

## The Oregonian

# Opinion: Highlighting the collaboration and shared principles of Portland City Council

*By Jo Ann Hardesty  
January 29, 2020*

### **Hardesty is a Portland city commissioner.**

The first few weeks of the new year always bring a sense of optimism and momentum, as well as reflection. As January 2020 brings us to the one-year mark since I was sworn in as Portland city commissioner, I want to take a moment to thank Portlanders for trusting me with this job and for being there every step of the way, whether or not you always agree with me or my decisions.

Throughout my campaign I was described as someone who, if elected, would shake up the status quo in City Hall. And since I took office, the stories that are often shared about my work focus on issues where council members disagreed. While those discussions matter, the stories that are equally as rich for me are the ones that highlight the way City Council has worked collaboratively together this past year.

In July, the council unanimously passed a resolution affirming a person's right to safe and legal abortion. As states across the country continue attacking a person's right to abortion, members of Portland City Council came together to not only say "no" to these attacks, but to proactively work to build a progressive coalition of city attorneys across the country to fight future attacks on those rights.

Then in October, the council unanimously voted to approve the Portland Street Response implementation plan, modernizing the city's first responder system. The vote reflected our shared values – this time on how to address our city's housing and houselessness crisis more effectively and compassionately. Our solution calls for bringing in a new branch of first responders with mental health and emergency medical training who will be dispatched to non-emergency 9-1-1 calls involving people in a behavioral health crisis or experiencing houselessness.

Council members certainly didn't always agree on the issues. The times I stood as the lone vote they were also based on values and my lived experiences. Like the time I was the lone 'no' vote on our city's budget. I could not in good conscience vote "yes" for a budget that cut dozens of jobs, closed community centers, and funded a Portland Police Bureau team that disproportionately targets black men by tenfold.

The new year brings a lot more opportunities for the council to work collaboratively for the collective good: facial recognition software ban, contract negotiations with the union representing Portland police, and housing, just to name a few. Whether we move forward with unanimous votes or not, I continue to operate with the principle that the best and most effective policies are ones created when everyone is at the table and able to have their say.

In a time where the federal government continues to sow division and hate, our values in City Hall remain steadfast. While Commissioner Nick Fish's passing and May elections will bring some form of change in leadership, I believe we are ready to tackle the city's biggest issues. City Hall is only as strong as the community they work with – and I know our community is full of leaders.

My first year as the new kid on the block has ended. With my second year just beginning, I look forward to working even more closely with my colleagues to uphold the principle that is important to us: being a city that works with and for all Portlanders.

## **Portland needs better justification to allow 20-story buildings in Chinatown-Japantown district, court says**

*By Everton Bailey Jr.  
January 28, 2020*

The Oregon Court of Appeals has upheld a ruling by state regulators that orders Portland officials to better justify allowing 20-story buildings in the Chinatown-Japantown historic district.

In an opinion issued last week, Presiding Judge Darleen Ortega said she agreed with the state Land Use Board of Appeals' August 2019 ruling that the city hadn't properly explained how the change in building height limits for about half of the 10-block area near downtown Portland was in line with an overarching city policy that calls for development that fits in with existing historic buildings.

The city said the 200-foot height limits, which would be a reduction from existing 425-foot limits, were "compatible with the existing scale and character" of the area. But it didn't specifically address what the scale and character were or how the new height limit was compatible, Ortega wrote.

Most buildings in the area are two to three stories high. None approaches 20 stories.

The change affected four and a half blocks in the historic district near the Lan Su Chinese Garden, including half of a surface parking lot between Fourth and Fifth avenues called Block 33. The city decided to raise the 100-foot limit on that block to 200 feet on the western half and 125 on the eastern half.

In general, each story represents about 10 feet of building height.

Ortega agreed with the rest of the land use board's prior ruling, which included determining that the city met its community involvement requirements to change the building height limit.

The Chinatown-Japantown historic district building height limits are part of Portland's Central City 2035 plan, which addresses zoning and transportation policies to guide development along the Willamette River through 2035. Central City refers to 10 subdistricts that stretch from the West Hills to Southeast 12th Avenue, and from the Lloyd and Pearl districts to Powell Boulevard and the South Waterfront.

The City Council approved the plan in June 2019.

Eden Dabbs, spokesperson for Portland's Bureau of Planning and Sustainability, declined comment on the Appeals Court ruling, saying the city has until Feb. 6 to petition the court to reconsider or until Feb. 27 to appeal to the Oregon Supreme Court.

She said the bureau "will have more to offer about the status of the Central City 2035 Plan in a few weeks."

Peggy Moretti, executive director of nonprofit Restore Oregon, one of the organizations that initially challenged the city's decisions to the state land use board, said she was pleased that the

Appeals Court agreed with part of their objection. Her group is part of a coalition that includes historic preservation proponents and Japanese and Chinese cultural groups. They think 200 feet is too high for the historic area.

“We’re grateful for the progress that was made and we hope there will be a good process from the city on revisiting those height limits,” she said.

“But we also think it’s important to respect the public process that so much time, money and effort was invested in,” Moretti said. “The city spent a couple of years developing design guidelines for that district, which clearly don’t support the additional heights that were jammed through at the last minute.”

In June 2017, the city’s Planning and Sustainability Commission recommended a 125-foot building height limit for the entire 10-block area of the Chinatown-Japantown historic district. Public hearings were held between September 2017 and April 2018 on the draft plan. Moretti said her group believes the city should adopt the heights originally recommended by the commission.

The city council amended the proposed plan in April 2018 to allow a maximum building height of 160 feet for the west half of Block 33, which has been owned since 2016 by development firm Guardian Real Estate Services. The company, which planned to build apartments and retail space at the site, pushed for raising the allowable height there to 200 feet, saying further development wouldn’t be feasible there with the lower height limits.

The height limit at the time for that site was 100 feet.

The plan was amended by the city council again that May to allow buildings up to 200 feet high on Block 33 and another four blocks between Northwest Glisan and Everett streets, and Third and Fifth avenues. The height limit for those four blocks had previously been up to 425 feet.

The council was divided in approving the new height limits. Mayor Ted Wheeler, Commissioner Chloe Eudaly and then-Commissioner Dan Saltzman supported the action, saying it would help foster development in the area. Commissioners Amanda Fritz and Nick Fish disagreed, saying the move would be a step toward destroying the historic district.

Other opponents cited the lack of public involvement and argued the height change could threaten the area’s historical designation. It has been on National Register of Historic Places since 1989.

The city approved the Central City 2035 plan that June, which included the 200-foot height limits.

Restore Oregon, the Oregon Nikkei Endowment, the Portland Chinatown History Foundation and others appealed the new height limits to the Oregon Land Use Board of Appeals. They argued that the new limits didn’t comply with a city policy that calls for development that “fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.” They said the city’s claim that the change was in compliance wasn’t factually supported.

The land use board ruled in August 2019 that Portland’s explanation supporting the 200-foot height limit was “inadequate,” and it ordered the city to put forth an acceptable rationale that explains how the new height limits comply with city policy. The land use board said the city wasn’t required, however, to accept public testimony for every motion or amendment made on a legislative proposal.

## **Regional Arts & Culture Council lays off 15, will add new staff as it reimagines its role**

*By Douglas Perry*

*January 29, 2020*

The Regional Arts & Culture Council has laid off 15 staffers and says it will hire 15 new employees as the independent organization reshapes how it approaches its mission.

The arts council, known by the acronym RACC, helps define the role the arts plays in the Portland metro area, offering educational programs and annually awarding grants to arts groups, schools and individual artists. With a budget last year of a little over \$10 million, the Regional Arts & Culture Council is funded by the City of Portland, along with contributions from Metro, the counties in the region, and private donors.

The changes at the private nonprofit are more than a year in the making. In 2018, the City of Portland audited RACC and found that the organization, while doing good work, wasn't receiving much oversight. The auditor's office said "the city may not be getting what it wants."

And so RACC, which evolved from the city's Metropolitan Arts Commission agency in the 1990s, says it will be pumping up its fundraising and arts advocacy efforts, "with a deeper focus on reaching underserved communities."

"We take this transition very seriously and deeply appreciate the work of RACC employees, especially those leaving the organization," board chair Linda McGeedy said in a statement. "These changes respond to what we are seeing and hearing from our community, and position RACC to better serve our region today and in the future."

Particularly hard hit by the layoffs are staffers involved in The Right Brain Initiative, which brings arts into school curriculums, and the workplace-giving program Arts Impact Fund.

Among the new priorities, RACC says, will be "demonstrating how the arts build livable communities by connecting to politics, education, economics, development, planning and civic engagement."

"To achieve this vision, RACC needs to become more fiscally sustainable, diversify our funding sources and streamline our organization," executive director Madison Cario said.

Cario took the helm at the Regional Arts & Culture Council last year.

The agency will continue giving grants, commissioning public art and funding arts education.

RACC will present a "State of the Arts" report to the Portland City Council on Feb. 27.

## **Alleged threat against British royal family among cases FBI sent to Portland police for review**

*By Maxine Bernstein*

*January 28, 2020*

The FBI and Portland police have traded cases to investigate -- including an alleged threat against the British royal family and warnings of mass shootings and white supremacist intimidation -- but haven't worked beside each other in the year since the city voted to withdraw police officers from the FBI's anti-terrorism task force.

Since May 2019, the federal agency hasn't asked any Portland officers to become involved in a Joint Terrorism Task Force case.

Instead, the FBI-led multi-agency task force referred 10 cases to the Police Bureau's Criminal Intelligence Division and Portland police sent 12 cases to the FBI task force for review, according to an annual report to the City Council.

Only one of the 10 cases that the FBI referred to Portland police remains open; the other nine were closed without any arrests or a crime identified.

The cases involved a range of allegations, including a reported threat against the British royal family, a social media post about a mass shooting, a report of a white man "affiliated with a racially motivated violent extremist group" at a bar and someone threatening violence against police after an arrest.

Police checked out one report about a woman whose social media posts focused on "weapons, suicide, a manifesto, a sniper and martyrdom" only to find that she was an artist who told investigators the posts were part of her work. The police forwarded two of the reports, including the alleged threat against the British royal family, to the Police Bureau's Behavioral Health Unit for follow-up.

The Criminal Intelligence Division sent 12 cases to the FBI's task force to investigate, including reported bomb threats to public buildings, critical infrastructure, private entities and houses of worship, as well as threats of mass violence, threats to public officials and reports of white supremacist and sovereign citizen activity. No more details were provided in the report about these cases.

"Protecting the City of Portland and those who live, work, pray, play, and visit is the responsibility of PPB; however, the PPB cannot do it alone and works with other local, state and federal law enforcement agencies to investigate threats to life, including hate crimes, and suspected cases of terrorism," the report said.

The Police Bureau must continue to work with other law enforcement agencies to evaluate threats "to interdict and prevent violence from occurring," the report said.

Last February, the City Council voted 3-2 to withdraw Portland police officers from the task force, citing a deep distrust in the program's ability to root out terrorism while upholding residents' civil rights. The vote marked a political victory for Commissioner Jo Ann Hardesty, who had made police withdrawal from the task force one of her first priorities in office. Joining Hardesty were Commissioners Amanda Fritz and Chloe Eudaly.

It meant pulling out two Portland criminal intelligence officers from the task force, which reviews hundreds of tips each year and assesses and investigates threats to prevent potential terrorist attacks. The pull-out was the latest twist in Portland's on-again, off-again relationship with the FBI group, which the city joined in 1997, left in 2005, rejoined partly in 2011 and fully rejoined in 2015.

After the latest vote, the city in May adopted a resolution that set parameters for cooperation between police and the FBI in alleged terrorism-related cases. It allows the Police Bureau to partner with the FBI on specific threats, share information and have a Portland officer temporarily assigned to the task force in limited circumstances.

The Police Bureau this month adopted a directive on officer cooperation with the task force. It says the police chief, upon the request of the head of Oregon's FBI, can temporarily assign officers to work with the task force to investigate suspected terrorism cases, including hate

crimes, that have a direct connection to the city and “where there are reasonable grounds to suspect” someone may be involved in a crime.

The Police Bureau also is required to report to the City Council each year about any FBI request to assign police to cases, the types of cases each agency referred to the other and demographics of those targeted. Most of those identified as potential targets in 2019 cases were white men, according to the recent report. On Jan. 8, criminal intelligence officers attended annual training with a deputy city attorney on state and federal laws governing their work.

Community activists who oppose any cooperation between Portland police and the terrorism task force held a mock City Council session outside City Hall Tuesday afternoon. They made believe they were addressing the mayor and commissioners, and voiced their dismay that they won't be allowed to publicly testify before council when it formally receives the report at its Wednesday meeting.

Among those protesting were representatives from the police watchdog group Portland Copwatch, the League of Women Voters of Portland, Portland Democratic Socialists of America, Jewish Voice for Peace-Portland, Portland's Resistance and Portland Japanese American Citizens League and 350 PDX, a climate justice advocacy group.

Marleen Wallingford, of the Portland Japanese American Citizens League, said she's concerned about lack of oversight of any cooperation between the FBI and Portland police. She recommended Portland police spend more of their time developing relationships with community-based agencies to better serve the city when the Police Bureau is struggling with a staffing shortage.

Anaïs Tuepker, board president of 350PDX, spoke out against reports of surveillance and monitoring of anti-Jordan Cove Energy Project activists in Oregon. On Aug. 8, the London-based newspaper The Guardian published a story describing an effort by federal, state and local law enforcement agencies to monitor public social media posts by groups, individuals and Native American tribes who oppose the pipeline.

Dan Handelman, of Portland Copwatch, contends the city's policy allowing sharing of information between the police and FBI on alleged threats is still "too broad," permitting investigations that have nothing to do with alleged terrorism. He also said the report contains few details on the cases the Police Bureau forward to the FBI task force.

After the city pulled out of the task force, Oregon FBI Special Agent in Charge Renn Cannon said in a statement that the FBI “will continue to partner formally with other members of the JTTF as well as informally with cities and counties across the state to share information and address threats as appropriate.”

There are currently six local, state and federal agencies who have full-time law enforcement officers assigned to the federal task force.

Among recent cases investigated by the task force, according to the report:

The prosecution of Jason Schaefer, sentenced to 40 years in prison for igniting an explosive when cornered by police in the Rock Creek area of Washington County in October 2017; the May 2017 stabbing of three men, two fatally, on a MAX train in Portland, for which the accused Jeremy Christian is now on trial; the 2016 armed takeover of the Malheur National Wildlife Refuge; the eco-sabotage case dubbed “Operation Backfire” that involved vandalism and arson in a range of attacks in Oregon, Colorado, Washington and California; the prosecution of Mohamed Osman Mohamud who was convicted for trying to detonate a bomb during downtown

Portland's holiday tree-lighting ceremony in 2010, and the so-called "Portland Seven," an Oregon-based group convicted of training and trying to join the Taliban and Al Qaeda in fighting against U.S. forces in Afghanistan.

## **Portland seeks gas tax renewal, plan heads to City Council for approval next week**

*By Andrew Theen  
January 28, 2020*

Portland transportation officials want to renew a 10-cent-per-gallon gas tax approved by voters in 2016.

Commissioner Chloe Eudaly, who oversees the transportation bureau, said last year that she would send the gas tax back to voters this May. The City Council will be briefed on the plan Feb. 6 and decide whether to refer the tax to the ballot on the same day.

The likely referral means Portland voters will have two transportation funding packages on their ballot this year. Metro plans to send a region-wide transportation package to voters in November. A gas tax is not expected to be one of the funding mechanisms included in its \$7 billion package (which would raise \$4.22 billion locally for projects and programs and leverage those projects to bring in \$2.2 billion from federal and state sources).

When it pitched the gas tax to voters in 2016, Portland proposed \$64 million worth of projects, but gas tax revenue outpaced initial estimates. The 10-cent tax was approved by 52 percent of Portland voters in 2016, and it came on the heels of a protracted street funding discussion launched by then-Mayor Charlie Hales and then City Commissioner Steve Novick. The city has since branded its gas tax campaign "Fixing our Streets."

"We have spent the last few months talking with leading Portland organizations, advocates and committees as we developed our project list," Hannah Schafer, a city transportation spokeswoman said in a statement. "The new Fixing Our Streets list includes \$74.5 million in street repair and traffic safety projects and services."

According to city documents, Portland estimates a \$13 million gas tax surplus by the end of the current year.

City Council will hear a progress report Feb. 6 on the current tax, and there is still much work to finish by the end of 2020. Schafer said the city expected to complete all of the dozens of projects still unfinished – from safety projects on Southeast Division street to paving a swatch of Southwest Naito Parkway to paving on Northeast Alberta – in 2020.

According to a 2019 city audit, the transportation bureau had failed to provide annual audits or updates to City Council on the gas tax and provided "incomplete, inconsistent, and outdated" information to a citizen group tasked with monitoring the projects.

Auditors found the city's progress on the tax was a mixed bag. The watchdogs said there were considerable delays in getting some projects out the door, and confusion on how much of the gas tax was being spent on paving or maintenance work versus safety projects.

Schafer said the transportation bureau heard those critiques. "A lot of the things that we saw in the audit we took very much to heart," she said.

The new four-year spending plan includes \$25 million for paving, \$5 million for new traffic signals, \$4.5 million for sidewalks, and \$4.5 million for street lighting. The remainder includes a variety of safety projects citywide and near schools.

The city briefed the citizen task force charged with overseeing projects this month. According to documents presented to that committee, a draft project list could include paving a lengthy stretch of Northeast Killingsworth, Southeast 122nd Avenue and Southeast 45th Avenue in some stretches.

Portland said it won endorsements from several business and nonprofit advocacy groups to move forward with the gas tax proposal, citing 1000 Friends of Oregon, The Street Trust and Rosewood Initiative, among others.

The city council will also decide whether to renew the Heavy Vehicle Use Tax, which charges trucks an additional tax for their activity in the city. The Feb. 6 meeting is just a first reading on that ordinance and that measure doesn't go to voters for approval.

## **The Portland Tribune**

### **Wheeler accuses Iannarone campaign manager of 'bullying'**

*By Zane Sparling  
January 27, 2020*

**Campaign for Portland Mayor Ted Wheeler accuses Sarah Iannarone's campaign manager, Gregory McKelvey, of cyberbullying.**

The race to be mayor of Portland has taken a sharp turn — with accusations of cyber bullying pushing the approaching election into a higher gear.

Ted Wheeler's campaign has now accused his most prominent rival's campaign manager of "essentially bullying" Portlanders who support the incumbent mayor.

"With youth voices leading on issues like climate action and school safety, we are amazed that the Iannarone campaign would target youth volunteers with scorn," said Wheeler's campaign manager, Amy Rathfelder, on Monday, Jan. 27.

The incident centers around a retweet posted the previous Saturday by Gregory McKelvey, who holds the campaign manager title for candidate Sarah Iannarone.

The Wheeler campaign had posted a photo of the mayor and a group of young people "hitting the streets" during an apparent canvassing event with "awesome volunteers." It was hashtagged #TeamTed.

McKelvey retweeted the photo and wrote: "'Volunteers'" = political science seniors lol. Nice try."

Another twitter user, Jessica Houghton, responded with a screenshot from McKelvey's Wikipedia page, suggesting McKelvey himself had served as an intern for a Benton County Commission candidate while studying politics in 2014.

"We're disappointed in what is essentially bullying of Portlanders — especially young Portlanders — that are volunteering their time to engage in their local democratic process," said Rathfelder. "We would also encourage anyone who is interested in getting involved to do so. Making your voice heard is one of the greatest privileges we have as democratic citizens."



Reached for comment, McKelvey pointed to the disclaimer on his Twitter bio which states that tweets do not reflect his employer's opinions. He also said his internship wasn't described as volunteerism.

"Our campaign is up against a wealthy incumbent who continuously falls back on his incumbency and handing out access to City Hall as a replacement for the hard work of campaigning around the issues that matter to everyday Portlanders," he told the Tribune.

He continued: "The Sarah for Portland Mayor campaign is happy to report a massive grassroots campaign built on hundreds of volunteer hours and made up of working-class Portlanders from across our communities committed to transforming City Hall on May 19, 2020."

Wheeler has gotten into hot water on Twitter in the past, including for accusations of plagiarism, or stealthily deleting tweets. And this is hardly the first time McKelvey has criticized Wheeler online either.

According to at least one recent set of polls, the candidate with the most support for Portland mayor is "I don't know."

## **Portland Mayor Wheeler to discuss city's reactions to homelessness**

*January 28, 2020*

**Several city, county and private agencies also will be on hand for the Feb. 1 event; three more town halls are scheduled.**

Portland Mayor Ted Wheeler has announced a schedule of four upcoming community conversations on homelessness.

The first event, in partnership with neighborhood coalition Southeast Uplift, is set for 9 a.m. to noon, Saturday, Feb. 1, at Portland Community College Southeast, 2305 S.E. 82nd Ave., Portland.

Building on December's Downtown Neighborhood Association's Educational Forum on Homelessness, Wheeler — joined by service providers, community advocates and people experienced with homelessness — will discuss how the city is addressing homelessness and housing instability while inviting community members to share their priorities for continued improvements and upcoming budget decisions.

"No other issue has remained a higher priority in this administration," Wheeler said. "The data shows we're helping thousands of people, every year, escape or avoid homelessness. We've heard success story after success story from neighbors that our investments in housing and shelter have made a significant difference. But we know there's also work to do. So we're increasing our community engagement to talk about the progress we're making, but also how to navigate the challenges we continue to face."

Wheeler will provide a brief update on Portland's work to address housing and homelessness.

The Portland Police Bureau, Portland Fire & Rescue, the Homelessness and Urban Camping Impact Reduction Program, the Portland and Multnomah County's Joint Office of Homeless Services, the Portland Housing Bureau, and two nonprofit providers, JOIN and Central City Concern, will be among the organizations presenting.

Upcoming dates and locations

### **Southeast Portland**

9 a.m.-noon, Saturday, Feb. 1

### **Central Northeast Portland**

Beaumont Middle School, cafeteria, 4043 N.E. Fremont St.

### **North Portland**

6:30-8:30, Tuesday, March 3

University of Portland, Bauccio Commons, 5000 N. Willamette Blvd.

### **Southwest Portland**

9 a.m.-noon, Saturday, March 7

Multnomah Arts Center, gymnasium, 7688 S.W. Capitol Highway

## **Portland gas tax renewal could be on May primary ballot**

*By Jim Redden*

*January 28, 2020*

### **City lawmakers will be briefed on \$74.5 million in additional projects that would be OK'd if voters approve a measure.**

Portland voters could be asked to renew the city's 10-cent-per-gallon gas tax that funds repairs and improvements at the May 19 primary election.

The tax — first approved in 2016 — already has raised more than \$64 million for such projects. The Portland Bureau of Transportation has prepared a \$74.5 million list of additional projects to be presented to the City Council on Thursday, Feb. 6.

Commissioner Chloe Eudaly, who oversees the Transportation Bureau, has previously said she intends to ask the council to refer a measure to Portland voters, to renew the tax this year.

Metro is working to refer a \$4.22 billion regional transportation funding measure to the Nov. 3 general election.

The Transportation Bureau, or PBOT, said the proposed \$74.5 million list of future projects includes \$25 million dedicated to paving, \$5 million for new traffic signals, \$4.5 million for sidewalks, \$4.5 million for street lighting and millions more for better and safer access to schools, transit and community services. Spending from the program would continue to be overseen by the Fixing Our Streets Oversight Committee, which represents multiple communities with a stake in Portland's streets and roads.

"Fixing Our Streets's impact on Portland has been tremendous, said PBOT Director Chris Warner. "We have invested millions in our Safe Routes to School network, repaired and repaved streets throughout the city, and expanded our walking and biking network with new sidewalks, neighborhood greenways, and protected bike lanes. Since its passage three-and-a-half years ago, the bureau has worked internally to increase efficiencies, establish stronger project management protocols, and create better relationships with businesses and the greater Portland community."

In its announcement, the bureau said the Fixing Our Streets program funded by the tax has paved or improved 40 miles of road, constructed 300 new ramps to meet Americans with Disabilities Act standards, updated 58 intersections for safety and built 53 Safe Routes to School projects that serve a combined 31 elementary schools, eight middle schools and 10 high schools in Portland. It also has provided significant funding for major streetscape projects such as the Halsey-Weidler Streetscape Project in the Gateway neighborhood and the Foster Streetscape Project in Southeast Portland.

According to the bureau, the proposed project list ready has been endorsed by multiple groups, including Business for a Better Portland, Oregon Walks, 1000 Friends of Oregon, The Rosewood Initiative, The Street Trust, the Northwest District Association and Professional & Technical Employees Local 17, as well as the Portland's Pedestrian and Bicycle advisory committees, among others.

You can learn more and find the list of proposed projects [on PBOT's website](#).

## **Ratepayer advocates challenge Portland water fund spending again**

*By Jim Redden  
January 28, 2020*

**A lawyer representing city water and sewer ratepayers charges the City Council is about to violate the court ruling they won**

Portland ratepayer advocates are fighting with the City Council again over water and sewer fund spending.

On Wednesday the council is scheduled to consider spending \$1.1 million from the Washington Park Reservoir Improvement Project to pilot the administration of the Community Opportunities and Enhancements Program, which is intended to support minority business opportunity development.

In a previous lawsuit brought by ratepayer advocates, a Multnomah County Circuit Court judge ruled ratepayer funds must be spent to reasonably meet the primary missions of the Portland Water Bureau and the Bureau of Environmental Services, which operates the city's sewer system and stormwater management programs.

The ordinance to be considered on Jan. 29 says the spending is "reasonably related to the provision of water service." But late Tuesday afternoon, a lawyer representing ratepayer advocates wrote Mayor Ted Wheeler to say that it is not.

"Should the City proceed with the contemplated unauthorized expenditure from the protected Water Fund, ratepayers will have little option but to pursue legal remedies," reads the letter from John DiLorenzo, who represents Citizens for Water Accountability, Trust and Reform (WATR), which successfully challenged \$10 million in ratepayer spending in its previous lawsuit.

[You can read the letter here.](#)

## **Willamette Week**

### **A Prominent Critic of Portland's Transportation Strategy Donates to Commissioner Chloe Eudaly**

*By Nigel Jaquiss  
January 29, 2020*

**We asked him why. He told us.**

HOW MUCH?

\$250

WHO GAVE IT?

Portland lawyer and transportation safety activist Scott Kocher

WHO GOT IT?

City Commissioner Chloe Eudaly, who is seeking public campaign financing for her re-election campaign and is therefore limited to maximum individual contributions of \$250.

WHY IS IT INTERESTING?

Kocher has been one of the loudest critics of the Portland Bureau of Transportation, which is engaged in a traffic safety plan called Vision Zero. That plan seeks to eliminate traffic deaths in the city, but the numbers are going in the wrong direction, having increased from 34 in 2018 to 50 in 2019. Eudaly oversees that effort, which makes it a little surprising that Kocher would donate the maximum as Eudaly tries to fend off a challenge by former Portland Mayor Sam Adams. "It's fair to say I am a huge supporter and a huge critic of PBOT at the same time," Kocher says. "But I think she's smart and independent, and I think if she's re-elected, we'll see the numbers [of fatalities] turn around."

## **The Skanner**

### **Portland Parks & Recreation Recruiting High School Freshman Students for EAGLE Caddie Program**

*January 28, 2020*

Portland-area high school freshmen are encouraged to apply for the EAGLE Caddie Program. The Early Adventures in Golf for a Lifetime of Enjoyment program is a cooperative venture between Portland Parks & Recreation (PP&R), the Western Golf Association Evans Scholars Foundation, and public and private high schools located within the City of Portland\*.

Experience in the game of golf is not required. Qualified students are paid an hourly wage as golf caddies on Portland Parks Golf courses. EAGLE caddies receive work credit hours with mentors to monitor students' progress.

"The EAGLE program is a wonderful way for young people to gain work experience, learn about golf, and to see firsthand the wonderful opportunities available with Portland Parks & Recreation," says PP&R Director Adena Long. "I encourage all qualified high school students to

apply and get valuable job experience. Portland Parks Golf is making the lifelong game more accessible to all players.”

The deadline for EAGLE applications is May 1, 2020. For more information on the program, please contact PP&R’s Carolyn Lee at [carolyn.lee@portlandoregon.gov](mailto:carolyn.lee@portlandoregon.gov) or 503-823-5076.

EAGLE Caddie Eligibility Requirements:

- Only freshman attending public or private high schools within the City of Portland are eligible to apply for this three-year program;
- Participants are required to work up to 20 hours during the summer;
- Must have good attendance in school;
- Must maintain a cumulative grade point average of at least 3.5;
- Must come from a financially disadvantaged family;
- Must go into the three-year EAGLE Caddie Program with the expectation of completion; and
- Must submit two (2) letters of recommendation from a school counselor and/or teacher.

Scholarship opportunities may be available to EAGLE participants. Since 1992, more than 80 students have successfully completed college at the University of Oregon as Evans Scholars, a full tuition and housing scholarship. The award is supported by the Western Golf Association Evans Scholars Foundation and valued at more than \$100,000 over four years. PP&R EAGLE Caddie Program participants may become eligible to apply.

\*Students who attend high schools that are not located within the city of Portland can contact the following golf courses about their caddie programs: Columbia Edgewater Country Club, Oswego Lake Country Club in Lake Oswego, Riverside Golf & Country Club, Rock Creek Country Club, Royal Oak Country Club in Vancouver, Waverley Country Club, and Willamette Valley Country Club.

## **The Portland Observer**

### **Golf Program Takes Applications**

*January 28, 2020*

**No experience needed. High school freshman can earn money as golf caddies**

Portland-area high school freshman are encouraged to earn wages and school credit this summer by participating in the Eagle Caddie Program, a cooperative venture between Portland Parks and Recreation, the Western Golf Association Evans Scholars Foundation, and local public and private high schools.

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“The EAGLE program is a wonderful way for young people to gain work experience, learn about golf, and to see firsthand the wonderful opportunities available with Portland Parks & Recreation,” says PP&R Director Adena Long. “I encourage all qualified high school students to apply and get valuable job experience. Portland Parks Golf is making the lifelong game more accessible to all players.”

Participants are required to work up to 20 hours during the summer; have good attendance in school; maintain a cumulative grade point average of at least 3.5; and come from a financially disadvantaged family;

The deadline for EAGLE applications is May 1. For more information on the program, contact PP&R's Carolyn Lee at [carolyn.lee@portlandoregon.gov](mailto:carolyn.lee@portlandoregon.gov) or 503-823-5076.

### **Further Reading (Linked below)**

## **The Regional Arts and Culture Council Undergoes Sweeping Reorganization**