

The Oregonian

Portland Blasts Lyft for Proposed Statewide Bill, Says May Undercut Local Regulations

*By Andrew Theen
February 4, 2019*

Ride-hailing giant Lyft drew criticism Monday from Portland Mayor Ted Wheeler and Commissioner Chloe Eudaly for what they described as a puzzling and dismaying attempt to subvert the city's regulations through the halls of Salem.

Wheeler and Eudaly, the city's transportation commissioner, said Lyft is "behind" a proposed bill the city says would "eliminate local consumer, safety and disability-access protections" for riders who use Lyft or other ride-hailing companies like Uber.

In a letter to Anthony Foxx, Lyft's chief policy officer and a former secretary of transportation under President Obama, the Portland politicians said such legislation could potentially undercut the city's efforts to collect data and analyze ride-hailing companies' effect on congestion and climate change, charge fees to add services for vulnerable users, and a number of other regulatory measures.

"This proposed legislation is contrary to this bedrock philosophy that the best oversight of the transportation system and the private-for-hire industry is local," Wheeler and Eudaly wrote. "Not only that, but it is a disservice to passengers, drivers and the general public who expect safe and reliable service and who are expecting you to stand by your climate commitments."

Lauren Alexander, a Lyft spokeswoman, said the company is "committed to working collaboratively with policymakers and regulators," and she noted 45 states have legislation "similar" to the bill under consideration in Oregon.

"Discussion about state wide ride-sharing legislation is in its early stages, and we look forward to ongoing dialogue to ensure we can continue to provide reliable, efficient transportation options for passengers and flexible earning opportunities for drivers," she said in an email.

Lyft officials said the company has always sought statewide regulations rather than being overseen by big cities only. They note they currently operate in just six Oregon cities, "because of the lack of statewide legislation."

The letter is in response to draft legislation sponsored by Rep. Susan McLain, D-Hillsboro.

Willamette Week reported on the bill on Saturday.

Nathan Hambley, Uber's spokesman in the region, said the company supports "consistent rideshare regulations that would make affordable, reliable transportation more accessible to all Oregonians, and acknowledge there is still work to be done on this issue in the legislature."

In an interview, McLain said she disagrees with the city's stance that Lyft is behind the effort. McLain said she is also working with the League of Oregon Cities on the issue and said she'd been discussing it since 2015.

"I haven't dropped the bill," she said.

McLain said she's interested in the issue because Oregon's regulations for the ride-hailing industry is "patchwork," and she said that's not helpful to riders or drivers.

“It’s good policy to make sure that we’ve got some sort of a statewide framework,” she said.

McLain said the 20-page draft legislation, which is dated Jan. 10 and was provided to the Oregonian/OregonLive, is designed to be a starting point.

She said technology has changed a lot in the five years or so since Uber and Lyft arrived in Oregon.

When asked whether a bill would give cities like Portland an exception to allow for more regulations or if it would apply a one-size fits all approach, McLain said that’s not been determined.

“Both of those are possibilities,” she said.

The Portland Tribune

City Council Majority Now Against Building Warning Placards

*By Jim Redden
February 4, 2019*

Three commissioners come out against requiring owners of unreinforced masonry buildings to post earthquake warning signs

A majority of the City Council has now come out against requiring owners of unreinforced masonry buildings to post placards warning they may be unsafe in major earthquakes.

On Monday, Commissioner Nick Fish told the Portland Tribune he does not support the requirement.

Commissioner Chloe Eudaly's office told the Tribune she supports Commissioner Jo Ann Hardesty's decision to direct Portland Fire & Rescue to not enforcement the requirement.

Hardesty, who oversees PF&R, made her announcement Thursday.

Fish and Eudaly were both absent when the council passed the requirement last October, before Hardesty took office in January. The vote was 3-0. Voting in favor were Wheeler and commissioners Amanda Fritz and Dan Saltzman, who Hardesty replaced.

"I do not support placards, or any new mandate, until we have an agreement on a comprehensive solution to the problem. And that has to include incentives to help offset the costs for small property owners," Fish said Monday.

"We are at risk of promoting demolition through government mandate, which I do not support," he continued.

But, in response to Hardesty's announcement, Wheeler said the requirement is still the law.

He oversees the Bureau of Development Services, which also enforces it.

"I stand by City Council's decision to pass an ordinance requiring the placement of placarding on unreinforced masonry buildings," Wheeler said Friday.

Many building owners have objected to the requirement before and after it was approved, saying it will discourage people from entering their buildings and reduce their value. They also say an

agreement the city is requiring them to sign and record with their deed is an encumbrance that could affect their ability to sell or borrow money against their buildings in the future.

Some owners have sued in federal court to stop the requirement, arguing it violated their free speech and due process rights. Those supporting the lawsuit include the Portland chapter of the NAACP, which says such placards would discourage attendance at and decrease the value of many African-American churches. Hardesty previously served as its president.

In all, about 1,500 buildings in Portland with unreinforced masonry are affected by the law. In addition to the churches, the requirement affects dozens of music venues in the city, including the Crystal Ballroom, Dante's, Keller Auditorium, Kells Irish Pub and the White Eagle Saloon.

A number of groups — including MusicPortland, the NAACP, tenants' rights organizations, Save Portland Buildings and the Council of Churches — protested outside City Hall on Jan. 5 to highlight what they said are flaws in the requirement.

The development services bureau has released a schedule of potential fines for not posting the placards that range from \$257 per unit per month for buildings with one or two units to \$515 per unit per month for buildings with 20 or more units. That means the owners of a 60-unit building that does not post the warning could be fined \$38,350 per month.

You can read a previous Portland Tribune story on the issue at <https://tinyurl.com/y8ex84m9>.

Severe Weather Shelters Stay Open Tuesday

*By Jim Redden
February 5, 2019*

Continued cold weather prompts extension of shelter opening in Portland and Gresham, and requests for donations of cold-weather supplies.

Forecast of more cold weather prompted severe weather shelters in Multnomah County to remain open Tuesday.

The shelters were first opened Sunday because of the forecast arrival of the season's first severe cold snap, which was predicted to bring frigid temperatures, wind chills, and the threat of snow to the lower levels of the region.

According to the Joint Office of Homeless Services, severe weather shelters do not require identification or any other documentation. No one seeking shelter during severe weather will be turned away.

The following shelters are scheduled to be open from Tuesday evening:

- Transition Projects at Bud Clark Commons, 655 N.W. Portland.
- Sunrise Center, 18901 E. Burnside, Gresham.

If these shelters fill to capacity, additional shelters will be opened in partnership with Multnomah County Emergency Management.

Anyone needing shelter is encouraged to first call 211 or visit 211info.org. Transportation can be arranged if needed.

People who see someone unsheltered outside whose life appears to be in danger or is in an apparent medical crisis should call 911. People who are otherwise concerned about anyone else should call police non-emergency (503) 823-3333 and request a welfare check for that person.

Donations also sought

Service providers and JOHS are also calling for community donations of life-saving winter gear. Because this season has been so mild, providers say they haven't been receiving their usual amount of donated supplies, which help outreach workers keep people warm and dry night after night.

More information on what to donate, and where to take it, is at 211info.org/donations. The following items are especially needed:

- Thick socks
- Waterproof/resistant gloves or mittens (preferably dark colors/black)
- Waterproof/resistant winter coats (men's and women's sizes)
- Sleeping bags and warm blankets
- Waterproof/resistant hats (preferably dark colors/black)
- Knit hats (preferably dark colors/black)
- Tarps (preferably brown, dark colors)
- Hand warmers
- Rain ponchos

Items ordered online can be delivered directly to JOIN, 1435 N.E. 81st Ave., Suite 100, Portland.

City Hall Update: DNA Ties Executed Killer to 1979 Murder of Portland Woman

*By Jim Redden
February 5, 2019*

Plus, City Council to decide where it stands on JTTF and crypto found in Bull Run water again.

Portland police solved a 40-year-old murder case by matching DNA found at the crime scene with data in a public genealogy site.

On Jan. 31, police announced that Jerry Walter McFadden of Texas had killed Anna Marie Hlavka in Portland on Jan. 24, 1979. McFadden was executed in Texas in October 1999 for the murders of three other women.

The matching process used by police was the same method used to identify Joseph James DeAngelo as the Golden State Killer last year. Portland police used Parabon NanoLabs, the same lab in that case, to identify McFadden.

Council to decide where it stands on JTTF

The City Council will vote Wednesday, Feb. 13, on a resolution to withdraw from the FBI's Joint Terrorism Task Force.

The vote was requested by Commissioner Jo Ann Hardesty. During her successful 2018 council campaign, Hardesty said she had three votes to pull the city out of the task force. She apparently meant that commissioners Chloe Eudaly and Amanda Fritz agree with her, although Eudaly has not taken a public stand.

The hearing is likely to be long and emotional. The Council Chambers have been packed in the past when the council voted to join, withdraw and then re-join the task force.

Crypto found in water again

The Portland Water Bureau continues to find Cryptosporidium in water from in the Bull Run Watershed in January.

Signs of the potentially-harmful microorganism were found in samples drawn on Jan. 29 and 30. It has been detected in the primary source of Portland's water every month since October 2018.

Health authorities continue to say there is no danger to the general public, but that people with weakened immune systems should consult their doctors.

The City Council has agreed to comply with a directive by the Oregon Health Authority to build a plant to remove crypto — as it is common called — and other contaminants from the water by September 2027.

The bureau will continue posting the monitoring results as portlandoregon.gov/water/cryptoresults.

Willamette Week

Columbia Sportswear CEO Tim Boyle Is Donating More Than \$3 Million to the Oregon Harbor of Hope Shelter

*By Rachel Monahan
February 4, 2019*

The previous total for his donations was \$1.5 million.

When city and county officials announced they'd be pitching in to the private-sector effort to build a shelter in Portland's Pearl District, they cited a successful campaign to hit fundraising goals.

In all, Oregon Harbor of Hope has raised \$3.5 million from private sources, the Jan 14 email from the Joint Office of Homeless Services announced.

"The navigation center will mark the most ambitious public-private partnership on homelessness yet. Harbor of Hope, after hitting its fundraising target, will contribute \$3.5 million for construction and capital costs," the Jan. 14 press release states.

Columbia Sportswear CEO Tim Boyle and his wife, Mary, had initially contributed \$1.5 million. But the source of the additional revenue was not clear.

Boyle, however, tells WW the couple has since increased their donation to more than \$3 million. His reason for increasing his contribution? Increased costs.

"For various reasons, costs have escalated, and we have agreed to increase our contribution to cover much of the unforeseen increases," he emailed WW.

The shelter will be 9,000 square feet with room for 120 beds. It will operate round the clock. The shelter won't be housed in a traditional building but rather a tentlike structure.

The project breaks ground later this month and marks that milestone with an event tomorrow.

"The navigation center approach has been proven to work, offering not just shelter but essential support services," said developer Homer Williams in statement, who has been the driving force behind opening the Oregon Harbor of Hope shelter. "We are grateful for all the talented,

committed people and the Joint City/County Office for Homelessness who have come together to make this happen."

The Portland Mercury

City Officials, Developers Break Ground on Homeless Navigation Center

*By Alex Zielinski
February 5, 2019*

As houseless Portlanders woke to nearly two inches of snow Tuesday morning, city officials joined private developers in kicking off a project that's promised to significantly expand the region's permanent shelter network before next winter.

At 7:30 am, the bundled groups of city leaders broke ground on the long-awaited bright-green homeless shelter coming to Northwest Portland.

The new tent-like facility will act as a "navigation center" for homeless Portlanders. This means that, along with offering 120 shelter beds for temporary respite, the facility will help connect guests with health care, addiction recovery programs, longterm supportive housing, and other services addressing issues that often keep people from finding a home.

The project was first proposed by Harbor of Hope, a homeless solutions nonprofit led by developer Homer Williams, in April 2018. The facility will be built with private dollars—\$1.5 million from Columbia Sportswear CEO Tim Boyle and \$3.5 million from Harbor of Hope's fundraising efforts—on the city-owned land that lies beneath the Northwest Lovejoy ramp to the Broadway Bridge. The shelter and programming will be run by Transition Projects.

The property lies across the train tracks from the former location of peer-led homeless camp Right 2 Dream Too. Ironically, Williams forced that camp to relocate to the Rose Quarter after complaining about its proximity to the \$49.5 million Residence Inn he owns.

"One thing I realized is that we're all going to have to be involved," Williams said when announcing the project in April. "We can't have people pooping in bushes, drinking bad water, not getting enough sleep, we're a better country and city than that."

But the investment that Williams, Boyle, and other business leaders have put into this project have given some homeless advocates pause for being an ingenuous marketing tool, one that could put public services into the hands of private developers.

Transition Projects Director George Devendorf dismissed these theories. While private dollars may be bankrolling the center's construction, the publicly-funded Joint Office of Homeless Services (JOHS) will cover the annual operating costs of \$1 million.

"The navigation center will be operated just like other Transition Projects shelters that are funded by the Joint Office," said Devendorf. According to Devendorf, the center's structure and programming is modelled after similar facilities in San Francisco and Seattle.

The center will prioritize adults and couples over 50 that have been categorized as "chronically homeless"—or, people who haven't been able to find reliable housing for a while due to their health, finances, or any other contributing factors. Guests will be allowed to stay up to 30 days.

Like many Portland shelters, the center will be "low-barrier," meaning guests aren't required to be sober when they enter, and can bring their pets with them.

The center will not be a drop-in site for anyone seeking help. Instead, prospective visitors will need to call a reservation hotline or register in person at Bud Clark Commons, another Transition Projects facility just three blocks from the planned center.

Williams originally promised the facility would be up and running by the end of 2018—but the timeline was delayed by a number of neighborhood conflicts, permitting delays, and environmental cleanup work. The center now promises a June 2019 start date.

However, a pending lawsuit threatens to extend this deadline. In November, private developer Jim Winkler appealed the Oregon Department of Environmental Quality's (DEQ) decision to green-light the navigation center without completely removing the leftover industrial waste from the property's soil. The DEQ did place a temporary concrete "cap" on the soil to prevent exposure (a fix that will be reconsidered in five years), but Winkler says it's not enough to protect the health of homeless Portlanders. (What's not mentioned is that Winkler owns property adjacent to the lot, and probably fears his land will lose value once a homeless shelter sets up shop next door.)

In an FAQ about the navigation center provided by Harbor of Hope, the nonprofit calls Winkler "an excellent developer and citizen," but argues that the navigation center will improve the quality of life in the neighborhood—rather than detract from it. The state asked a Marion County judge to dismiss the appeal last month, but Winkler responded with a request for oral arguments.

It's still unclear how this pending litigation could impact the navigation center's success—and when construction will truly break ground on the site.

Will New Legislation Solve 82nd Ave's Growing Pains?

*By Blair Stenvick
February 4, 2019*

According to the US Census, Portland's 82nd Avenue travels through the most racially diverse neighborhood in the state. It's home to Portland Community College's southeast campus, growing neighborhoods like the Jade District, and the 72 bus line, one of TriMet's busiest routes.

But as the communities around 82nd grow and change, the road itself is stuck in a state of disrepair, unable to meet the eclectic needs of an area poised to be the future of Portland. A new bill in the Oregon State Legislature aims to change 82nd's fate—and lead the way for similar roads around the state.

Representative Alissa Keny-Guyer is one of the chief sponsors of House Bill 2846, which tackles a thorny issue with a dry name: jurisdictional transfer.

82nd is one of many roads in the greater Portland area that is owned and maintained by the Oregon Department of Transportation (ODOT), rather than by the Portland Bureau of Transportation (PBOT). The state owns 82nd and other streets like it because they've been designated as state highways, rather than as city roads.

That designation used to make sense: Before Interstate 205 was built in the early 1980s, 82nd was the only throughway from Northeast Portland through Southeast Portland and down to Clackamas County.

But calling 82nd a state highway is now seen by many as outdated and detrimental. Because 82nd covers a relatively small slice of ODOT's state-wide jurisdiction, maintaining it is among the agency's lowest priorities. If the street were to be transferred to PBO, however; it would be one of the bureau's most bustling and important streets. Hence the need for a jurisdictional transfer of 82nd from ODOT to PBOT.

"ODOT's job is to get people from here to there quickly, from Point A to Point B," said Keny-Guyer, whose district encompasses a big swath of 82nd. "That is in conflict with what the community wants. They want to slow down the traffic, and make it safer for pedestrians."

At a planning session last year, ODOT and PBOT both indicated they were open to a transfer of 82nd. But it'll take more than that agreement to fix this issue.

The street is in a serious state of disrepair—fixing the asphalt along 82nd alone would cost about \$150 million, Keny-Guyer said, and that is the bare minimum of improvements the road needs—and PBOT can't shoulder that cost itself. Some work would need to be done before the transfer took place; but again, roads like 82nd are one of ODOT's last priorities, meaning it isn't likely to commit a big chunk of money to the street before passing it off to another agency.

It's a Catch-22 that Keny-Guyer knows well. When she joined the Oregon House of Representatives in 2011, she wasn't convinced jurisdictional transfer was the right option for 82nd.

"We originally thought, jurisdictional transfer's so expensive, it takes so long," she said. "Let's just really push ODOT to make the kind of changes that will align with the vision of the community."

But as Keny-Guyer soon found out, the vision the communities around 82nd had for it differed greatly from ODOT's policies. As a state highway, 82nd has to have wide lanes. Safe sidewalks, crosswalks, and bike lanes aren't priorities. This stood in contrast to the ideas put forth by the 82nd Avenue Improvement Coalition, an all-volunteer group led by Brian Wong. The coalition envisions a future 82nd that would be friendlier to pedestrians and bikers, and would serve as a community hub for the unique neighborhoods that surround it.

The coalition worked closely with the City of Portland to put together a study of 82nd's barriers to development last year. The study concluded that 82nd would need considerable investment and sweeping zoning changes to make the progress envisioned by Wong and others possible. The City of Portland is free to make some zoning changes to 82nd now, but it wouldn't have the funds or authority to give it narrower lanes or better sidewalks until after the jurisdictional transfer.

"It just shows the complexity facing 82nd Avenue," Wong said about the study. "It's not just the road—there are all those zoning changes that need to go along with it."

That's where HB 2864 comes in. If the bill passes, ODOT will ask each Oregon region to identify and study its own versions of 82nd—roads that have an outdated "state highway" classification—and come up with cost estimates for getting them into better shape before they're transferred to city or county ownership. It would also establish a fund to take care of those improvements.

Keny-Guyer initially planned to submit legislation tailored to 82nd. But once she saw a map of all the similar roads across Oregon, she realized she had an opportunity to lead on the issue.

"There's places all over the state that are struggling with the same issue we had—a road that was originally a highway may no longer serve that function, and development may have grown up

around it,” she said. “It should be transferred, but why would any city want to take it on if there’s been deferred maintenance on it?”

Keny-Guyer has been working with the 82nd Avenue Improvement Coalition on this issue for years now. Wong said he’s supportive of a wide-focus bill like HB 2864.

“I would love to have something specific to 82nd Avenue,” he said. “If you’re someone who is just working on one thing, who wouldn’t want that? But if you look at it logically and rationally, and looking at where Oregon is, there are several roads within Oregon that are under the same circumstances, or will be in a couple years as communities grow.”

The 82nd Avenue Improvement Coalition plans to have lobbying days in Salem for the bill, and will include groups like OPAL and APANO in those efforts. Wong said he’s “optimistic it will pass through.”

Keny-Guyer acknowledges that finding funding for the jurisdictional transfers will be the “biggest barrier” to passing her legislation, which also lists Democrat Senators Michael Dembrow and Shemia Fagan as chief sponsors. Representative Ron Noble, a Washington County Republican, is co-sponsoring the bill.

Bringing every state road like 82nd up to par for transfer could easily take a decade or more. But when she testified in front of the house’s transportation committee last year about this issue, she was heartened by the positive response she got from her colleagues across party and city lines.

“There’s a reason why we haven’t dealt with [roads like 82nd] for a long time,” Keny-Guyer said. “It’s expensive, and people aren’t really sure what to do with them. But we have to grapple with this issue.”

The Daily Journal of Commerce

City Club of Portland to Host Forum on City Governance

*By Josh Kulla
February 1, 2019*

Many Portland residents have long expressed discontentment with the city’s commission form of government. Then last year, the City Club of Portland decided to study it.

Now a comprehensive report is set to be released on Feb. 10. Then, on Feb. 12, the City Club will present its findings during an event at the Alberta Rose Theater, 3000 N.E. Alberta St. in Portland, from 6:30-8:30 p.m. Doors will open for “Does Portland’s System of Government Work?” at 5:30 p.m.

“This report looks into Portland’s history, city governments across the country, existing research on voting and representation, and the perspectives of Portlanders across many generations,” City Club spokesman Dan Rivas said.

The nonprofit expects its report to be “only the beginning of a community-driven process,” he added.

For over a year, a committee of City Club volunteers researched the commission form of government. Equity has been and will continue to be a main sticking point, Rivas said.

“Past efforts to change Portland’s government have focused on inefficiency and ineffectiveness,” he said. “Equity is a fundamental part of the equation that we think has been overlooked, and this report is the start of a conversation to address that.”

Tickets to the upcoming event are available on a sliding scale, in a range from \$5-\$20. The program will include a history of the commission form of government in Portland and around the country; identification of long-standing challenges faced by residents and leaders within the current structure; an outline of the research process; and a question-and-answer period.

Seismic Placarding Requirement on Hold in Portland

By Chuck Slothower

February 1, 2019

Commissioner Jo Ann Hardesty has ordered Portland Fire & Rescue to delay enforcing a requirement for unreinforced masonry buildings to display a warning placard.

Hardesty, who oversees the fire bureau, announced the move Thursday.

“No one is interested in putting our residents at risk, but we need to look at ways to better support businesses and nonprofits in seismically upgrading their buildings,” Hardesty said in a prepared statement. “A placard is a Band-Aid for a much larger problem. Until we have better support in place, especially in the form of funding assistance for these projects, I want placarding enforcement on hold for businesses and nonprofit organizations.”

Multifamily property owners and leaders of many of Portland’s historically black churches had criticized the ordinance, saying it does nothing to help them perform seismic retrofits. Such projects can cost millions of dollars for large buildings.

The placarding requirement is scheduled to take effect March 1 for commercial businesses. Nonprofit groups have until November 2020.

Hardesty’s order puts on hold a major policy initiative of Mayor Ted Wheeler. In a prepared statement issued Friday, he noted the requirement remains on the books.

“I stand by City Council’s decision to pass an ordinance requiring the placement of placarding on unreinforced masonry buildings,” Wheeler stated. “We voted to take a small but important step to be transparent about identifying buildings that are at risk in an earthquake. These signs share basic information to the public about the safety of a building.”

Wheeler noted “the requirement to put earthquake warning signs is still the law. I will continue to work with Commissioner Hardesty and building owners to ensure the safety of all Portlanders.”

During a heated battle last year, the City Council struggled to settle on a policy that would encourage building owners to seismically strengthen vulnerable buildings. A city inventory identified 1,631 unreinforced masonry buildings, mostly in close-in historic neighborhoods.

Former Commissioner Dan Saltzman and others had pushed for requiring building owners to perform retrofits.

Multifamily landlords have advocated for financial incentives to conduct retrofits. The placarding policy makes little sense as public policy, said Greg Frick, founder and partner at HFO Investment Real Estate.

“It’s an example of the city rushing in with something that looks good that doesn’t solve the problem,” he said.

Geologists have said Western Oregon is overdue for a potentially devastating Cascadia subduction quake. Worldwide, unreinforced masonry buildings have proved to be dangerous in earthquakes.

The text of the required placards reads: “This is an Unreinforced Masonry Building. Unreinforced Masonry Buildings may be unsafe in an event of a Major Earthquake.”

OPB

Meet Portland’s New Arts Chief, Madison Cario

By April Baer
February 5, 2019

After an 18-month search process, Madison Cario is on the job as the new executive director of the Regional Arts and Culture Council, or RACC. And not a moment too soon.

RACC is a nonprofit, which functions under different rules than a city bureau. It operates under a contract with the city, giving out arts grants and performing several other related jobs with its \$11 million budget. The agency is trying to redefine its relationships with city leaders, the public and arts institutions.

Cario (who identifies as queer and uses they/them pronouns) started out in the arts doing technical work in theatre and dance settings, and administrative jobs in academia, including their last job: a position as a chief arts administrator for Georgia Tech’s campus in Atlanta. We stole a few minutes with Cario, to hear their thoughts on the challenges facing the arts ecosystem, and what keeps them going.

Q&A with Madison Cario

April Baer: You and your partner have maintained a dance company throughout several decades of your professional life. What kind of work has the company performed?

Cario: We dance, we do theater, we do installations. We’ve performed in churches, in basements, and, of course, theaters. The work reflects whatever we’re concerned about. I think our last piece was about the use of drone technology — drones and selfies, and how we are both refracting our image into multiple cells, but also providing a way to communicate and connect. It was really wonderful to watch dancers interact with a pilot.

Baer: Do you think you’ll be able to maintain the work of the company and your new job?

Cario: Absolutely. It’s essential. This is part of my self-care is to continue to make work. It’s an important part of who I am and it’s an important way that I understand my job.

Baer: I think we can say you’re the first Marine Corps veteran to lead the Regional Arts and Culture Council. Is there anything [of your time on active duty] that has stayed with you?

Cario: A lot of it stayed with me! Attention to detail has become really important — to make sure that you’re paying attention to the everyday epics because that’s what makes life really special. I think my love of physical activity has continued. I am a Marine, I am an artist. I am functioning in multiple modalities.

And for a long time in my life, especially in the arts world, no one knew that I was a Marine. There was a kind of a separation. I hadn't intended that, but it just kind of happened. And then I got an opportunity to be a dramaturg on a play with [Pulitzer Prize-winning writer] Paula Vogel that needed my expertise as a Marine. Artists who I'd worked with for years as a lighting designer for dance, they're like, 'You're a Marine. I had no idea.' What I want to bring here to RACC is this idea that we have many jobs, we have many hats and to make sure that we celebrate all of those.

Baer: What is your read on the challenges facing RACC now?

Cario: I think the challenges facing RACC are the challenges facing Portland, right? So, [lack of affordable] space, and how do we bring national attention here? Funding is always an issue; there's never enough money, but I do think space has a larger impact. Getting audiences, getting new audiences, dealing with issues of churn, and then lots of conversation around equity: What does it look like? And how will we know when we're there? what is the right balance? Whose stories and for whom?

Baer: Did you have any trepidation about coming to Portland at a time when the real estate pressures have crushed some of the city's studios and galleries and institutions, when the city's attention has been somewhat divided, and when there are differing opinions around town about what arts leadership is supposed to look like and who's supposed to be doing it?

Cario: I was excited because I think this is an opportunity. This is where arts and creativity can really shine. So how can we come up with creative solutions to different problems on hand and not to solve homelessness or houselessness per se, but how do we come together? Is it nerve-racking? Sure. But is it exciting? Yes.

Baer: What do you feel like RACC needs out of the city as a partner?

Cario: We need to understand what the city's goals are, and maybe help set some new ones in terms of arts and culture. I think it would be great to see a real arts and culture plan and one that ties into development and it ties into urban planning. So not that it's a separate thing. So I think really integrating with the city is going to be essential and I know there's lots of agendas, right? And so how can we be of service as a standalone? And then how can the arts come in and help to highlight, to reconnect.

Baer: Does anything need to change at RACC?

Cario: That's a great question. I don't know the answer to that yet. I bet we can find ways to work more efficiently and more joyfully. I think we need a clarity of vision. We have many different programs. We need to bring them together under one vision, one journey, and set goals. I want people to know that my door's open, that I welcome all kinds of opinions. And that it's really important that we remember joy and play as we go about this often heavy work that we're doing.