), and Pembina's promise to use renewable energy at the sight.

It also says cities have no business trying to set their own climate change agendas?

*"At a broader level, climate change policy is best implemented at the national or state level, not by many municipalities each of which might view the problem differently. If Portland wants to implement a climate change or carbon policy, it should do so uniformly, taking into account all similar activities, not in reaction to a particular development proposal. Climate policy typically addresses local impacts and services, not foreign production or consumption."*

Good luck with that argument in this town, port!

## Portland Business Journal

### Michael Jordan will lead Portland's Bureau of Environmental Services

*By Wendy Culverwell  
May 8, 2015*

Portland City Commissioner Nick Fish has tapped a longtime Oregon bureaucrat to restore stability at the city's most complex division, the Bureau of Environmental Services.

Fish said Friday morning he has appointed Michael Jordan director of the agency responsible for wastewater and stormwater treatment Friday morning.

Jordan will begin the \$185,000 a year post on June 1.

He will oversee an agency with more than 520 employees and a base budget of more than \$940 million. Mayor Charlie Hales proposed budget for the coming year adds 15 new positions in the bureau, beefing up the technical staff associated with its pollution prevention and spill control response work.

Jordan succeeds former director Dean Marriott. Marriott resigned effective Jan. 7 after being put on paid leave in October when the city's auditor criticized cost overruns associated with the Columbia Wastewater Treatment Plant and amidst clashes with Fish, who oversees the bureau.

His departure from what had been a \$199,160 job settled a legal complaint that over his suspension. In exchange for his resignation and release, the city offered him one year's severance pay.

James Hagerman filled in as interim director.

"He's a big catch for the city," said Fish, who said the bureau has turned a corner after a difficult two and a half years. In the current budget cycle, he said, there have been no issues raised with a proposed rate increase.

The city conducted a national search to fill the position and included bureau employees, partner organizations and community members in the recruitment and selection process.

"I was looking for the right leader to take us forward to the next level," the commissioner said.

Jordan previously led the Oregon Department of Administrative Services and as chief operating officer for Metro. He has held elected offices as a Clackamas County Administrator and served as city administrator in Canby.

He also spent a decade working for Pacific Power and light Company. He holds a Bachelor of Science degree in Social Science from Portland State University.

"I am honored to be chosen by Commissioner Fish to head the Bureau of Environmental Services and very excited to return to my roots in city government," Jordan said in a press release issued by the city. Fish's office said he would not be available to discuss the new post before his start date.

## **Propane terminal developer not backing away after Portland mayor withdraws support**

*By Wendy Culverwell*

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On a day when President Obama's Portland visit is guaranteed to dominate the headlines, Portland Mayor Charlie Hales pulled off a coup.

The Portland mayor rescinded his support for what would be the largest ever private investment in the city: Pembina Pipeline Corp.'s proposed \$500 million propane export project on the Columbia River near the Port of Portland's Terminal 6. The mayor asked the Calgary energy giant to withdraw its application, saying it hadn't done enough to show that it could address the environmental concerns of Portland citizens.

In a statement Thursday afternoon, Pembina declined.

Environmental groups were thrilled to see Hales join a growing chorus of city and county leaders along the Columbia River who increasingly oppose a raft of fossil fuel export terminals proposed to move North American coal, oil and gas to Asian customers.

"This is huge for Portland to take a lead in becoming a truly sustainable city and a leader," said Adriana Voss-Andrae, MD and PhD, chair of 350PDX, the Portland chapter of the global 350.org climate action movement. 350PDX mobilized opponents who barraged Portland City Hall and Hales in particular with their objections.

Their claims: Moving propane from Canada by rail would endanger communities along the railroad. Processing and storing it in Portland would endanger neighbors.

Pembina provided Portland with a third party analysis of its proposed operation that concluded that the risk is low and the company can operate safely.

Pembina officials issued a statement saying the company was disappointed by the mayor's decision and will not withdraw its application. The city council, of which Hales is one of five members, will vote on its application for permission to build a pipe between its storage tanks and shipping berth. The city's Planning and Sustainability Commission approved the zone amendment with a condition that Pembina pay a carbon fee of \$6 million.

The Port of Portland on Thursday reaffirmed its support of Pembina's project and will continue working with the company on the proposed terminal. To date, the company has also received support from business leaders, union workers and city officials and plans to continue its outreach efforts," he said.

In a lengthy statement, the port called Hales' decision both "surprising and disappointing."

"It is surprising because, due to the Mayor's early support, the company has spent \$15 million to comply with various city regulations and requirements of the zoning change process," the port statement said. "It is disappointing because loss of an investment of this magnitude means forfeited tax revenue, lost jobs and business opportunity, negative implications for land use and trade policy as well as business recruitment efforts."

Pembina isn't the lone target of Portland's climate change activist community.

Voss-Andreae said 350PDX will continue to fight all the fossil fuel export projects proposed along the Columbia River, on the coast and throughout the Northwest.

"If you look at the existing and proposed coal, oil and gas terminals, it is quite alarming. This fight is nowhere near over. This is huge for Portland to take a lead in becoming a truly sustainable city and a leader."

Brett Vandenheuvel, executive director of Columbia Riverkeeper, said the mayor's change of mind adds a high-profile voice to a growing chorus of concern about the various projects. "But he's not the only one."

Notably, the city of Vancouver has voted to oppose the Vancouver Energy USA oil export terminal at the Port of Vancouver. And Clatsop County rejected a \$6.3 billion liquefied natural gas terminal at Warrenton, a decision recently upheld by the Oregon Land Use Board of Appeals but dismissed as meaningless by the project operator, Oregon LNG.

Vandenheuvel said Hales' move illustrates that local decision makers are playing a more active role in environmental policy.

"Times are changing. Cities and counties aren't just relying on the federal government and state to make these decisions to protect their interest.