

The Oregonian

Portland police union reaches tentative contract agreement with city

By Brad Schmidt

September 13, 2016

The Portland Police Association has reached a tentative contract agreement with the city of Portland.

The police union posted a notice on its website alerting members. The City Council is expected to review terms during a closed meeting Tuesday morning.

The contract would go into effect July 1, 2017, and is expected to include an across the board pay increase of 3 percent for officers. That pay raise is on top annual cost of living increases.

This post will be updated as more information becomes available.

The Portland Tribune

City to begin debate on barring new fossil fuel terminals

By Steve Law

September 9, 2016

After a flurry of propane, coal, oil, LNG and methanol facilities were proposed in Portland and elsewhere in the Northwest in the past few years, the Portland City Council approved a resolution last November that put the city on record against such fossil fuel facilities.

Now the council's wishes are being written into city code.

On Tuesday, the Portland Planning and Sustainability Commission will hold the first public hearing on proposed new zoning code language that would bar new bulk fossil fuel terminals in the city. The draft language would allow the 11 existing oil and gas terminals, all in the Northwest industrial area, to propose modest expansions to meet future demand.

But it would bar new projects such as the \$500 million propane export facility proposed last year at the Port of Portland by Canada-based Pembina Pipeline.

The policy is being driven by a City Council desire to reduce carbon emissions in Portland so the city can do its part to avert dramatic climate change. The latest version of the city/county Climate Action Plan calls for the city to take action against fossil fuel export facilities.

The proposal before the Planning and Sustainability Commission only applies to larger facilities that store 5 million gallons of fuel or more.

Petroleum used in the Portland area comes from four refineries in the Puget Sound area, which is then stored in 10 petroleum terminals in Northwest Portland and later delivered via truck, pipeline and barge. In addition, NW Natural operates natural gas storage terminals in Northwest Portland.

Owners of the existing bulk fuel terminals, including Chevron, Phillips 66, Shell, BP, Kinder Morgan and NW Natural, would be designated “nonconforming uses” that have the right to remain operating. However, they would only be allowed to remain on their current sites, and they must go through a special procedure should they wish to expand.

The public hearing is slated to begin at 1:30 p.m. at 1900 S.W. Fourth Ave., on the second floor.

The Planning and Sustainability Bureau received a vast amount of feedback on its proposed code changes.

More than 700 comments came from citizens wanting the code changes to go further and ban all expansion of the existing bulk fuel terminals. Many fossil fuel company advocates criticized the policy, and some asked for an exemption for fuels being promoted by the state Clean Fuel Standard as alternatives to gasoline and diesel fuel.

City planners who wrote the draft policy noted that such alternatives, including natural gas, do produce fewer carbon emissions than gasoline and diesel fuel and don’t pollute the air. However, they reasoned that enabling new bulk terminals for those fuels would assure they remain active here for decades, at a time when the population needs to shift to renewable energy to minimize dramatic climate change.

“The lower-carbon fossil fuels do have appeal as a bridge to widespread use of renewable energy,” the draft policy states, “but investments in major infrastructure typically take decades to recoup, and the transition to renewables needs to go much faster than that to stabilize global emissions.”

Any policy adopted by the Planning and Sustainability Commission would need to get ratified later by the full City Council.

Daily Journal of Commerce

ECPC set to press Portland City Council for change

By Garrett Andrews

September 12, 2016

Members of Portland’s Equitable Contracting and Purchasing Commission intend to deliver a message to the City Council this week: The city’s record of incorporating minorities into public projects is dismal and becoming worse.

A presentation now posted online outlines declining minority participation rates in workforce and subcontracting over the past three years across several demographics, including among Asian men, African-American women and Caucasian women.

Though the declines aren’t precipitous, the total hours worked by minorities are all dwarfed by the share worked by Caucasian men. For example, during 2014-15, African-American men worked 286 total hours, while Caucasian men worked 6,020.

Data has been a buzzword throughout the ECPC’s first year of existence. Its volunteer members have repeatedly requested information further breaking down participation by race and

gender. They've said city officials have tried to use misleading statistics to paint a rosier picture than what exists.

The monthly ECPC meetings have been scenes of tension, with members disagreeing over approach and expressing frustration with being stonewalled by city officials. Mayor Charlie Hales eventually attended an ECPC meeting in May, a month before relocating the nine-member panel from under the Office of Management and Finance to the Office of Equity and Human Rights.

The commission's presentation includes information about seven recent resolutions passed by the City Council concerning equity in city contracting. The ECPC has been allotted 45 minutes before the council on Wednesday, beginning at 2 p.m.

The Portland Business Journal

PDC to tack on another \$1M to demolish even more of Centennial Mills

By Jon Bell

September 12, 2016

The more demolition crews have shined new light on the long-hidden innards of Centennial Mills, the more surprises they've revealed.

The latest: a former feed mill building that was once being considered for restoration is now in danger of collapsing into the Willamette River. As a result, the Portland Development Commission will consider tacking a little more than \$1 million onto a contract with Northwest Demolition and Dismantling to tear the building down. PDC has approved a total budget for the demolition of \$13.7 million and notes in a report that the additional costs of demolishing the feed mill remain within budget.

According to the report, as crews demolished and deconstructed other buildings at the Centennial Mills site, previously unreachable areas were exposed. One of those areas was the foundation of the feed mill building, which appears to have sunk at least six inches in one corner, causing the building to lean in that direction.

Engineers have also voiced concerns that the building is unstable in part because it is sitting on the existing seawall. That seawall may be weakened when some of the existing wharf is removed, and that is what could lead to the building's collapse into the river.