



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, March 12, 2020

2:00 PM

Metro Regional Center, Council chamber

Revised 03/12

1. Call to Order and Roll Call

2. Public Communication

3. Presentations

3.1 2020 Census Overview [20-5381](#)

Presenter(s): Jon Coney, US Census Bureau

Attachments: [Memo: 2020 Census Overview](#)

3.2 Equity in Contracting Annual Report [20-5382](#)

Presenter(s): Gabriele Schuster, Metro

Tracy Fisher, Metro

Riko Tannenbaum, Metro

Attachments: [Annual Equity in Contracting Dashboard](#)
[Staff Report](#)
[PPT: Equity in Contracting Annual Report](#)

4. Consent Agenda

4.1 Consideration of the Council Meeting Minutes for February 25, 2020 [20-5387](#)

Attachments: [Council Meeting Minutes for February 25, 2020](#)

5. Ordinances

5.1 Ordinance No. 20-1443, For the Purpose of Amending Metro Code Section 2.01.055 to Address Situations Requiring Complete Electronic Participation by Council Members and Declaring an Emergency [ORD 20-1443](#)

Attachments: [Ordinance No. 20-1443](#)

[Staff Report](#)

[Attachment 1 to Staff Report](#)

- 6. Chief Operating Officer Communication**
- 7. Councilor Communication**
- 8. Adjourn**

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Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មប្រព័ន្ធរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev saww ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwu ua ntej ntwam lub rooj sib tham.

Television schedule for Metro Council meetings

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Agenda Item No. 3.1

Census Presentation

Presentation

Metro Council Meeting
Thursday, March 12, 2020
Metro Regional Center, Council Chamber

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: Monday, March 4, 2020
To: Metro Council
From: Victor Sin, Policy Advisor, Council Office
Subject: 2020 Census Overview

On March 12, 2020, Metro Council will be presented with a brief overview of the 2020 Census during the regularly scheduled council meeting. In mid-March, households will begin to receive the official Census Bureau mail with detailed information on how to respond online, by phone, or by mail.

Jon Coney, Partnership Specialist for the Oregon in the Community Partnership and Engagement Program of the U.S. Census Bureau, will be providing the overview including the 2020 Census timeline and current outreach strategy for greater Portland.

Additional background

The 2020 Census count is mandated by the Constitution and conducted by the U.S. Census Bureau, a nonpartisan government agency. The 2020 Census counts the population in all 50 states, the District of Columbia, and five U.S. territories (Puerto Rico, American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the U.S. Virgin Islands). Everyone living in these locations is required by law to be counted.

The census provides important data used to provide daily services, products, and support to communities. Federal funding in particular uses census data to help allocate resources. Results are also used to determine the number of seats each state will have in the U.S. House of Representatives and to draw congressional and state legislative district boundaries.

Conducted every 10 years, the 2010 Census received a 74 percent final mail participation rate. The 2020 Census marks the 24th time that the United States has counted its population since 1790.

Agenda Item No. 3.2

Equity in Contracting Annual Report

Presentation

Metro Council Meeting
Thursday, March 12, 2020
Metro Regional Center, Council Chamber



Equity in contracting dashboard

2019

Equity in contracting matters

Metro works to prepare the 1.5 million people in the greater Portland region for the future by addressing transportation, development and environmental protection issues that cross local boundaries. The region's current and future diversity will help develop and maintain sustainable economic growth if we proactively address the issue of equity.

Diversity in contracting plays a critical role in the success of Metro's mission to plan for the region's future and ensure that it remains a great place to live. Each year, Metro spends millions of dollars on contracts with businesses that support efforts to provide public services for the residents of Clackamas, Multnomah and Washington counties. By actively involving minority-owned business enterprises, woman-owned business enterprises, service disabled veteran-owned businesses and emerging small businesses (collectively referred to as COBID-certified firms) in the pool for business opportunities, Metro helps expand economic opportunities in the region.

For more information contact:
gabriele.schuster@oregonmetro.gov
tracy.fisher@oregonmetro.gov
riko.tannenbaum@oregonmetro.gov

Program highlights

Equity in contracting program

Metro's equity in contracting program aims to empower the historically marginalized business community to engage in Metro contracting opportunities for social and economic improvement. Metro provides active engagement and support services that build meaningful relationships, develop capacity and result in Metro's spending reflecting the diversity of the community we serve. The multi-faceted approach to ensuring that COBID-certified firms are successful includes:

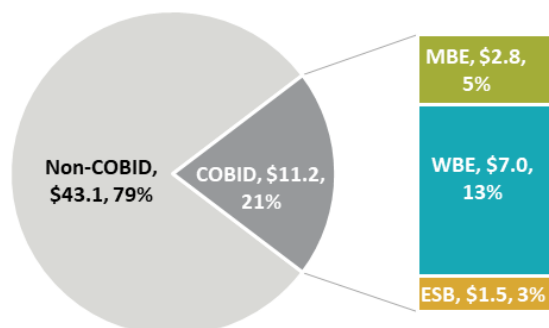
- regular **relationship building** through outreach and networking
- providing **business training and workshops** with topics including: how to do business with Metro, preparing bids and proposals, one-on-one proposal clinic, partnering for business success, marketing, business financing, and more
- **staff training** to address unconscious bias in selection processes
- supporting **business support organizations and chambers** focused on historically under-served populations through sponsorships, volunteering and hosting meetings
- hosting an annual **small business open house** where business owners can meet project managers from departments across Metro

These efforts for equity in contracting are part of an agency-wide approach to diversity, equity and inclusion.

Successes

Overall, Metro continues to build on the successes of the past years. The largest success this year was the substantial completion of the \$32 million Oregon Convention Center remodel, performed by Colas Construction, certified MBE. (*See back page for more information.*) And based upon the success over the past years', with acknowledgment of need for even more, Metro committed more resources to growing the equity in contracting program even further.

Contract dollars awarded in CY 19
(in millions of dollars)



Program Growth

Metro Council made a firm commitment to enhancing the Equity in Contracting Program by committing additional resources to the equity in contracting program. This means more staff time to continue and expand upon efforts such as those highlighted here, and increased funding to provide small business support and training.

Strategic planning

In 2019 the equity in contracting program team developed a strategic plan to solidify the direction of the program and sharpen focus for Metro's efforts. This plan envisions a path toward empowering the historically marginalized business community for greater engagement with Metro opportunities through a set of prioritized actions.

*Program objective:
Increase participation of COBID firms in Metro contracting by proactively engaging, building relationships, breaking down barriers, and providing support through innovative approaches*

Workshops and training program

Continue to build on small business development workshops and trainings with topics including how to prepare a bid/proposal, finance, marketing, job estimating, proposal clinic, Clean Air Construction Standard, Construction Careers Pathways, post workshop one-on-one assistance, and more.

Support departments: projects, equity strategy and relationship building

Develop and implement equity lens to use for equity strategy meetings.

Train contract owners on process and work with departments toward effective and impactful equity strategies that become part of the procurement culture at Metro. Targeted and in-depth support on key procurements. Provide support and project presence on department-specific or agency-wide initiatives when equity in contracting is involved.

Relationship building and maintenance

Maintain a consistent, personable and accessible presence in the business community to establish trust and share information about Metro's contracting opportunities. Maintain existing relationships with business owners, networking organizations and community partners. Build new relationships with strategic community organizations and new, COBID-eligible firms.

Reporting and tracking

Improve and expand on current reporting and tracking processes. Provide regular reporting.

Address institutional barriers to equity in contracting

Identify and address issues that make contracting with Metro difficult and uninclusive. Engage stakeholders in the process of identifying barriers and developing solutions.

Inter-agency collaboration

Work with other local governments to improve equity in contracting, to provide consistent messaging and leverage the work in other organizations.

Metrics for success

- Communities of color know about, access and are awarded contracts at Metro, and contracted funds get spent.
- Communities of color are awarded increasingly high dollar value contracts.
- People of color are included in the workforce of Metro projects.
- Businesses rooted in communities of color have greater capacity to access Metro's contracts.
- Communities of color are aware of Metro resource opportunities and know how to apply.
- People of color feel prepared for the process to access Metro's resource opportunities.
- People of color feel comfortable (less anxiety/fear) in applying for Metro resource opportunities.
- Businesses rooted in communities of color trust Metro to allocate resources in a way that enhances racial equity.
- People of color become major contributing partners to Metro's success in contracting.
- Communities of color see Metro as a source of opportunity for their communities.
- People of color believe they are well-positioned to win Metro's resource opportunities.
- People of color in the region believe that they have opportunities to advance economically.

Project spotlight: Natural areas habitat restoration

Metro’s parks and nature department maintains a series of on-call contracts to provide habitat restoration services to protect water quality and fish and wildlife habitat, enhance trails and wildlife corridors and provide greater connections to nature in neighborhoods throughout greater Portland. This series of contracts served as an example for equity in contracting when they were last procured in 2014. Five years later, they piloted new, even more innovative procurement approaches meant to simplify the process for qualified firms with historic disadvantages. Equity approaches used for these contracts include using a two-step request for proposals and interviews as proposal.

Request for proposals (RFP)

In many cases, these labor-heavy services would be procured through low bid. Metro used the RFP process to include other evaluation factors, such as sustainable business practices and diversity in employment in the selection method. This provides more opportunity for firms who provide competitive rates to access contracts, even if they are not the lowest cost provider.

Two-step method

The two-step RFP process involves qualifying firms in a first step, then seeking full proposals from qualified firms only in a second step. This process started with a critical review of typical required qualifications and elimination of unnecessary requirements to reduce barriers. Then, by seeking qualifications first Metro ensured that only those firms with the necessary skills and experience would be dedicating the time and resources to completing a full proposal.

Interviews as proposal

It is commonly recognized that completing bids and proposals is one of the greatest barriers for historically disadvantaged firms. Firms can be very skilled at their line of business, and not very skilled at preparing a proposal for public contracts. In this second step, Metro piloted proposals that were partially written, and partially verbal interviews. Firms were given the interview questions in advance and was able to prepare a response in advance. Metro also provided free interview preparation support from consultants. Overall, the interview process took less time for businesses and alleviated the burden of writing a full proposal.

Results

This process took more time for Metro staff than standard procurement methods. But the investment of Metro time in the interview process resulted in significant opportunity for COBID-certified firms.

- 14 out of 32 proposers were COBID-certified
- 10 out of 22 contract awards (or 45%) were to COBID firms
- \$4.5 million of the \$7 million awarded, or 59%, were to COBID firms
- Contracts are cooperative-ready and can be used by other agencies, amplifying their impact

Workshops and training

The natural areas habitat restoration contracts in 2014 served as a pilot for pairing a workshop and technical assistance with an RFP to better prepare firms for the procurement process. Since then, Metro has reached 380 firms who have attended at least one workshop or training session.

This program has expanded to include multiple workshops covering various topics including preparing a bid or proposal, finance for business growth, and marketing. Many have found such value in them that they have attended multiple sessions.

“It was very informative and the presenters were very experienced.”

In 2019, 27 firms who have attended a Metro workshop were awarded contracts totaling \$2.8 million. This makes a total of 88 previous workshop attendees with \$6.6 million in contract awards since the beginning of the program. Plans for 2020 include further expansion of the workshop and training program.



In the community



Outreach

The small business open house continues to grow. In its 5th year, the event brought nearly 200 people eager to meet project managers. For the 70 Metro staff in attendance, it is a great way to make connections, build relationships and talk about project needs with small firms.

Metro participated in various outreach events to engage with the small business community throughout 2019 including annual events such as the Oregon Association of Minority Entrepreneurs (OAME) tradeshow, Business Expo West, Minority Enterprise Development (MED) Week, Governor’s Marketplace, and Reverse vendor Trade Show, and regular networking with business associations including National Association of Minority Contractors (NAMC), Oregon Native American Chamber (ONAC), multi-chamber mixers, and more. Maintaining a consistent presence events such as these is important to establish trust and relationships with business owners.

Sponsorships and memberships

Sponsorships and memberships are a way for Metro to contribute to the great work that other organizations are doing to support historically disadvantaged businesses. In 2019 Metro partnered with the following organizations:

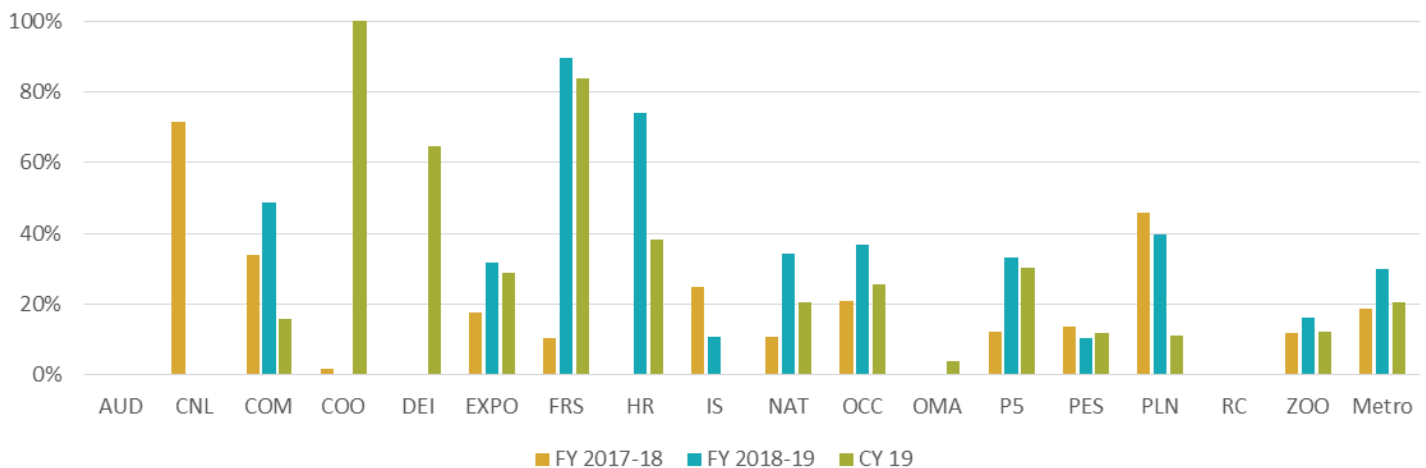
- Asian Pacific Islander Education Forward Foundation
- Best HQ
- Business Diversity Institute
- Hispanic Metropolitan Chamber of Commerce
- National Association of Minority Contractors
- Oregon Association of Minority Entrepreneurs
- Oregon Native American Chamber
- Oregon Tradeswomen Inc.
- Philippine American Chamber of Commerce
- Urban League of Portland

By the numbers

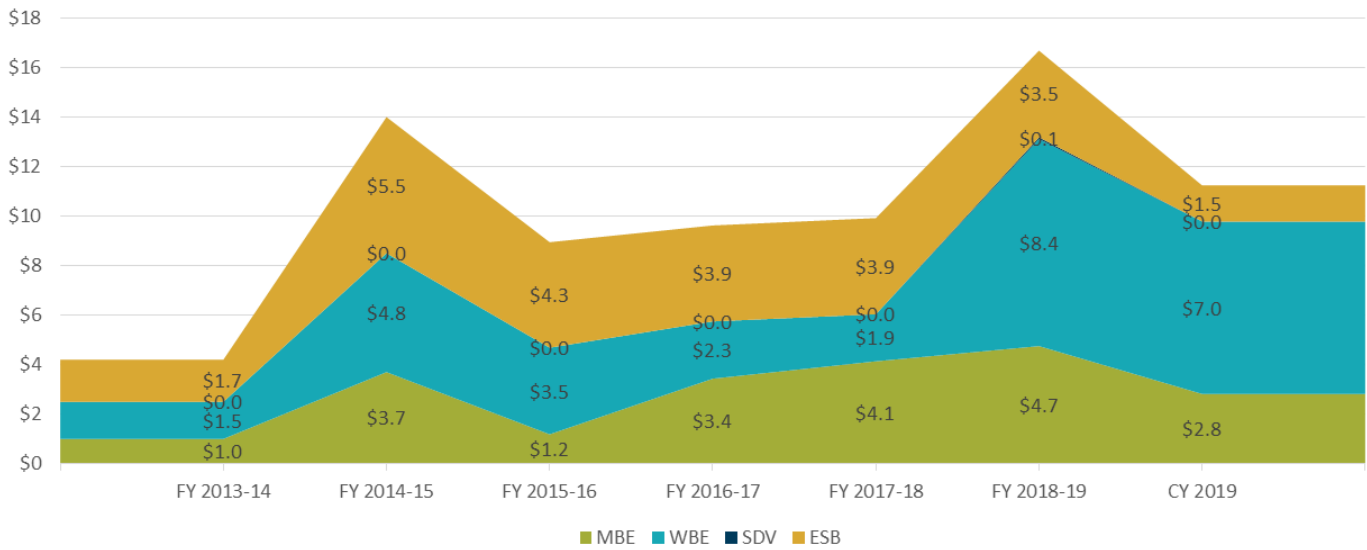
Metro has seen steady increases in awards and dollars spent with COBID firms since the equity in contracting program began in 2014. In 2019 the OCC remodel project showed significant spending that represents a successful, yet unique project. While large projects have huge impact, focus on COBID success on the smaller, more typical projects helps sustain and build business capacity and prepare smaller firms for these unique opportunities.

Note that these graphics show a change from fiscal year (FY) to calendar year (CY) reporting. FY 2018-19 and CY 19 contain a 6 month overlap in data.

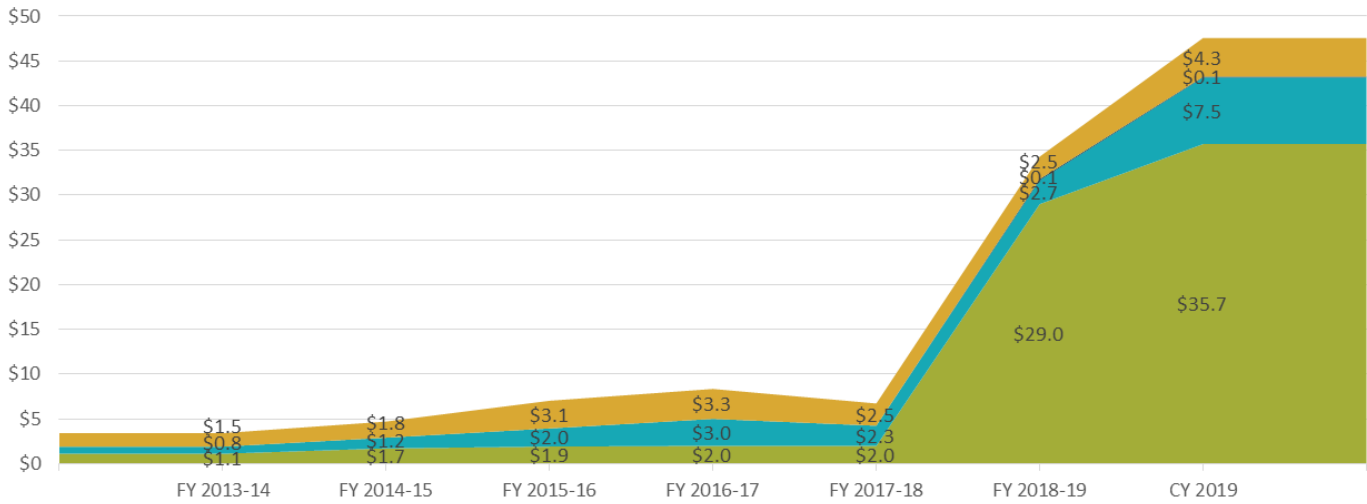
Percent of COBID contract dollars awarded by department



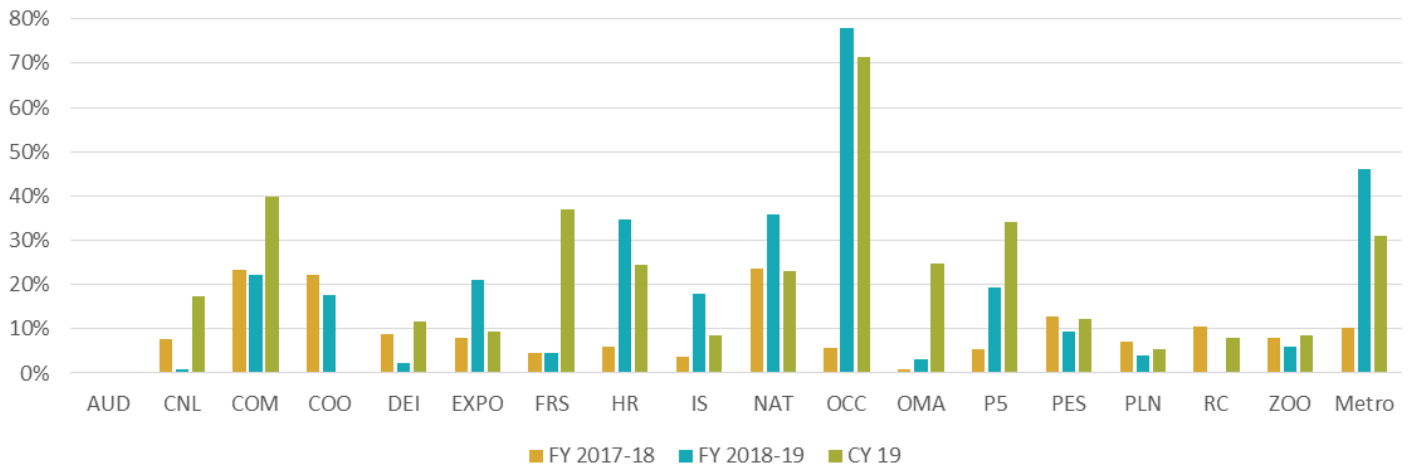
Metro contract award to COBID-certified firms
(in millions of dollars)



Metro spend with COBID-certified firms
(in millions of dollars)



Percent of COBID contract dollars spent by department



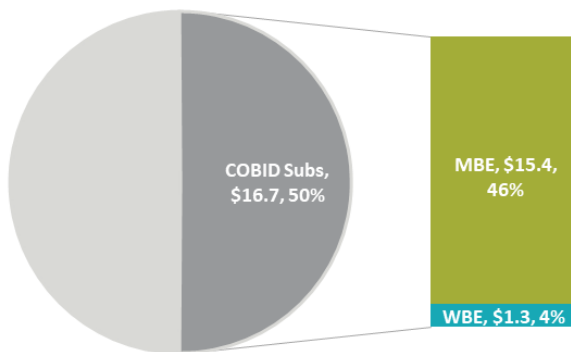
Project spotlight: Oregon Convention Center



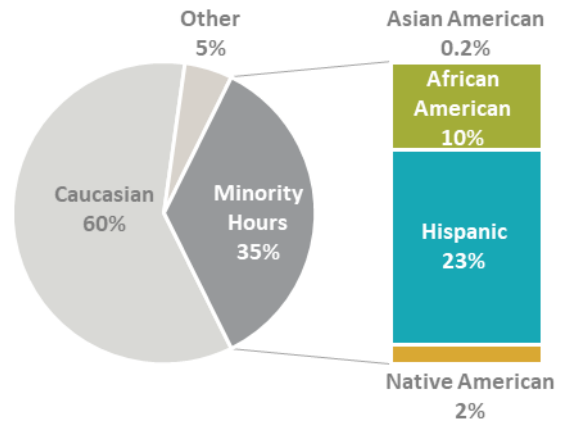
A vision for inclusion

The Oregon Convention Center remodel project started off with a strong vision for inclusive contracting methods and project delivery. And that vision paid off. By the end of 2019, Colas construction, MBE certified prime contractor, had substantially completed the \$33 million project, surpassing the 20% participation goal with 50% of the contract paid to MBE and WBE certified subcontractors. Workforce inclusion is also strong, with more than 35% of workforce hours logged for people of color and 7% for women.

COBID subcontracting on OCC remodel
Total project: \$33 million
(in millions of dollars)



Workforce inclusion on OCC remodel



Procurement Services

The Procurement services team facilitates the implementation of Metro's equity in contracting administrative rules and supports staff throughout the departments in developing equity strategies for procurements, identifying outreach opportunities and by organizing the annual Small business open house.

Procurement services is pictured below:

Back row: Riko Tannenbaum, Thomas Lunsford, Gabriele Schuster, Matt DeNinno, Tracy Fisher, Julie Hoffman

Front row: Kim Bardes, Deanna Podbielan, Jon Deveaux, Laura Corey



EQUITY IN CONTRACTING ANNUAL REPORT

Date: 03/2/2020
Department: Finance and Regulatory
Services
Meeting Date: 03/12/2020

Prepared by: Tracy Fisher, x7596,
tracy.fisher@oregonmetro.gov
Presenters: Gabriele Schuster,
Procurement Manager, Tracy Fisher, Riko
Tannenbaum
Length: 10 minutes

ISSUE STATEMENT

Annual presentation of progress toward contracting with firms certified by the Certification Office of Business Inclusion and Diversity (COBID) as minority-owned (MBE), woman-owned (WBE), service disabled veteran-owned (SDV) and emerging small businesses (ESB).

ACTION REQUESTED

Guidance on future efforts for the Equity in Contracting program.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Equity in Contracting program aims to implement the goals and actions identified in the following organizational-level guidance

- Strategic Plan to Advance Racial Equity Diversity and Inclusion
- Equity in Contracting administrative rules
- Sustainable Procurement policy
- Diversity Action Plan
- Metro's values of respect, sustainability, innovation and excellence

BACKGROUND

The 2019 Equity in Contracting Annual Dashboard provides an overview of Metro's outreach efforts, equity in contracting program development and progress toward contracting and spend with COBID-certified and historically disadvantaged firms.

ATTACHMENTS

2019 Equity in Contracting Annual Dashboard

Agenda Item No. 4.1

Considerations of the Council Meeting Minutes for February 25, 2020
Consent Agenda

Metro Council Meeting
Thursday, March 12, 2020
Metro Regional Center, Council Chamber

Ordinance No. 20-1443, For the Purpose of Amending Metro Code Section 2.01.055 to Address Situations Requiring Complete Electronic Participation by Council Members and Declaring an Emergency

Ordinances

Metro Council Meeting
Thursday, March 12, 2020
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO) ORDINANCE NO. 20-1443
CODE SECTION 2.01.055 TO ADDRESS)
SITUATIONS REQUIRING COMPLETE) Introduced by Metro Attorney Carrie
ELECTRONIC PARTICIPATION BY COUNCIL) MacLaren in concurrence with Council
MEMBERS AND DECLARING AN) President Lynn Peterson
EMERGENCY)

WHEREAS, Metro Code Section 2.01.055 was established by Ordinance 94-559A and adopted by the Metro Council on September 8, 1994 to permit Metro council members to attend council meetings electronically so long as a majority of the council members are still physically present at meetings; and

WHEREAS, revisions have been proposed by the Metro Attorney to update Metro Code Section 2.01.055 in order to conduct regular business in the time of crisis and to address emergency situations threatening the health, safety and welfare of the Metro area which make it impractical for a majority of council members to be physically present at meetings;

WHEREAS, Governor Kate Brown has declared a state of emergency due to the public health threat posed by the novel infectious coronavirus (COVID-19) and has issued Executive Order No. 20-05 prohibiting large gatherings of 250 people or more, statewide;

WHEREAS, Metro Council finds the need for immediate adoption of this ordinance given the quickly developing COVID-19 situation, the declaration of a state of emergency, and the prohibition of large gatherings statewide; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. Metro Code Amendment. Metro Code section 2.01.055 (Participation of Council Members by Electronic Means) is hereby amended as referred to in Exhibit A attached hereto; and
2. That this Ordinance being necessary for the health, safety, and welfare of the Metro area and to ensure effective and ethical governance as required by state law, an emergency is declared to exist, and this Ordinance shall take effect immediately, pursuant to Metro Charter Section 38(1).

ADOPTED by the Metro Council this ____ day of March 2020.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Nellie Papsdorf, Recording Secretary

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 20-1443, FOR THE PURPOSE OF AMENDING METRO CODE SECTION 2.01.055 TO ADDRESS SITUATIONS REQUIRING COMPLETE ELECTRONIC PARTICIPATION BY COUNCIL MEMBERS AND DECLARING AN EMERGENCY

Date: March 11, 2020
Department: Capital Assets
Meeting Date: Thursday, March 12, 2020

Prepared by: Courtney Patterson
Length: 15 minutes

ISSUE STATEMENT

The current state of emergency declared by Governor Kate Brown in connection with the COVID-19 situation may result in an order of social distancing which would make it impossible for the Metro Council to physically meet in person to carry on regular Metro business. As such, amending the code is needed to ensure effective and continued governance while also prioritizing the health, safety, and welfare of council members, Metro staff, and the general public.

ACTION REQUESTED

We recommend adoption of Ordinance No. 20-1443. This ordinance permits electronic participation by all council members during emergency situations where requiring a majority of council members to attend in person is impracticable or dangerous.

IDENTIFIED POLICY OUTCOMES

This action will allow Metro council to continue to meet and conduct regular business where in person attendance is impracticable or dangerous due to an emergency situation that threatens the health, safety and welfare of the Metro Area.

POLICY QUESTION

This action seeks to allow Council to operate electronically during the current public health situation. It ensures continuity of government.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Option 1: Leave Code as is. Four Council members would have to be physically present to meet quorum requirements. This could endanger their individual health. If more than three

Councilors would like to participate electronically, the meeting would be cancelled due to lack of quorum.

Option 2: Operate Council under the emergency meeting provisions. This would still allow Council to meet. However, Council would only be allowed to discuss issues specifically related to COVID-19. All other business would stop.

Option 3: Recommended course of action. Adopt this ordinance. It allows Council to meet quorum electronically during this public health emergency. It also allows them to discuss other routine business.

STAFF RECOMMENDATIONS

Metro Council should adopt Ordinance No. 20-1443.

STRATEGIC CONTEXT

- **Known Opposition/Support/Community Feedback**

None.

- **Anticipated Effects**

Metro Code Section 2.01.055 will allow complete electronic participation by council members under special circumstances. This amendment addresses situations that threaten the health, safety and welfare of the Metro area such as public health emergencies or natural disasters that make it infeasible or dangerous to require a majority of council members to be physically present for a meeting. All Public Meetings Law will still apply.

- **Financial Implications**

None.

BACKGROUND

Metro Code 2.01.055 established a way for council members to participate in meetings electronically provided that the councilor intending to participate electronically files a written request with the Council President, the Council President files a written report with Metro's Chief Operating Officer, and a majority of the council is still physically present at the meeting. The current provisions of Metro Code 2.01.055 do not adequately contemplate emergency situations that necessitate electronic participation of all council members. For example, the current state of emergency declared by Governor Kate Brown in connection with the COVID-19 situation may result in an order of social distancing which would make it impossible for the Metro Council to physically meet in person to carry on regular Metro business. As such, amending the code is needed to ensure effective, continued governance

is paired with prioritizing the health, safety, and welfare of council members, Metro staff, and the general public.

ATTACHMENTS

Attached is a redlined version of Metro Code Section 2.01 indicating the proposed amendment to 2.01.055. This amendment recognizes certain emergency situations that obviate the need to have a majority of the council physically present at Council meetings.

TITLE II

ADMINISTRATION AND PROCEDURES

- 2.01 Council Organization and Procedures
- 2.02 Personnel Code
- 2.03 Civil Penalties
- 2.04 Metro Contract and Procurement Policies
- 2.05 Procedure for Contested Cases
- 2.07 One Percent for Art Program
- 2.08 Office of Metro Attorney
- 2.09 Contractor's Business License Program
- 2.12 Office of Citizen Involvement
- 2.14 Facility-Related Parking Policy and Regulations
- 2.15 Metro Auditor
- 2.16 Naming of Facilities
- 2.17 Code of Ethics for Metro Officials and Requirements for Lobbyists
- 2.18 Campaign Finance Regulation
- 2.19 Metro Advisory Committees
- 2.20 Chief Operating Officer
- 2.21 Claims under ORS 197.352 (Ballot Measure 49)

Repealed

- 2.06 Investment Policy
[Moved to Chapter 7.03, Ord. 02-976, Sec. 1]
- 2.10 Voters' Pamphlet
[Repealed Ord. 93-517B, Sec. 2]
- 2.11 Government Relations
[Repealed Ord. 01-967, Sec. 1]
- 2.13 Tax Study Committee
[Repealed Ord. 00-860A, Sec. 2]
- 2.21 Former "Claims under ORS 197.352 (Ballot Measure 37)"
[Ord. 07-1168, Sec. 1]

CHAPTER 2.01

COUNCIL ORGANIZATION AND PROCEDURES

2.01.001	Definitions
2.01.010	Officers
2.01.020	Clerk of the Council
2.01.030	Regular Meetings
2.01.035	Work Sessions
2.01.040	Special Meetings
2.01.050	Emergency Meetings
2.01.055	Participation of Council Members by Electronic Means
2.01.060	Notice and Agenda
2.01.070	Ordinances
2.01.080	Resolutions
2.01.090	Conduct of Meetings
2.01.100	Adoption and Amendment of Rules
2.01.110	Reconsideration
2.01.120	Communications from the Public
2.01.130	Order of Business
2.01.140	Standing Committees of the Council
2.01.170	Salary and Expenditure Reimbursement Guidelines

Repealed

2.01.160	Advisory Committees [Repealed Ord. 00-860A, Sec. 2]
2.01.180	Procedures for Appointing a Person to Fill a Vacancy on the Metro Council [Repealed Ord. 93-517B, Sec. 2]
2.01.200	Annual Budget [Repealed Ord. 07-1164A, Sec. 2]

2.01.001 Definitions

For the purpose of this chapter unless the context requires otherwise the following terms shall have the meanings indicated:

Adoption means the act of the council to approve a motion to adopt an ordinance or resolution.

Quorum means the majority of the members of the council holding office. [Ord. 88-241, Sec. 1; Ord. 95-583B, Sec. 1; Ord. 02-958A, Sec. 1; Ord. 11-1251, Sec. 1]

2.01.010 Officers

- (a) Council President. The Council President is elected by the voters of the region as provided for in the Charter. The Council President has the power and duties described in the Charter.
- (b) The Council shall, at its first meeting after the first Monday in January of each year, elect one Councilor to serve as its Deputy for the ensuing year. The affirmative vote of the majority of the Council is required to elect the Deputy. The Council may also adopt a resolution establishing such committees as the Council deems necessary for the orderly conduct of Council business. Committee members and committee chairs shall be appointed by the Council President subject to confirmation by the Council by resolution.
- (c) The Council President will preside at all meetings of the Council and will preserve order and decorum. The Council President is authorized to sign all documents memorializing Council's action on behalf of the Council. The Council President will have a vote on each matter before the Council, but will not make motions unless first relinquishing the position of Council President for the purpose of making such motion.
- (d) The Deputy shall be the acting Council President in the temporary absence or incapacity of the Council President, and will have the authority and perform the duties of the Council President but shall not receive the salary of the Council President. In the event a vacancy exists in the office of the Council President, the Deputy shall serve as the Acting Council President until a new Council President is elected or appointed pursuant to Metro Code Chapter 9.01. The Acting Council President shall not receive the salary of the Council President.
- (e) In the absence or incapacity of the Council President and the Deputy, the Council President may designate a Councilor to act as the Temporary Council President. [Ord. 79-65, Sec. 1; Ord. 88-241, Sec. 1; Ord. 95-583B, Sec. 1; Ord. 02-954A, Sec. 1; Ord. 07-1164A, Sec. 1]

2.01.020 Council Meetings and Records

A qualified staff person designated by the Chief Operating Officer, shall be present at each meeting of the council and shall provide that the proceedings be recorded as specified in section 2.01.090(b). Sound recordings shall be made of each meeting. Equipment

malfunction shall not be a reason to postpone the meeting and shall not negate the minutes. The recorder may temporarily interrupt council proceedings in the event of equipment malfunction, changes of tapes or other cause of short-term loss of recording. The Chief Operating Officer shall also maintain a journal of council proceedings that shall be available to the public during regular office hours. [Ord. 79-65, Sec. 2; Ord. 88-241, Sec. 1; Ord. 95-583B, Sec. 1; Ord. 02-958A, Sec. 1; Ord. 11-1251, Sec. 1]

2.01.030 Regular Meetings

The council shall meet regularly on the dates and times established by a resolution adopted by the council. Regular meetings shall be held at a place designated in the published agenda of the meeting. Regular meetings may be adjourned to a specific time and place before the day of the next regular meeting. Published notice of the time and place of an adjourned meeting is not required. Matters included on the agenda of a regular meeting that is adjourned to a later date need not be republished. New matters to be considered at the adjourned meeting shall be published in the same manner as the agenda for a regular meeting. [Ord. 79-65, Sec. 3; Ord. 80-87, Sec. 1; Ord. 84-176, Sec. 1; Ord. 95-583B, Sec. 1]

2.01.035 Work Sessions

The council may conduct work sessions for the purpose of receiving briefings from staff and other invited persons and for discussing issues of interest to the council. Public hearings may be held at work sessions, but are not required. Rules governing work sessions shall be prescribed by resolution. [Ord. 95-583B, Sec. 1]

2.01.040 Special Meetings

The Council President or a majority of the members of the council may call a special meeting of the council provided that at least 24 hours notice is given to the council and the general public. Except for the provisions of this section, special meetings are subject to the same rules as regular meetings. If possible, the agenda and time and place of the meeting should be published in a newspaper of general circulation in the district. If publication is not possible, the provisions for notifying the public of emergency meetings should be followed. [Ord. 79-65, Sec. 4; Ord. 95-583B, Sec. 1; Ord. 02-958A, Sec. 1]

2.01.050 Emergency Meetings

In case of an actual emergency, the Council President or a majority of the members of the council may call an emergency meeting of the council upon such notice as is appropriate to the circumstances. The agenda shall be limited to the purposes for which the meeting is called. To the extent possible, telephone calls and news releases to the media and interested persons should be made to give public notice of the agenda and time and place of meeting. [Ord. 79-65, Sec. 5; Ord. 95-583B, Sec. 1; Ord. 02-958A, Sec. 1]

2.01.055 Participation of Council Members by Electronic Means

- (a) For any regular meeting or special meeting of the council, council members may participate in the meeting by the use of a voice or data communication device that allows communication with all other meeting participants provided the following conditions are fulfilled:
- (1) The councilor who wishes to participate by electronic means must file a written request with the Council President stating the reasons why the councilor cannot be physically present at the meeting, and why extraordinary circumstances exist that require that the councilor should participate by electronic means.
 - (2) The Council President files with the Chief Operating Officer a written report explaining the circumstances and containing the Council President's determination that the physical absence of the councilor is both unavoidable and excusable and that the physically absent councilor should participate in the meeting.
 - (3) A majority of the council must be physically present at any special or regular meeting for a quorum to exist.
- (b) Any emergency meeting may be conducted by electronic means consistent with the Oregon Public Meetings Law.
- ~~(c)~~ Participation at any council meeting by electronic means shall not constitute attendance at a meeting of the council for the purpose of Section 22(1)(e) of the Metro Charter, unless an emergency exists pursuant to subsection (d). [Ord. 94-559A, Sec. 1; Ord. 02-958A, Sec. 1; Ord. 11-1251]
- ~~(c)(d)~~ Upon declaration by the Metro Council President, the requirements of subsection (a)(3) need not be satisfied for any meeting conducted electronically due to an emergency situation, such as a threat to the public health, safety or welfare of the Metro Area threat or natural disaster, provided that the meeting otherwise fulfills the requirements of Public Meetings Law.

2.01.060 Notice and Agenda

- (a) An agenda that sets forth the time, date, and place of the meeting, that includes the title and a brief description of the ordinances and other matters to be considered, and that states that copies of ordinances are available at the office of Metro shall be published in a newspaper of general circulation within the district no more than 10 nor less than three days before a regular meeting of the council. If an executive session will be held, the notice shall state the specific provision of the law authorizing the executive session. Items may be considered at a regular or special meeting that were not included in the published agenda as provided by law.
- (b) The Council President shall establish the agenda from the agenda items submitted by the councilors, council committees or the auditor. By majority vote of a quorum of the council any matter that has been filed for council consideration shall be

considered at a subsequent meeting. The Council President may, at his or her discretion, determine the time by which agenda items must be submitted for inclusion in the next succeeding agenda. [Ord. 79-65, Sec. 6; Ord. 84-176, Sec. 2; Ord. 88-241, Sec. 1; Ord. 95-583B, Sec. 1; Ord. 02-958A, Sec. 1]

2.01.070 Ordinances

- (a) The legislative action of Metro shall be by ordinance.
- (b) Before an ordinance is adopted, it shall be read at a previous meeting of the council; the title of the ordinance must be included in the written agenda of the meeting at which the ordinance is adopted; the agenda shall be publicized not less than three business days nor more than 10 days before the meeting; and copies of the ordinance shall be available for public inspection at least three business days before the meeting. The reading shall be full and distinct unless at the meeting:
 - (1) A copy of the ordinance is available for each person who desires a copy; and
 - (2) The Council President directs that the reading be by title only.
- (c) Ordinances may be introduced for council consideration by the council, a councilor or councilors, a committee of the council, the auditor, or by the Chief Operating Officer with the concurrence of the Council President. The council by resolution shall adopt procedures for introduction and consideration of ordinances.
- (d) Except as provided in Section 38(1) of the Metro Charter, the affirmative vote of at least four members of the council is required to adopt an ordinance. A roll call vote shall be taken on all ordinances. Any ordinance which receives four or more nay votes shall be defeated and shall be filed and receive no further consideration. Any ordinance voted upon and neither adopted nor defeated shall be continued to the next regular meeting.
- (e) Within seven days after adoption or final adoption of an ordinance, the enrolled ordinance shall be:
 - (1) Signed by the Council President;
 - (2) Attested by the person who served as recording secretary of the council at the meeting at which the council adopted the ordinance; and
 - (3) Filed in the records of Metro.
- (f) If required by law, a certified copy of each ordinance shall be filed with the Division of Courts Process of Multnomah County, and the county clerks for Washington and Clackamas counties.
- (g) The provisions of subsection (b) of this section do not apply to an ordinance adopted by the unanimous consent of the council and containing findings on the need for immediate adoption. [Ord. 79-65, Sec. 7; Ord. 88-241, Sec. 1; Ord. 91-407A, Sec. 1; Ord. 95-583B, Sec. 1; Ord. 02-958A, Sec. 1]

2.01.080 Resolutions

- (a) All matters other than legislation and procedural matters coming before the council and requiring council action shall be handled by resolution.
- (b) Excluding procedural matters, the affirmative vote of a majority of the council is required to adopt a resolution. Procedural matters shall be subject to Robert's Rules of Order, newly revised, unless this Code provides otherwise.
- (c) Resolutions shall become effective upon adoption unless a later date is specified therein.
- (d) The council by resolution shall adopt procedures for introducing and considering resolutions. *Note: will require four "yes" votes to adopt resolution. [Ord. 79-65, Sec. 8; Ord. 88-241, Sec. 1; Ord. 95-53B, Sec. 1; Ord. 02-958A, Sec. 1]

2.01.090 Conduct of Meetings

- (a) A quorum of the council is a majority of the members of the council holding office. If a quorum is present, the council may proceed with the transaction of its business. If fewer councilors are present they may compel absent members to attend.
- (b) Minutes of each meeting shall include at least the following information:
 - (1) All members of the council present;
 - (2) All motions, resolutions, and ordinances proposed and their dispositions;
 - (3) The results of all votes, and the vote of each councilor by name; and
 - (4) The substance of any discussion on any matter.
- (c) Minutes of executive sessions may be limited consistent with Oregon Law.
- (d) The written minutes shall be available to the public within a reasonable time after the meeting, and shall be maintained as a permanent record of the actions of the council by the Chief Operating Officer.
- (e) The council shall by resolution adopt rules establishing procedures governing conduct of debate on matters considered by the council at council meetings.
- (f) Council members present, but not voting or not specifically abstaining, shall be counted as voting with the majority. In the event that there is no such majority, such members shall be counted as abstaining.
- (g) Except for ordinances, the Council President may order the unanimous approval of any matter before the council unless there is an objection from one or more councilors. If there is an objection, then a voice vote shall be taken, unless the objecting councilor requests a roll call vote in which case a roll call vote shall be taken. At each meeting, the council shall rotate the order for each roll call vote so that the councilor who voted first shall vote last on the next roll call vote, except that the Council President shall always vote last on a roll call vote.

- (h) In the event a matter is the subject of a voice vote or a roll call vote, after the vote is taken the Council President shall announce the result of the votes. Prior to proceeding to the next item on the agenda, or if the item voted upon is the last item on the agenda before adjournment, any member may request that the council change that member's vote in which case the change in vote shall be announced by the Council President and the result of the votes as modified shall also be announced. Upon commencement of the next agenda or adjournment, as the case may be, all votes shall become final and may not be further changed without the unanimous consent of the council.
- (i) Any matter not covered by this chapter or a rule adopted by the council pursuant to a resolution shall be determined by Robert's Rules of Order, newly revised. The council may by a positive vote of two-thirds of the members of the council authorize the suspension of any rule adopted by a resolution of the council.
- (j) All meetings of the council, its committees and advisory committees shall be held and conducted in accordance with the Oregon Public Meetings Law. [Ord. 95-583B, Sec. 1; Ord. 02-958A, Sec. 1; Ord. 11-1251, Sec. 1]

2.01.100 Adoption and Amendment of Rules

No standing rule of procedure of the council shall be adopted, amended, or repealed except pursuant to a duly adopted resolution approved by the affirmative vote of a majority of the members of the council. Any rule may be suspended by a vote of two-thirds of the members of the council. [Ord. 79-65, Sec. 10; Ord. 95-583B, Sec. 1]

2.01.110 Reconsideration

- (a) When a matter has been adopted or defeated, any councilor voting on the prevailing side may move for reconsideration of the matter.
- (b) Notice of the intention to move for reconsideration of an ordinance or resolution must be given orally by the councilor who intends to make the motion prior to adjournment on the same day on which the vote to be reconsidered was taken.
- (c) Motion to reconsider shall be made and voted on not later than the next regular meeting after the meeting on which the vote to be reconsidered was taken. The motion for reconsideration has precedence over any other motion.
- (d) A motion for reconsideration must receive the affirmative vote of a majority of the members of the council in order to be adopted.
- (e) There shall be only one reconsideration of any final vote even though the action of council reverses its previous action. [Ord. 79-65, Sec. 11; Ord. 95-583B, Sec. 1]

2.01.120 Communications from the Public

Communications from the public both for matters on the agenda and matters not on the agenda may be allowed by the council according to rules and procedures prescribed by resolution. [Ord. 79-65, Sec. 12; Ord. 91-407A, Sec. 3; Ord. 95-583B, Sec. 1]

2.01.130 Order of Business

- (a) The general order of business for the council shall be prescribed by resolution.
- (b) Questions relating to the priority of business shall be decided without debate. The general order of business shall not be varied except upon the affirmative vote of a majority of the council present and voting, a quorum being present.
- (c) A consent agenda shall be presented for the consideration and vote of the council only at regular meetings. Items may be placed on the consent agenda pursuant to rules establishing criteria adopted by the council by resolution. Copies of the consent agenda shall be printed and distributed to the council prior to consideration.
- (d) Before calling for the vote on the consent agenda, the Council President shall ask if any councilor objects to any matter on the consent agenda. If any matter on the consent agenda is objected to by a member of the council, that matter shall be removed from the consent agenda and placed upon the regular agenda of the council at a time or place determined by the Council President. [Ord. 79-65, Sec. 13; Ord. 80-87, Sec. 2; Ord. 91-407A, Sec. 4; Ord. 95-583B, Sec. 1; Ord. 02-958A, Sec. 1]

2.01.140 Standing Committees of the Council

The council may from time to time establish standing committees as it deems necessary consistent with Section 2.01.010(b). The purpose, structure, membership and responsibilities of any standing committee shall be established by the council by the adoption of a resolution. [Ord. 79-65, Sec. 14; Ord. 88-241, Sec. 1; Ord. 91-407A, Sec. 5; Ord. 95-583B, Sec. 1; and Ord. 02-958A, Sec. 1]

2.01.170 Salary and Expenditure Reimbursement Guidelines

- (a) Councilors shall be paid an authorized salary at the same time as regular Metro employees. The amount of the salary shall be as prescribed by law. The annual salary shall be divided into 24 equal payments. If a councilor vacates the office, he or she shall be paid on a pro-rata basis for the number of working days from the last pay period. A councilor may waive all or any portion of an authorized salary by signing a waiver form which indicates the amount of salary waived and the period of time for the waiver. The waiver shall remain in effect until written notice of cancellation is given prior to the commencement of the pay period for which the waiver will no longer be in effect. A councilor who waives a salary must sign a release form at the time of receipt of a salary which releases Metro from any further obligation for the period of time for which the salary is paid.
- (b) The council by resolution shall adopt guidelines for reimbursement of councilors for expenses incurred in the conduct of business of Metro. The guidelines shall specify the amount each councilor shall be allocated for authorized expenditures, the type of authorized expenditure, and procedures for the request and approval of expenditure reimbursement requests.

- (c) Pursuant to Metro Charter Section 21(4), the salary paid to members of the Council is the full and exclusive compensation that may be paid to them by Metro. Councilors may not become employees of Metro during their term of office. Councilors shall receive an equivalent benefit (health and welfare coverage) package received by full-time Metro employees but in no event shall such benefits be measured based on any determination of the amount of time devoted to official duties. [Ord. 89-289, Sec. 1; Ord. 93-481, Sec. 1; Ord. 95-583B, Sec. 1; Ord. 02-958A, Sec. 1]

Materials following this page were distributed at the meeting.

Equity in contracting annual report

March 12, 2020



Metro



Equity in contracting matters

Supports sustainable economic growth

Expands economic opportunities to historically disadvantaged business communities

Builds COBID-certified firm capacity to compete for public contracts

Progress in procurement

By the
numbers

Small
business
development

Stories



By the numbers

COBID Contracts Awarded:

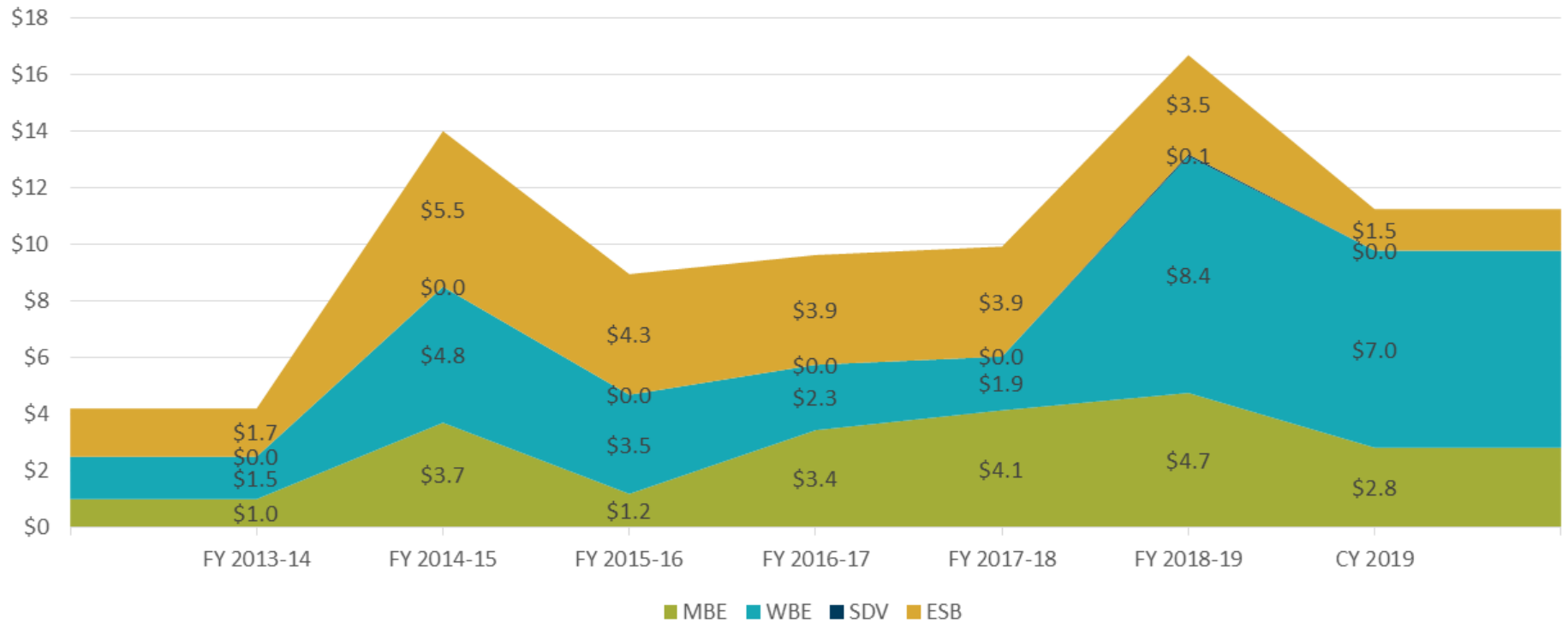
\$ 11.2 million representing 21%

COBID Spending:

\$ 47.6 million representing 31%

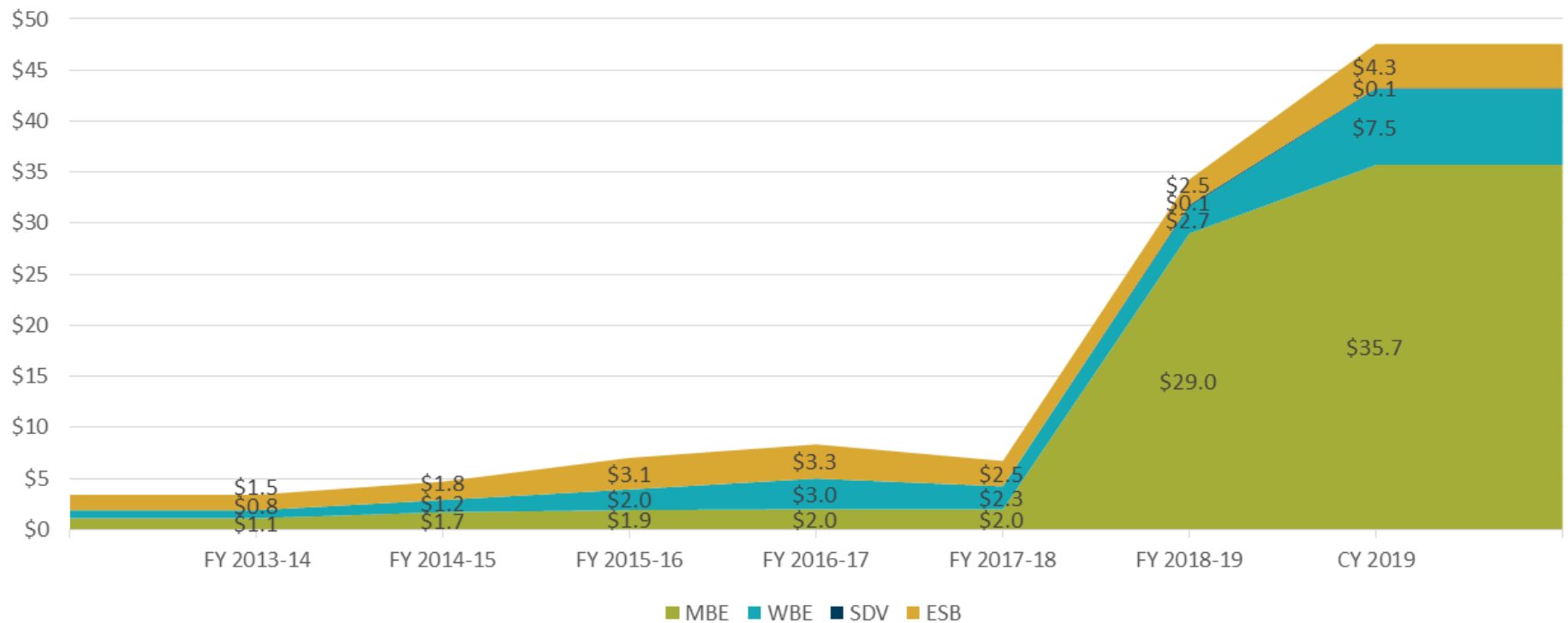
Contract dollars awarded

Metro contract award to COBID-certified firms
(in millions of dollars)



Contract dollars spent

Metro spend with COBID-certified firms
(in millions of dollars)



Small business development



Program contents

- 1:1 Proposal Writing Consultation
- Marketing Workshop
- Teaming Workshop
- Finance Workshop
- Proposal Writing Workshop
- Bid Writing Workshop
- How to do business with Metro

Our partners



Karen Natzel
Owner
Biz Therapy LLC
(Proposal Clinic,
RFP Workshop)



Eddie Lincoln
Program Manager
MCIP & NAMC, Oregon



Mazarine Treyz
CEO
Wild Social Media LLC
(Marketing workshop)



Annie LaVerdure-Weller
Owner
Annie Weller LLC
(Finance workshop)

Outreach & Relationship Building

Asian Pacific American
Chamber of Commerce
(APAC)

Business Diversity
Institute (BDI)

Hispanic Chamber of
Commerce

National Association of
Minority Contractors
(NAMC)

Oregon Association of
Minority Enterprise
(OAME)

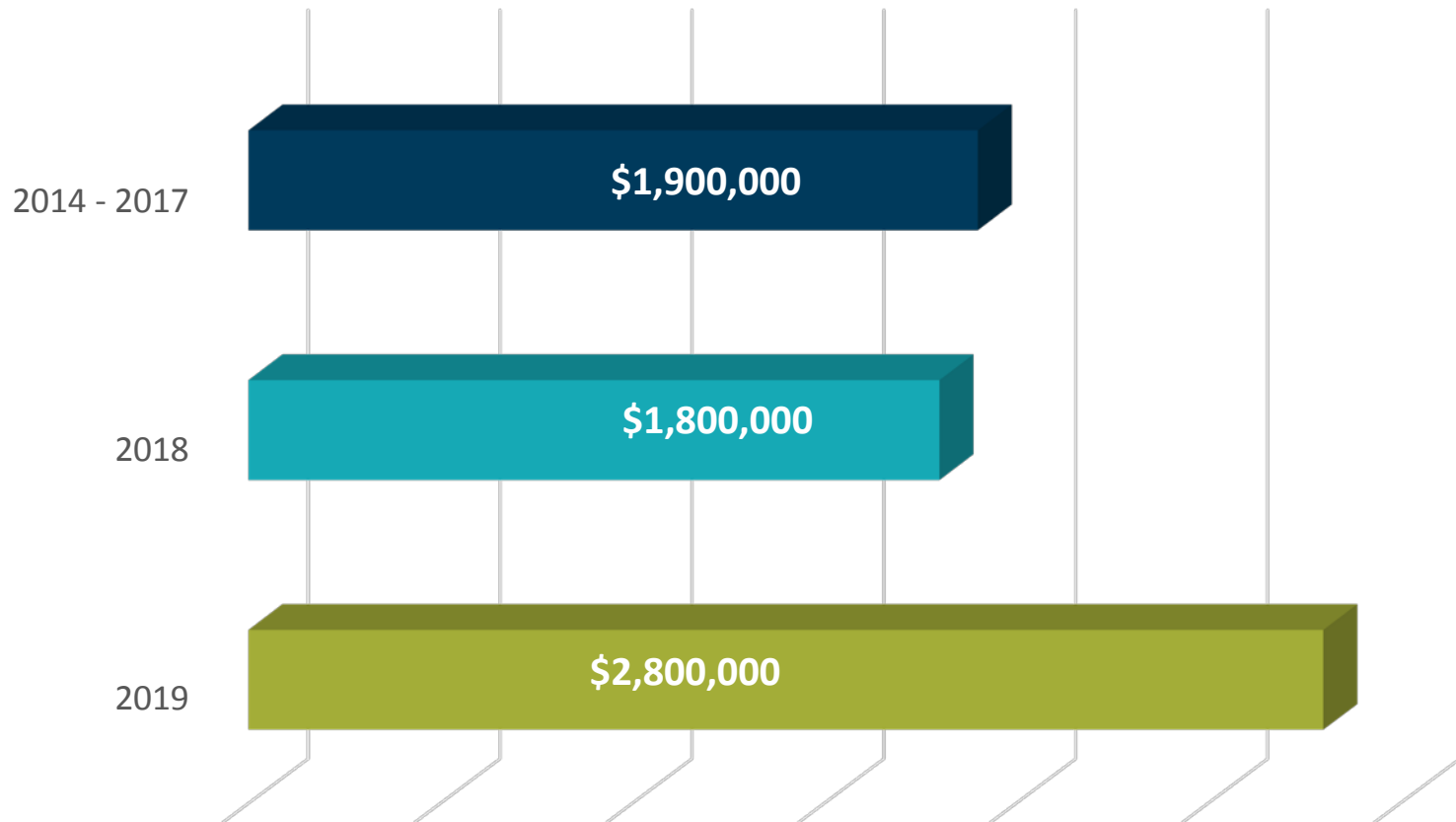
Oregon Native American
Chambers (ONAC)

Partners in Diversity

Philippine American
Chamber of Commerce
(PACCO)

Results - \$6.6 Million

Contract value awarded to workshop attendees



What's next? – Program Expansion

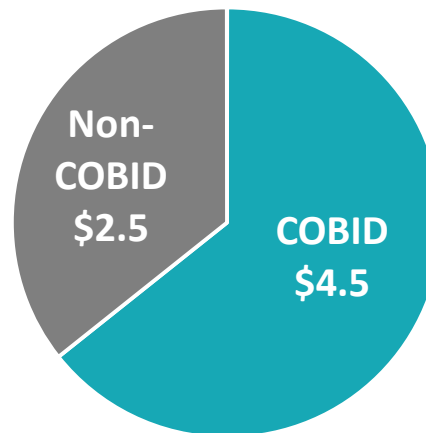
- RFP to look for new trainers. Expand scope of training
- Increase frequency of each workshop
- Bid and proposal preparation consultation as standard process



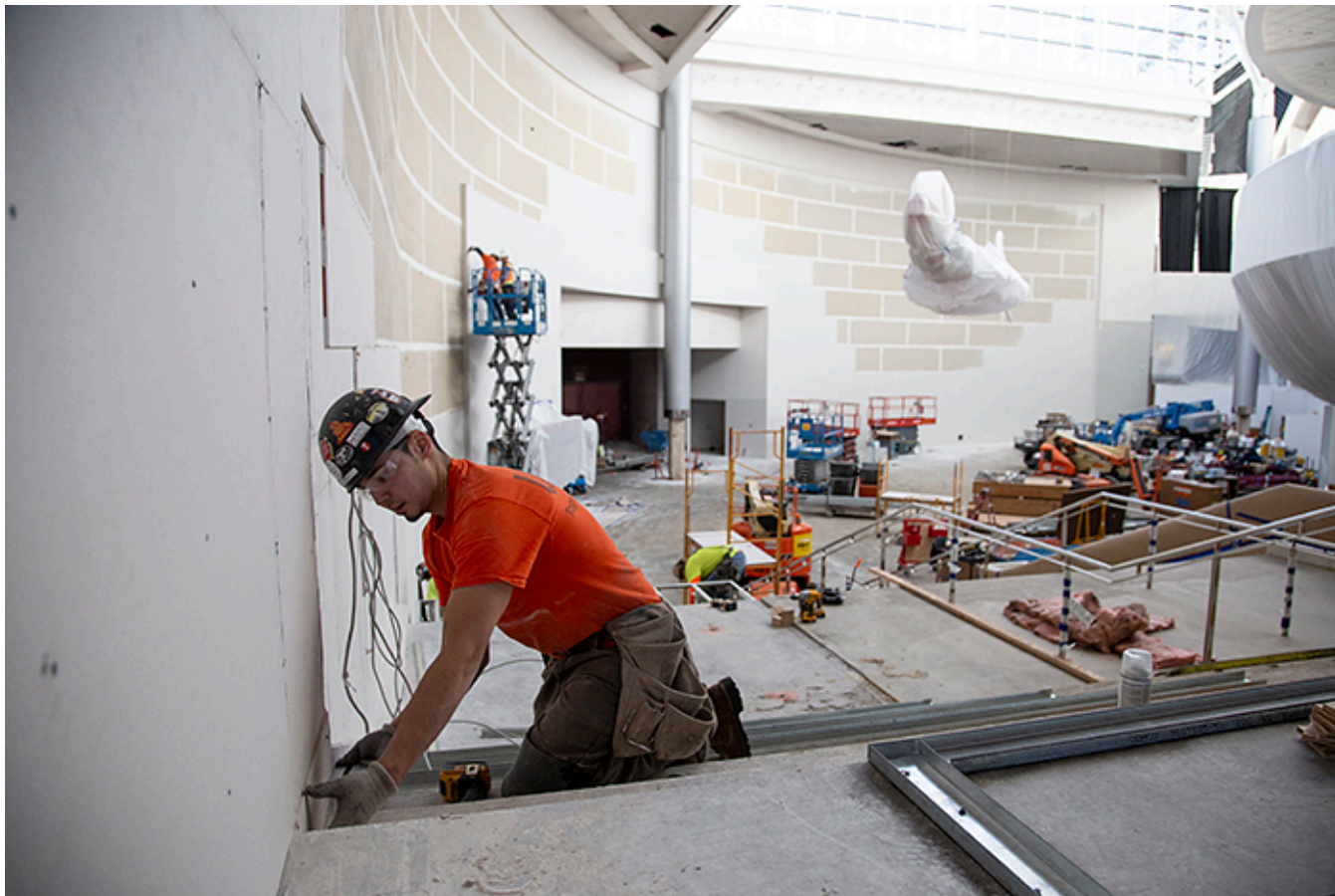
Habitat restoration

- Procurement done differently
 - Two-step RFP
 - Interviews as proposals

Dollars Awarded
(in millions of dollars)



OCC renovation



Colas Construction, Inc.

- \$33 million total contract: graduated MBE
- 50% COBID subcontracting

COBID subcontracting on OCC remodel
Total project: \$33 million
(in millions of dollars)



Program growth

Council budget note approved

- More dedicated staffing
- Additional training budget



Strategic planning

Program objective

Increase participation of COBID firms in Metro contracting by proactively engaging, building relationships, breaking down barriers, and providing support through innovative approaches

Prioritized actions

1. Support departments
2. Relationship building and maintenance
3. Reporting and tracking
4. Address institutional barriers
5. Inter-agency collaboration
6. Workshops and training program

Save the date!

**Small business
open house 2021:**

*Wednesday,
February 17, 3-6pm*

*Oregon Convention
Center*



oregonmetro.gov



From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#31]
Date: Thursday, March 12, 2020 7:59:50 AM

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Name *	Austen Lethbridge-Scarl
Email *	austen@rootstew.com
Address	<input type="checkbox"/> 920 NW Kearney St Apt 212 Portland, OR 97209 United States

Your testimony

Dear Metro Council,

I regret not being able to deliver my testimony in person but these are extraordinary times.

Last month, I attended TriMet's public forum and gave testimony regarding their diesel bus purchase. I expressed my deep disappointment in their violation of public trust. The people of the Portland Metro area put their faith in TriMet to make the best choices for the environment and climate on their behalf and, with these buses, TriMet is violating that trust. I challenged them to say to my face that I can't trust them to do the right thing.

Their response was underwhelming and entirely missed the point of my testimony. Board Vice President Stovall invited us (and particularly me, since he was looking directly at me when he said it) to review the board's previous discussions and to trust that there was a plan and it was moving forward. He seems to expect that anyone who is concerned about our region's carbon emissions will be satisfied that no better plans are possible.

I doubt it.

TriMet is betting big on the status quo. They are confident that they're going to get a full 16 years of use out of the buses they are currently ordering. I think this is sorely mistaken.

You've heard many times that the IPCC says we have until 2030 to cut our emissions in half, and that TriMet's current fleet transition plans are dramatically inadequate. As we approach that deadline without sufficient action, do you think there won't be rising tension? Do you think people won't be getting increasingly angry at leaders making irresponsible decisions? Do you think the residents of Portland, Oregon, of all the world's cities, won't be outraged with TriMet rolling out brand new diesel buses two years before the tipping point?

TriMet is confident that none of that will happen. I am less so. And though TriMet is clearly more comfortable with gambling than I am, there is one thing I'm quite certain of:

You will intervene. The question is when and under what circumstances.

It could be now, reminding TriMet of what the community expects of them and pressuring them to come up with an even barely satisfactory plan for cutting their emissions. Or it could be in five, eight or ten years, when the situation has boiled over and you have no choice, when people are becoming agitated and desperate as our climate deteriorates and it becomes common knowledge that their own public transit system knowingly chose to be part of the problem.

When that happens, every single one of these new buses will become a stranded asset. We will have burned tens of millions of dollars with nothing to show for it but a deficient electrification plan, a bus fleet too dangerous to use, and a shameful contribution to a terrible crisis, done in our name.

If TriMet had the political judgment to handle that kind of situation, they wouldn't be making these decisions in the first place. I am bringing TriMet's problems to Metro because they will be Metro's problems soon enough. Metro's role in financing these decisions will rightfully make it a target, and TriMet's inattentive, tone-deaf management will create a mess they won't be capable of cleaning up by themselves. This will be your problem. And, as such, it already is.

TriMet has made it quite clear that they don't intend to listen to anyone and nothing will change their minds. That won't last, and the longer they're allowed to believe it, the worse things will be when they crash into reality. We can't afford this. I don't think you can either.

I'm hoping you'll take them to task and I'm hoping they'll listen, because sooner or later it's all going to happen anyway. I'd rather it be now.

Thank you.

Austen Lethbridge-Scarl

Is your testimony related to an item on an upcoming agenda? * I'm not sure

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#32]
Date: Thursday, March 12, 2020 8:12:29 AM

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Name *	Kala Leslie
Email *	yamimuiriu@gmail.com
Address	<input type="checkbox"/> 4918 SW Palatine St Portland, OR 97219 United States
Your testimony	Please reconsider buying diesel buses. We need better solutions. We have 12 years to cut our emissions in half and the plan as stated will still take us past 1.5°C.
Is your testimony related to an item on an upcoming agenda? *	Yes



CCB #144541/PACIFCC986C6 • MBE•DBE•ESB#2810
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email: info@pacificmarkconstruction.com • www.pacificmarkconstruction.com

Oregon Metro
Attn: Nancy Strening
Senior Capital Project Manager
600 NE Grand Avenue
Portland, Oregon 97232

March 4th, 2019

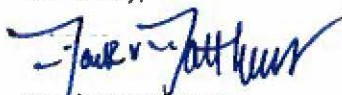
Pacificmark Construction Corp located in Portland, Oregon is planning to mentor Sterling -Pacific Commercial Roofing & Waterproofing of Portland, Oregon. The mentoring will focus on the following areas:

- Reviewing our operations including administrative procedures, utilization reporting of subcontractors and vendors monthly.
- QuickBooks management.
- Contracting Management.
- Soliciting and attracting COBID firms.
- Estimate templates as a GC and usage for project management on a monthly basis.
- Reviewing bids from subcontractors and seeking the best value for the project.
- Work side by side on field issues with Project Manager and Superintendent Roles.

This mentorship will take place over the next seven months of this project and we will review and report the progress each month.

Each one of the topics listed above will be adjusted to the needs of Sterling-Pacific to help them be successful after the training is completed.

Sincerely,



Mark Matthews
President

Hatfield Hall project

Beginning

I signed on to this project because we were told that we would get knowledge on how to set-up and run larger projects. We were going to be working side by side at every level including accounting, project management, etc. I was so excited because we were going to be taught all the things that up until this point, we hadn't had any experience with, for example, procore, a system that all the big GCs use to track a project. We were going to be shown how to identify and process change orders, we were going to be shown how to set up reporting for BOLI, and we were going to be shown how to manage sub-contractors. ALL THINGS WE HADN'T HAD MUCH EXPERIENCE IN GOING INTO THE PROJECT. I knew we could do the work, but I knew we wouldn't be successful without the representations made by Pacificmark.

I was so excited about this opportunity to advance Sterling-Pacific and for my employees to learn from this experience. All of it failed.

Estimating

- In the beginning of this project we were told that we would be sharing in the process and looked at as a GC and not a sub
- This affected how we bid the project because we were told by PMC to leave certain aspects of the job out of our bid proposal because the costs would be covered in the overall project budget. One thing that stands out was PMC telling us that we would have access to a "job-services bucket" and funds would be available to Sterling-Pacific for things that we would have otherwise accounted for in our bid proposal. Unknowingly we followed what they were telling us, again, because we had never set up a project as a GC before. (see Jeff Wittman statement.)
- We had estimated the job to be phased to certain way and that was changed at the last minute. We never had the opportunity to adjust our bid or even address the ramifications of the change.

Project issues

- Coordination – Demo/Drop boxes
 - Dropboxes were not available which left people standing around (PMC ran the dropboxes and Sterling-Pacific ran the demo.
 - Phasing – Sheet metal contractor doing work for WPI that was PMC's sub so made communication and scheduling almost impossible
- I would get complaints almost daily from our Super the Sterling-Pacific was being bullied. I decided to work from the site in August in an attempt to get everyone to get along.
- Asking for help and being rejected by the PMC project manager (see Kate Carmel statement.)
- We were continually asked to do things that were not roofing related like moving the material around and if we didn't do it, we couldn't roof.

- PMC put off helping us with change orders and that's why they finally came in all at once, which is now being blamed on Sterling-Pacific.
- (See email from foreman regarding interference.)
- **STERLING-PACIFIC WOULD HAVE NEEDED ANOTHER MENTOR FOR US JUST TO DEAL WITH PMC!!!**
- In September Both Sterling-Pacific and the roofing consultant agreed that we should stop and finish in the Spring. Both Metro and PMC wanted to move forward. With the proper mentorship we would have, hindsight 20/20 we would have given a new price to perform the work in the winter.

Sterling-Pacific has put an additional 7000-man hours into this project.

For a total additional cost of **7000 x 67.5 = \$\$472,500.00**

The toll this has taken on Sterling-Pacific and me personally

- Sterling-Pacific is teetering on financial collapse
- It has taken so much of my time away from the business that I now have all sorts of issues I have to resolve including issues with the Union and BOLI-that consume even more time
- I am doing everything in my power to save it (its been my love and passion for the past 4 years.)
- I am at risk of losing my house and everything I own personally

I still believe we can make this work, but I need help from Metro and PMC. (See email.)

Letter from Kate Carmel, Project Manager

Documentation work environment and recent incidents working with Pacific Mark employees
I cannot recall all dates and times, those provided are current and fresh. This is a brief summary written on 11/6/19 from 10-11 am.

First day of work with Sterling Pacific was on August 1st, 2019

First day on site at Hatfield Hall project I believe was Tuesday August, 6th.

First OAC meeting was August 13th.

From the beginning of my time on the job I witnessed Mike and Robert yell at Sean Britt and Joe Calderon about many different aspects of the job. They both had an attitude that nothing Sean or Joe did or has done was correct. They have spoken poorly about them from the first day that I met them. They have told me from the beginning that Sterling Pacific was a shitty company to work for and that their employees and owner were bad people. Mike and Sean have gotten into several arguments. They both have an alpha dog personality and neither of them took shit from the other. This created a very tense atmosphere for everyone working on the job. This was witnessed by Sterling Pacific employees, WPI employees, and Pacific Mark employees and possibly more. I did my best to not get involved in these interactions and avoided them. Over the next few weeks Robert and I worked together everyday, we were and are the two most involved people on this job. I have voiced my frustrations to Robert on several occasions but have never asked him if he was listening to me, if he even understood what "we" were trying to do here, or told him that his actions fucked up the job. At first, since I was working primarily with PMC it did seem like all the issues and problems on this job were created and caused by Sean Britt. Sean has been removed from the project and the attitude towards Sterling Pacific has not changed.

At one point Joe asked Mike to show him and I how to use procore and Mike laughed at Joe and walked away. He did not show him how to use it. Robert showed me how to add job notes and eventually how to write an RFI.

During the first month that I was on site I was verbally attacked by Mike on SW Park Ave. This was done with plenty of other people around. He yelled at me and asked me what I even did for the company and what my role was. He wasn't trying looking for an answer but was putting me down and insinuating that I was not needed and worthless. I don't even remember what he was upset about at this point because incidents like this happen so often. This was the first time that he had come at me in the bullying manner in which he does. I stood up for myself and SP. I lost my temper and yelled back at him that my role was whatever the company needed it to be at different times of the day. That if needed I ran errands and picked up material, that I worked on the schedules, coordinated with suppliers, that I assisted Sean in making sure the job ran as smoothly as possible. I told him that since my role was not clearly defined that I helped out wherever was needed because I was a team player. He backed down, I think because he saw that I was not going to allow him to take his aggression out on me and be bullied. Since that day I have avoided talking with him when he is like that. Unfortunately, not everyone can do this. I have witnessed Mike and Robert both yell at Joe several times. Once during a planning meeting

before an OAC meeting Mike non stop yelled at Joe about extra material, job site cleanliness, the work that was being done and about how much of a fuck up Sean was. I stayed quiet and even came and went from the meeting because it was too intense to sit through the whole thing.

I have learned to notice the body language and tone of Mike and Robert during the time that I have been working with them. If they are in an aggressive mood I try to avoid conversation which makes it hard sometimes to get help from them. Robert and I have conversations daily about different aspects of this job. We work together to get everything scheduled and completed. There have been several occasions where I have had to let the idea be Robert's in order to avoid being belittled. He often over explains and goes into storytelling mode with months of back story that is not needed. When I try to stop this and get back to the matter at hand he tells me to "slow down" and speaks really slowly so that I am forced to wait for him to finish. It's like he holds the answer to my question hostage and in doing so forces me to listen to him for long periods of time. I want this job to go well, I want to learn as much as I can and do the best I can. I have allowed this type of passive aggressive behavior to happen so that the work environment can be as good as it can be. I do not know everything and before starting here did not know anything about commercial roofing. There are more times that Robert has helped me than not and for this I am very grateful. I could not have done as much as I have done or learned as much as I have learned without his help and support but it is frustrating at times and does feel like I'm spoken too in this manner because I am a woman. When explaining my frustration about this to my partner I use the phrase peacocking to describe Roberts behavior.

Tuesday, 10/29/19 I had measured out the placement of the CB-18's for instal on Monday. Robert scheduled a GPR scan of the deck to locate the rebar and avoid possible damage to the structural integrity of the building that took place in the morning. When I returned from lunch Robert was in a very confrontational mood. I knew this because of his body language, the way he puffs his chest, and the tone of his voice. He showed me the markings on the deck from the GPR scan and was asking me to mark them off with sharpie. When I asked questions and told him that my crew had been directed not to touch or move the placed anchors he immediately took an aggressive tone. He was telling me that the base of the anchors had to be marked with direction in case they were moved. I was trying to get clarification about the correct direction and the hook at the top since I was the one who set the anchors in place with no direction in mind. I asked him if the guy doing the GPR scan set them in a particular place or had simply moved them back on top of his markings. He told me that he didn't think I understood what he was saying and told me to back up and listen to what he was saying. He then started talking about irrelevant information about other parts of the job. His tone was mean, his voice was raised, and he was visually agitated. I told him that I thought he needed to get some food and that I would make sure that the anchors were left in place, untouched and unmoved. I then walked away from the conversation because I will not tolerate being treated as if I've done something wrong. I'm tired of feeling like my questions don't get answered with a direct and relevant response but instead I'm spoken too in a condescending and demeaning way. Robert does this more often when another male is present. This time Jaun from PMC was with us. I am not able to talk to Robert when he gets this way.

Thursday, 10/31/19 I was home sick, worked from home to try to locate a power adapter for the shot blaster. Consulted with Robert over the phone and in text about the use of a generator from PMC.

Friday, 11/1/19 Supervised the install of the fall protection anchors to ensure the proper placement and documentation was obtained. Spoke to Robert over the phone who was offsite.

Monday, 11/4/19 7:24 am I called Robert to discuss morning plans since I was running errands and would be in after 10 am. I let Robert know that the SP crew had cleared A4-7 so that the survey could happen as scheduled. Robert aggressively, saying "Why did you do that, you fucked the whole thing up now." I explained that per our discussion last week about having the survey done I made the decision to have the material and tools moved to a location that was complete so that deficiencies on A4 could be seen and A6 could be surveyed. I wake up each morning worried about coming to work because of these types of interactions. Even if he didn't agree with the call that I made it did not warrant this type of over the top shaming. I did not do anything that compromised the the project or even impacted his schedule in anyway.

Tuesday, 11/5/19 10 am Meeting with Joe, Robert, Mike about crane pick and paver plan. Shawn Kieth was in the room but not participating in discussion. Mike and Robert were already agitated before Joe and I arrived because they did not feel like we had an experienced paver installer. The topic of where to start the install and move extra material was brought up. I had SP crew move it onto A3 on Saturday so that the survey that Metro, CHA, and PMC asked to be completed could take place on Tuesday. A3 was chosen because it had already been surveyed and Kemper repairs had been completed. Mike started yelling about how some of the material was not even needed and about how Sean Britt should never have brought it up in the first place. Robert stated that he was going to have his crew move it on the morning of the survey which I did not know and would have been almost impossible to do because of the time involved in doing this. I stated that had I known this was going to be a problem I would have let Robert handle it but that we could not change the past and that we needed to move forward from here. I was asked several times by Robert and Mike if I was listening and if I understood what we were trying to get done. The way in which I was spoken to was demeaning and bullying. They again went back to past issues on this project and were yelling and teaming up on me about things I have no control over and was not even on site for. When I told Mike that I could not change the past he continued to yell at me and I told him that I would not be talked to the way he was talking to me and I got up and left. Upon leaving Mike made a comment to Joe saying "Kate doesn't add much to your team, anyway man. All she's done is made a couple of phone calls!" This is the type of behavior that is the norm.

Wednesday, 11/6/19 Joe and I met with Mark and Deborah, owners of Pacific Mark at 11:00 am. Talked about the project, the plan moving forward and the incident yesterday. Very civil conversation.

Joe and I met with Mark, Deborah, Robert and Mike at 1:00 pm, conversation was much different than the morning's conversation. I filmed a lot of the conversation to show the typical attitude and behavior that I have brought to the attention of Joe Calderon. I left the meeting after almost an hour of very tense yelling and arguing. This type of behavior I view as bullying and intimidating. My hands were sweating and my heart was pounding from the first time Mike spoke. I asked him to calm down, to not yell and even asked if he could speak softer at one point. I left the meeting because I was being attacked and it was going nowhere. I did say that I would be contacting an attorney if that's what needed to happen.

After I left I came to my office, looked up an attorney but did not call and instead decided to document the incident. I do not want this to escalate to the next level. I just don't want to be yelled at anymore. They are all still meeting. I have work to do and need to focus and make sure it gets done so I am going to move forward with the hope that all of this can blow over. I feel sick to my stomach.

Joe returned to my office about an hour later. He and I spoke about the conversation had with PMC. I told him that I had not contacted an attorney and that I just wanted to be able to work without the threat of being yelled at or be made to feel like everything I've done is wrong.

On Thursday afternoon, I was told that PMC wanted me removed from the project. Joe helped me pack my stuff and move out. He told that he would let me know in the morning where I was supposed to be and what I was supposed to be doing.

Friday, I came to the SP main office, at 9 am I received a call from him asking me to return to Hatfield. There was a leak detection that I had scheduled and they (PMC and SP) wanted me there to make sure it was done correctly. I worked at Hatfield all day, answering emails from my car. There was lots of emails and text messages all afternoon trying to get a clear answer from Mike with PMC about the C channel that was needed for the job. The dimensions were labeled differently in the specs and the drawings and I was asking for which document to follow. It was a run around that created an entire afternoon of back and forth. In the end the drawing dimensions were asked for.

Friday afternoon I met with Nancy Strening from Metro. She and I discussed the entire situation and both agreed that removing me was not the best way to get the job done. I agreed to return to Hatfield and continue working to get this project completed.

Saturday, I met with one of my guys, Jacob Britt and the Kemper Rep, Roland on site to do a site inspection. We spent two and a half hours inspecting the site. There were several areas that need correction and were brought to our attention. Because of the rain these corrections will impact the overburden schedule moving forward.

I emailed Joe about my concerns with the overburden and future crane days.

Monday 11/11/19 I moved my computer and stuff back into my office at Hatfield. I spoke to Robert briefly about my concerns with bringing up the second half of the pavers which are scheduled for 11/19 and 11/20. I met with my foreman on the project to discuss the installation of the overburden. Then around 9 am was told that PMC did not want me on the project and was asked to move my office to the Beaverton location.

Hatfield Hall Re-roof: Pre construction re-estimating process with PacificMark.

After we were initially awarded the Hatfield Hall reroof project with PacificMark there was a period of design assist and repricing the project based on collecting more information and modifying the scope of work. There were some items that were value engineered out like the green roof and all the components that go along with that. During this process I spent time over at the Pacific Mark office collaborating with the team. I was confused at how we would coexist on the project and was asking many questions about sit logistics and how much I should account for things like loading materials, moving materials, site clean-up, water removal etc... To these questions I was told to only focus on the roofing demo and install because the rest of that work would fall under job services and PacificMark would have people onsite to assist with those situations. If I had known what I know now about their level of involvement and lack of manpower available to us on site I would have bid many more man hours to accommodate for this work which specifically included the following:

- We loaded all our materials on the roof as well as assisted with loading other trade materials on the roof to be helpful for the project consortium
- Our Superintendent was used as the bellman for the crane as he was the only one certified on site
- We moved water off the roof following rain days to prepare the roof for working conditions
- Given the amount of demo on the project, both for the roof and the EIFs walls; there was a greater amount of cleaning required before applying the the Kemper waterproofing. We anticipated having job services hours allocated to help clean up.
- With the severe congestion created by the scaffold as well as the EIFs work happening at the same time as the roofing we were required to continually relocate materials so they were out of the way for another trade

I can tell you that this was a confusing project to bid, aside from any of the complexity of the roofing system. We did not include additional mark ups that we would typically include in the project as our responsibilities were supposed to be shared with PacificMark.



Joe Calderon <joe@sterling-pac.com>

Hatfield Hall - Week of 11/18 - 11/22

6 messages

Joe Calderon <joe@sterling-pac.com>
To: Mark Matthews <mark@pacificmarkconstruction.com>
Bcc: Alexander Naito <alex.naito@tnslaw.net>

Sat, Nov 23, 2019 at 8:14 PM

Mark,

I want to reiterate that we want to get this roof done as much as you do. I also want to confirm that we are scheduled to meet on Monday 11/25 to further discuss completing the Project.

I do want to address in the meeting the events of last week. I have received 2 calls in the past 3 days from Victor, the foreman on site, asking me to talk to you and Robert because Pacificmark has been re-directing him and our crew on-site. It is important that my team has clear direction on means and methods, which needs to come from me. If you have concerns with their work or what is occurring on-site, you need to bring them to my attention and I can talk to Victor if necessary. But it does not work to have Pacificmark reps telling my team members how to do their job. As you know, with the materials and products we are using, there is certain coordination that is critical to getting the work done timely. Some work requires longer lead time, so when my crews are re-directed to do other work by Pacificmark out of sequence, it may unintentionally impede our progress, putting the Project schedule at risk. If there are specific requests, let me know and I will see how our team can do what is ask without impacting the schedule. At this time, we believe that we have the appropriate manpower necessary to complete our scope of work timely. However, if the events of the last week continue, we made be impacted.

We also need to discuss Pacificmark's work on the pavers. Is it Pacificmark's intent to take over this scope of work? If so, we need that to be clearly communicated. Further, we need to discuss how that will impact Sterling's warranty, since we are no longer the ones performing the work. Last, we need to come to an understanding on an appropriate back charge since we never received any notice about any issue with the pavers.

Again, I want to reiterate that we are just as motivated to see this project through to the finish line.

I look forward to meeting with you on Monday.

Thank you,

Joe

Joe Calderon | o. 503.850.8472 | c. 503.875.1030
OWNER & PRESIDENT, Sterling-Pacific
Commercial Roofing & Waterproofing
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Portland, OR 97225-5023



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OREGON CCB# 205479 | WASHINGTON# JICCOCL830KR

Mark Matthews <mark@pacificmarkconstruction.com>

Sun, Nov 24, 2019 at 4:47 PM

To: Joe Calderon <joe@sterling-pac.com>

Cc: Michael Strachan <mstrachan@pacificmarkconstruction.com>, Robert Kipling <rkipling@pacificmarkconstruction.com>

Joe,

As we discussed yesterday in our phone call, it is absolutely imperative that we meet on the jobsite at 8:00 am tomorrow to talk in person about how the project is progressing and how we will move forward to complete this project on schedule. We have been requesting additional manpower from Sterling for over three weeks and despite this request Sterling has not provided the additional manpower as promised. We have not seen any additional manpower from your company not counting the five man crew that you have had on site for the last four weeks. Robert and Michael have both tried repeatedly to get a real schedule from you but have not received any clear communication. The only information they received was a short note with a couple of dates. We need Sterling to have a competent person onsite daily and able to make decisions. Due to Sterling's lack of manpower, we were forced to change a number of crane dates and add manpower to help fill in and maintain the schedule. As we have already extended the completion date and given the past actions of Sterling we believe this is the only way to complete the project on schedule. These actions have already put the project at high risk and we must act fast to turn things around before we find ourselves even further behind.

Mark Matthews

Pacificmark Construction

Office #503.208.3355

Cell # 503.572.6828

[Quoted text hidden]

Joe Calderon <joe@sterling-pac.com>

Sun, Nov 24, 2019 at 5:21 PM

To: Alexander Naito <alex.naito@tnslaw.net>

Joe Calderon

Sterling-Pacific

Commercial Roofing & Waterproofing

Phone: (503) 850-8472

Cell: (503) 875-1030

Email: joe@sterling-pac.com

Sent from my iPhone, may contain auto correct errors.

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OREGON CCB# 205479 | WASHINGTON# JICCOCL830KR

Begin forwarded message:

From: Mark Matthews <Mark@pacificmarkconstruction.com>
Date: November 24, 2019 at 4:48:01 PM PST
To: Joe Calderon <Joe@sterling-pac.com>
Cc: Michael Strachan <mstrachan@pacificmarkconstruction.com>, Robert Kipling <rkipling@pacificmarkconstruction.com>
Subject: RE: Hatfield Hall - Week of 11/18 - 11/22

[Quoted text hidden]

Joe Calderon <joe@sterling-pac.com>
To: Mark Matthews <Mark@pacificmarkconstruction.com>

Mon, Nov 25, 2019 at 1:28 AM

Mark,

I'm happy to meet tomorrow. I think together we can accomplish our goal of getting this project completed. I hope we can discuss what it means-in real terms-to roof in the winter with a waterproofing product like Kemper. Obviously I'm concerned about the new additional components of the Kemper system at this time of year with the cold and wet weather. I also feel that since you haven't been on site until recently, you will be surprised how finicky this product really is and hopefully have an appreciation for what we've been through.

Originally the consortium had planned to be complete with all waterproofing on area A at the beginning of September. But Sterling-Pacific was not able to start on A1 until the beginning of September-so we were starting when we were supposed to be finishing!

Roofing in the fall and winter is much more expensive than roofing in the winter. Sterling-Pacific bid this job to be complete with the roofing on area A as per the final schedule submitted to Metro on 5/23.

As of this date, Sterling-Pacific has not been compensated for roofing outside of the schedule originally agreed upon and unfortunately, the consortium agreement hasn't lived up to its intent, which would have prevented, or brought to light sooner, the situation Sterling-Pacific is in now where we're behind on change orders and over budget on hours. Further, it doesn't help that Sean Britt, James Drinkward and Kate Carmel have been unable to work with Pacificmark.

To date, Sterling-Pacific behind over \$200,000.00 (est.) in change orders and 5000 hours over budget. I have tried several times to explain I need help reconciling what's going on with the project financially. I don't understand why there hasn't been any help from Pacificmark when we all know Sterling-Pacific has pushed forward for both Pacificmark and Metro. Both Jose Ponce and I suggested we push the job into next year right before fall started. When nobody wanted to do that, Sterling-Pacific took on all the risk of moving forward. My guess is if the consortium was working correctly, Pacificmark would have weighed in on the decision to move forward.

In pre-construction, we discussed tasks outside of roofing that Sterling-Pacific would normally have to perform. Normally these tasks would have been in our bid but we were told by the PM that we could leave them out of our roofing bid because we could use the consortium job services bucket to capture these charges. There were a lot of statements from the PM like, "Don't worry about it, we're a consortium and you can bill those additional tasks to job services," and Jeff bid the project accordingly. When Sterling-Pacific tried to bill job services for those tasks we were told we could not and thus

further hampering us financially. In fact, through much of the job, Pacificmark had Juan and a girl whose name I can't remember working as job services. But when it came time to all the tasks we talked about in pre-con for job services, Sterling-Pacific's manpower has done all the 'heavy-lifting' and not got paid for it. For example, Sterling-Pacific moved the material back and forth because there is no room on the roof, Sterling-Pacific bought the water-pumps and vacuumed the roof dry, Sterling-Pacific fixed the garbage chute, Sterling-Pacific took the brunt of the failure to keep an empty dumpster on site. I'm sure there are many more things-the bottom line is Sterling-Pacific picked up all the slack-and these are things we did and never bid in the project for our roofing number. Sterling-Pacific gave a production number with the roof being completed in the summer as planned by sequencing the project. It is not Sterling-Pacific's fault that we could not roof area A in the summer. The phasing plan was completely ignored by Pacificmark and further ignored when the concern was brought up.

As for manpower for the pavers, per our attempt to work together on this and get ahead of the issue, and with Mike and your blessing, Sterling-Pacific had 5 workers go to the Roofers Union and to Sterling-Pacific HQ to sign employee paperwork. The 5 individuals were ready to start the pavers. My only request was for Pacificmark help Sterling-Pacific cover the weekly payroll and deduct it from our contract. (Obviously because as I've stated in previous meetings with you and Nancy, this job is about to bankrupt my company.) I explained that the Hefe of the group wanted 25 dollars more per hour and would provide all the equipment and expertise and you declined to move forward with this manpower. Sterling-Pacific could have paid the premium for the Hefe but instead, Pacificmark chose not to move forward with the extra manpower.

This is why the meeting tomorrow would be very helpful. You know I bid this job to be done by now. You know my costs have run over because we're roofing in the winter. I have no help or consideration from Pacificmark to address the issues that arise from this.

Again, Sterling-Pacific has gone over the bid by 5000 hours and not been paid for any of them. I've done nothing but do my best to make sure we complete the roof for Metro despite having all the pre-planning thrown out the window. If you want a place to start, look at the schedule prepared for Metro on 5/23.

And despite all of this, I know we have the right people on the job right now-and the right amount of people to fulfill the schedule. I also know we can finish the job weather permitting with our current manpower.

I look forward to meeting you tomorrow to review the final stages of the project. I hope you can help me with the costs. I'd love to go over them with you and Nancy.

Joe Calderon

Sterling-Pacific

Commercial Roofing & Waterproofing

Phone: (503) 850-8472

Cell: (503) 875-1030

Email: joe@sterling-pac.com



Sent from my iPhone, may contain auto-correct errors.

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On Nov 24, 2019, at 4:48 PM, Mark Matthews <Mark@pacificmarkconstruction.com> wrote:

[Quoted text hidden]

Joe Calderon <joe@sterling-pac.com>

Mon, Nov 25, 2019 at 1:33 AM

Bcc: Nancy Strening <Nancy.Strening@oregonmetro.gov>, Alexander Naito <alex.naito@tnslaw.net>

I'm meeting Mark tomorrow at 8:00 AM. I just want to keep you in the loop. There was a lot of frustration on both sides over the weekend. There were threats of getting fired.

I know Sterling-Pacific has a plan that makes sense and the manpower to execute and meet the schedule weather permitting. I'm not sure more can be done considering the situation.

Hopefully, we can get together and have a real chat about what's going on and not what happened last time.

Thanks.

Joe Calderon | o. 503.850.8472 | c. 503.875.1030

OWNER & PRESIDENT, Sterling-Pacific

Commercial Roofing & Waterproofing

9999 SW Wilshire St., Ste. 215

Portland, OR 97225-5023



LinkedIn

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----- Forwarded message -----

From: **Joe Calderon** <joe@sterling-pac.com>

Date: Mon, Nov 25, 2019 at 1:28 AM

Subject: Re: Hatfield Hall - Week of 11/18 - 11/22

To: Mark Matthews <Mark@pacificmarkconstruction.com>

Mark,

I'm happy to meet tomorrow. I think together we can accomplish our goal of getting this project completed. I hope we can discuss what it means-in real terms-to roof in the winter with a waterproofing product like Kemper. Obviously I'm concerned about the new additional components of the Kemper system at this time of year with the cold and wet weather. I also feel that since you haven't been on site until recently, you will be surprised how finicky this product really is and hopefully have an appreciation for what we've been through.

Originally the consortium had planned to be complete with all waterproofing on area A at the beginning of September. But Sterling-Pacific was not able to start on A1 until the beginning of September-so we were starting when we were supposed to be finishing!

[Quoted text hidden]

Joe Calderon <joe@sterling-pac.com>
To: Chris Ahlers <chrisahlers@sterling-pac.com>

Mon, Nov 25, 2019 at 2:25 PM

Joe Calderon | o. 503.850.8472 | c. 503.875.1030

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----- Forwarded message -----

From: **Joe Calderon** <joe@sterling-pac.com>

Date: Mon, Nov 25, 2019 at 1:28 AM

[Quoted text hidden]

[Quoted text hidden]



Joe Calderon <joe@sterling-pac.com>

Hatfield Hall

Joe Calderon <joe@sterling-pac.com>

Thu, Mar 5, 2020 at 8:12 AM

To: Mark Matthews <mark@pacificmarkconstruction.com>, Deborah Matthews <deborah@pacificmarkconstruction.com>

Cc: joel.morton@oregonmetro.gov, John Lindenthal <john.lindenthal@oregonmetro.gov>, Nancy Strening <nancy.strening@oregonmetro.gov>, Gabriele Schuster <Gabriele.Schuster@oregonmetro.gov>, Ron White <ron@besthq.net>, Lynn.peterson@oregonmetro.gov, paul.slyman@oregonmetro.gov, andre.bealer@oregonmetro.gov, nickc@oregonmetro.gov

Mark,

PMC has taken the position that it can't work with Sterling-Pacific until the Union/BOLI issue is resolved. What I have been trying to communicate to you is that I can't figure that out without your help-working together with Metro. I suggest we have a moratorium on the legal back and forth, get everyone in a room and make this right. We all have a lot on the line here. Metro put a lot of trust in us. I know we can figure it out and still present a positive story to the community. BUT we have to communicate and cooperate and have the same goal.

The last two-back and forth-letters from our attorneys are really disheartening. I really still believe PMC and Sterling-Pacific can figure this out with Metro.

In my last conversation with Jose Ponce, the roof consultant, he said our work up until the stopping point was really good and he'd really hoped we could finish the job. I believe Sterling-Pacific can finish the job and give a great roof with a warranty to Metro and Metro's client.

With the right moves and decisions right now, Sterling-Pacific can continue to work and finish this project for Metro. We can provide Metro's client with an excellent roof and turn this whole thing around-we can do a 180 pivot. We can still create an amazing narrative. But only if we finish together-PMC, Sterling, and Metro.

I have asked now several times to get into a room with PMC and Metro so I can show you what is going on with the Union/BOLI and my finances and the path forward the solves all the issues for all parties involved. (There is a way still that all this can be cured with no liability for any of us.)

There has been a path forward for some time now but I need PMC and Metro to help Sterling-Pacific get to the finish line. Every day that goes by that we retreat to our respective corners is a day closer to an unpleasant and unnecessary outcome for me, Sterling-Pacific, you, PMC, Metro, other stakeholders, and our community.

Please Please Please, let's finally work together and show the community that we can do this. We will all be so much stronger if we can prove them all wrong.

Yours Truly,

Joe Calderon | o. 503.850.8472 | c. 503.875.1030

OWNER & PRESIDENT, Sterling-Pacific

Commercial Roofing & Waterproofing

9999 SW Wilshire St., Ste. 215

Portland, OR 97225-5023

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12 March 2020

Council President Peterson, Members of the Council, I am Tracy Farwell, a member of Engineers for a Sustainable Future, an organization of Portland area engineers meeting frequently to find opportunities to join the conversation about public health, the climate crisis and appropriate actions to be taken, guided by the numbers.

No doubt there are good reasons why no one representing the Council responded to our pleadings on 20 February 2020 to intercept the \$200M TriMet diesel bus buy authorization (way back in September) and assume direction of the Transit Fleet Electrification Program. One could be that we are awaiting the assignment of a Metro point of contact to marshal this critical issue. Notice how we all flipped yet another page on the monthly calendar wasted while we get organized, and in the meantime we can show you chapter and verse from Governor Brown's Executive Order on Climate as well as Mayor Wheeler's Climate Emergency Declaration, specifically calling out the transport sector emissions well within your remit.

We think this is at least a \$700M add to the 2020 Transportation Funding measure, that TriMet does not want to tell you about. You said you would tag TriMet for a response. You did not say when.

It will not be a nice thing when mere voters like us wake up to the electeds who own the public calendar to do with it what they want. We are already 3 months into 2020, starting the last 10 years of history where the fate of our precious future is sealed in carbon. The question is how long public inaction can be tolerated.

Everyone of you has a microphone where you can be heard. Now might be a good time to say something reassuring, but for godsake specify a date certain this time.

Comments from Council President Peterson, replying on the record, where there is no time commitment to follow through on anything.

26:50 Council President

1. "We are gonna forward your comments along with a cover letter to TriMet, (to) ask them to respond and us and also to you. We have your names and addresses so we can get that response to you.



2. And I think all of us up here are committed to making sure we are reducing reducing GHG emissions in whatever work that we do.

3. And there is a lot of work this council has done prior to even my being here. There is a Climate Smart Strategy plan (c. 2015, left out transit) that we are

hoping to get funding (for) from a cap and trade bill if it were to pass this session and in the legislature, which would be a huge step forward.

4. I also know that you probably know that one of the programs that was proposed in the transportation package that would go to the voters in November if the proposal continues as foreseen is to accelerate the purchase of electric vehicles according to TriMet's Plan because they have a long run-out period and we are hoping to reduce that period. So we're doing everything in our power and we will certainly send this message over to TriMet and get a response."

The Council Chamber video can be found here, with Ms Rodri beginning at 24:00. She has received no correspondence from the Council on this matter, nor have any others who were addressed in President Petersons summary response.

https://oregonmetro.granicus.com/MediaPlayer.php?view_id=6&clip_id=174

+++++

Why \$700M for the Zero Emissions Fleet Transition Program?

It's not an easy thing to deploy new technology seamlessly while continuing to provide uninterrupted transit services. The T2020 Corridor projects can be planned separately, but the fleet transition to zero emissions involves complex constraints, requirements, decision criteria but above all, adequate investment planning. If this has been accomplished to date, it is a well-kept secret.

Here's what we know. Last week TriMet committed for the record to field 60-80 zero emission buses in 4 years. This is a verbal sound bite. The date certain is not certain – by 2024? By 2025? Every year of pollution from the diesel fleet is another year of deferred action on public health.

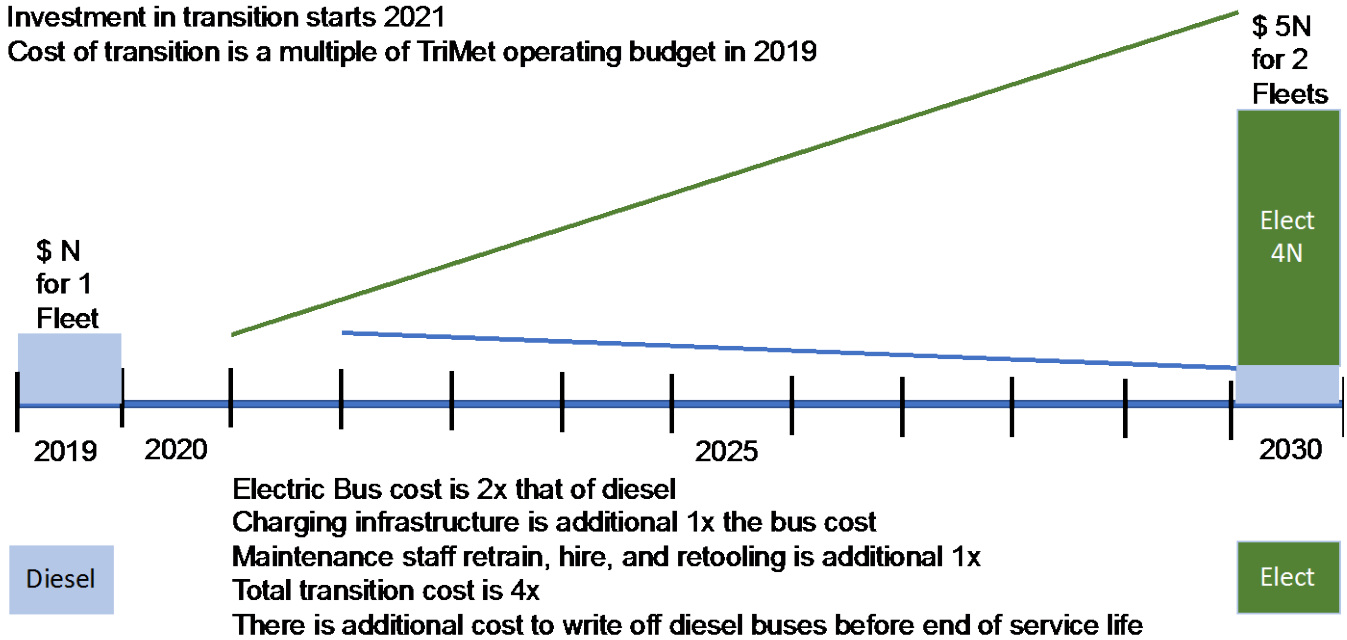
Regardless, this is only 15-20 buses per year. The need is to deploy 400 zero emission buses by 2030, which translates to 40 per year. The cost to meet any goal has not been quoted by TriMet so how can anybody put together an integrated investment plan? This is needed for funding requests.



To help get some serious planning on the table, considering that the cutoff for the 2020 funding measure is fast approaching, this graphic depicts generally the fleet transition cost model. This approximates a ball-park number for discussion purposes. N is the dollar cost operating budget including bus buys.

The 400 Bus Transition

Acquire 50 Battery Electric Buses per year starting 2022
 Investment in transition starts 2021
 Cost of transition is a multiple of TriMet operating budget in 2019



We find from the 2019 approved TriMet budget, Bus Operations and Materials: $N = \$140M$.

<https://trimet.org/budget/pdf/2019-approved-budget.pdf>

As we allow the clock to run out while struggling with the 2020 transportation funding measure, please observe that soon Metro will own the TriMet unresponsive inaction and its public jeopardy that voters will soon notice.

Testimony in Support Accelerating the Transition to Electric Buses

Portland Metro Council

My name is Dr. Pat DeLaquil, and I urge Metro to prioritize a faster transition to electric buses. Under the draft 2020 TRANSPORTATION FUNDING MEASURE, TriMet proposes a goal of replacing its current fleet over a 20 year period. This rate of transition is not in-line with the climate emergency we now face, as supported by multiple US government and UNFCCC reports. I urge the Metro Council to direct TriMet to prepare a plan for transitioning its bus fleet to all electric buses in 10 years, as proposed by Climate Solutions. By accelerating the adoption of electric buses, Metro can reduce toxic diesel emissions, especially in neighborhoods near high-traffic corridors; dramatically reduce transportation-related climate pollution; save on operating costs over time that should be re-invested in transit services; and double the climate impact of the Metro T2020 package!

Although electric buses have a higher investment cost, each electric bus will save \$400,000 on fuel and \$125,000 in maintenance annually, compared to otherwise similar diesel buses. These annual savings can be used for transit service improvements. Metro should direct TriMet to develop a detailed plan to resolve technical issues as well as identifying the capital investment requirements and life-cycle cost savings associated with the faster transition.

Sincerely,

Pat DeLaquil
155 SE 16th Ct.
Gresham, OR 97080

My name is Ron Rhew and I live in Troutdale in east Multnomah County. As a parent, grandparent, and former environmental professional, I am concerned about the contribution of continued fossil fuel use toward the negative effects of climate change on the environment and the health of my children and grandchildren. I recently learned that Trimet has ordered 31 diesel buses, at a time when the Mayor has declared a climate emergency, and the agency itself has acknowledged the need to transition to zero emission vehicles. The continued use of diesel buses seems to reflect an apparent lack of concern for addressing greenhouse gas emissions from the existing and future bus fleet. According to the United Nations Interdisciplinary Panel on Climate Change (UNIPCC), we need to cut greenhouse gas emissions by 50% by the year 2030. Continued reliance on diesel buses, and indeed the purchase of new diesel buses does not show a serious commitment to combating climate change. Under Metro's leadership, Trimet should be a leader in transitioning to a zero emission fleet, not delaying their carbon emissions by 10 years or more by continuing with the diesel fleet. Further, electric options are available, and our public agencies should be fostering new technology to address climate change, not enabling continued reliance on fossil fuels. The City of Portland's 2015 Climate Action Plan calls for a commitment to reduce fossil fuel use in the city, which is not demonstrated by this purchase. Furthermore, the Oregon Public Health Association declared a public health emergency due to climate change effects to public health, including the impacts of reduced air quality which will be made worse by continuing with, and expanding the diesel fleet. Trimet should be a leader in combating climate change, not dragging its feet by delaying the transition to zero emission vehicles, especially when they are available. Metro in its role setting transit policy should insure that Trimet is working expeditiously toward the zero emission fleet goal. Thank you for your consideration, and I would appreciate a response.

Paid Political Advertisement

OREGON ZOO:

DON'T LET CHENDRA

DIE BEHIND BARS!

Chendra, the long-suffering Oregon Zoo elephant, has endured years of chronic pain, disease, isolation and loss.

TELL THE OREGON ZOO TO
FREE CHENDRA TO THE
SANCTUARY AWAITING HER!

Paid for by Free the Oregon Zoo Elephants



TAKE ACTION TO

#freechendra

FROM PARADISE TO PRISON

Orphaned at the tender age of four, Chendra should have been moved to the safety of a refuge in Asia. Instead, she was taken from the tropics of Malaysia and shipped thousands of miles to the cold, wet climate of the Pacific Northwest. **Since then, she has spent 22 years confined to a cement, metal, glass and sand enclosure at the Oregon Zoo.**

THE PERILS OF CAPTIVITY

Within a few months of her arrival, Chendra developed intensely painful, potentially lethal, foot disease and foot fractures so common to zoo elephants.

Blind in one eye from a past injury, she also suffers from a variety of conditions and illnesses including severe "zoochosis" - circling, swaying, rocking, repetitive behavior caused by her years in captivity.

RISKY BUSINESS

Desperate for a baby elephant to boost zoo attendance and revenue, the Oregon Zoo bred Chendra with a much larger species of Asian elephant even while exposing her to tuberculosis which had infected the other Oregon Zoo elephants.

At the same time that Chendra's pregnancy was confirmed, she was diagnosed with active tuberculosis.

In December 2019, Chendra suffered a miscarriage resulting in ongoing bleeding and other health issues. A weakened Chendra now struggles to recover from her loss and the resulting trauma.

THE WORST ZOO FOR ELEPHANTS

In January, 2020, In Defense of Animals named the Oregon Zoo as one of the "10 Worst Zoos for Elephants" stating, "Taking this unconscionable risk with Chendra is one of the reasons the Oregon Zoo has earned a place on the '10 Worst Zoos for Elephants List' for the 10th time, making it the most shamed facility in the 16 year history of the list".

THE PROMISE OF SANCTUARY

Now there is hope that Chendra will get a second chance to enjoy the life she was meant to live. An elephant refuge in Georgia has offered to provide sanctuary to her.

TELL THE OREGON ZOO AND METRO TO
FREE CHENDRA TO THE SANCTUARY
AWAITING HER! CONTACT:

Oregon Zoo Director - Don Moore
503-220-2450

don.moore@oregonzoo.org

Metro President - Lynn Peterson
503-797-1889

lynn.peterson@oregonmetro.gov



www.FreeOregonZooElephants.org

MAYOR MIKE O'CALLAGHAN INFO SHEET

CAMPAIGN VALUES

Clean water, clean air, clean environment. Increase housing stock.

The principle idea of my campaign is action from the people up. Thus, feedback from the people is critical.

What housing stock idea has the most support from the people?

(write your notes on this sheet and mail)

HOUSING STOCK IDEAS: **NO GOVERNMENT COST** **GARAGE OCCUPANCY**

The occupier/owner of a residential property with a garage may apply to the City of Portland for an annual permit to allow human occupancy. The annual rent shall be no more than the property taxes.

The occupier/owner will provide a functional smoke detector and fire extinguisher. The occupier/owner will also provide access to electricity, water and waste disposal. There will be no cars

Average Tax: \$3,000.00 = \$250.00 per month

Income from this program could mean saving the property from foreclosure. Those facing moves due to rent increase could downsize.

VILLAGES

NO GOVERNMENT COST

Fenced Property, 50' X 100' lot size, Mini, mobile, wood houses 8' X 8', 25 humans or less within tribe, Self-governing within tribe, Community Agreement with tribe contribution, Tribe responsible for all in and out flow within tribe.

Any public or private land. Community members know their community properties and are encouraged to participate in a site selection.

Examples of success: Dignity Village, Right to Dream, Hazelnut Grove, Kenton Village, and Jason Barns Landing

(FLIP PAGE OVER)

LIVE IN STORAGE BUILDING

Buy or build a four story storage building with water and sewer. Limit occupancy to three months. Sell the building in five years. This would produce 1,200 units of shelter for approximately 1700 people.

Portlanders need to be out of the weather and safe.

UNOCCUPIED HOUSING FEE

Unoccupied dwellings of three months or more would be charged a \$100 fee per bedroom until unit is occupied. Funds will go directly to housing.

AIR POLLUTION SOLUTIONS

Free transit = \$200 vehicle fee or, \$.25 per gallon gasoline tax.

Field exhaust monitoring.

Odd/even days for vehicle use. (Only during rush hour?)

Cash available bond for unanticipated chemical release.

LOCAL GOVERNMENT SOLUTIONS

Merge the City of Portland with Multnomah County.

Adopt a manager form of government with 5,7,9,11 or 13 regional representatives.

OTHER IDEAS

- 1) End cigarette butt litter by implementing a \$.10 deposit on filtered cigarettes.
- 2) Providing individual breathalyzers where liquor is dispensed.
- 3) Make it illegal to discard dated food packages providing millions of meals for humans.

Michael O'Callaghan

mayormikeoc.org

PO box 14093

Pdx 97293

ALOHA

MAYOR MIKE O'C VALUES

1) Safety
Shelter
Health
Fun

2) Honesty
Dance
Play
Clean air
Bicycling
Environment

3) Spiritual gleaning
Waves
My tribe
Creativity
Accurate information
Gardens

Mayor Mike O'Callaghan
<https://www.mayormikeoc.org/>
503-960-3787

BRAGS

- Helped homebirth and raise four children. Handbuilt a log cabin 35 mi from Denail's peak and five miles from a road.
- Started free food program with a bike and trailer. Lasting over 20 years we gave away over 17 million lbs. of food with 82 volunteers

We had one rule, miss once you are gone, We had 3 turnovers per year and a budget of \$0.00.

- Started a salmon give away in which we gave away 2.5 million lbs. in 5 years. We gave away 120,000 lbs. in Portland.
- I was made a national hero in Newsweek in 1987 and got a full page in Newsweek by Amway in 1989.
- 9 cases to Alaska's State Supreme Court, most were election issues. Won when the court declared two Alaskan primaries were illegal. First time in USA history.
- Helped 17 portlanders file lawsuit to stop their illegal foreclosures.
- One of five people that collected 17,000 signatures in 30 days to stop a poison gas additive.
- Started a group that stopped the planed clearcutting of the Chugach National forest in one year.
- Started a free bike program in 1973 that lasted for 15 years.
- Started a charter school in Anchorage called the learning center.
- Started Right to dream with four others at fourth and Burnside. I wrote its 501-c3.
- I rode my bicycle across the USA in 2018. The bicycle has been my primary transportation for 50 years
- See me half a life ago on governor Hammonds Alaska series #5.
- I have been a clean air advocate since 1966. Pending Guinness world record holder.
- I have the lowest carbon footprint of any candidates
- As you can see from my 45 year record I help all people.
- No other candidate can match my record. What cha say vote mayor mike oc.

ANCHORAGE DAILY NEWS

Alaska Life

How Michael O'Callaghan went from Anchorage activist to Portland's homeless mayoral candidate

✍ Author: David Reamer | Histories of Anchorage ⓘ Updated: 1 day ago 📅 Published 1 day ago



Michael O'Callaghan shows one of the five signs he's torn down from the Earth food give-away tables in the alley in back of his home near Medfra and East 15th Avenue, March 11, 1998. The city health department put the signs up. (Jim Lavrakas / ADN)

Part of a continuing weekly series on local history by local historian David Reamer. Have a question about Anchorage history or an idea for a future article? Go to the form at the bottom of this story.

For several decades, Michael O'Callaghan was one of Anchorage's most colorful activists and political gadflies. His causes were myriad and wide ranging. With him now in Portland, is there anyone left in Anchorage that combines

his mixture of humanism, flair for the dramatic and quixotic inclinations? Feel free to suggest candidates!

O'Callaghan first came to local prominence with the grassroots environmental action group Earth in the late 1970s. Most notably, he oversaw Earth's Earth Cycle program, a bicycle lending initiative founded in 1979 and initially subsidized by the Municipality of Anchorage.

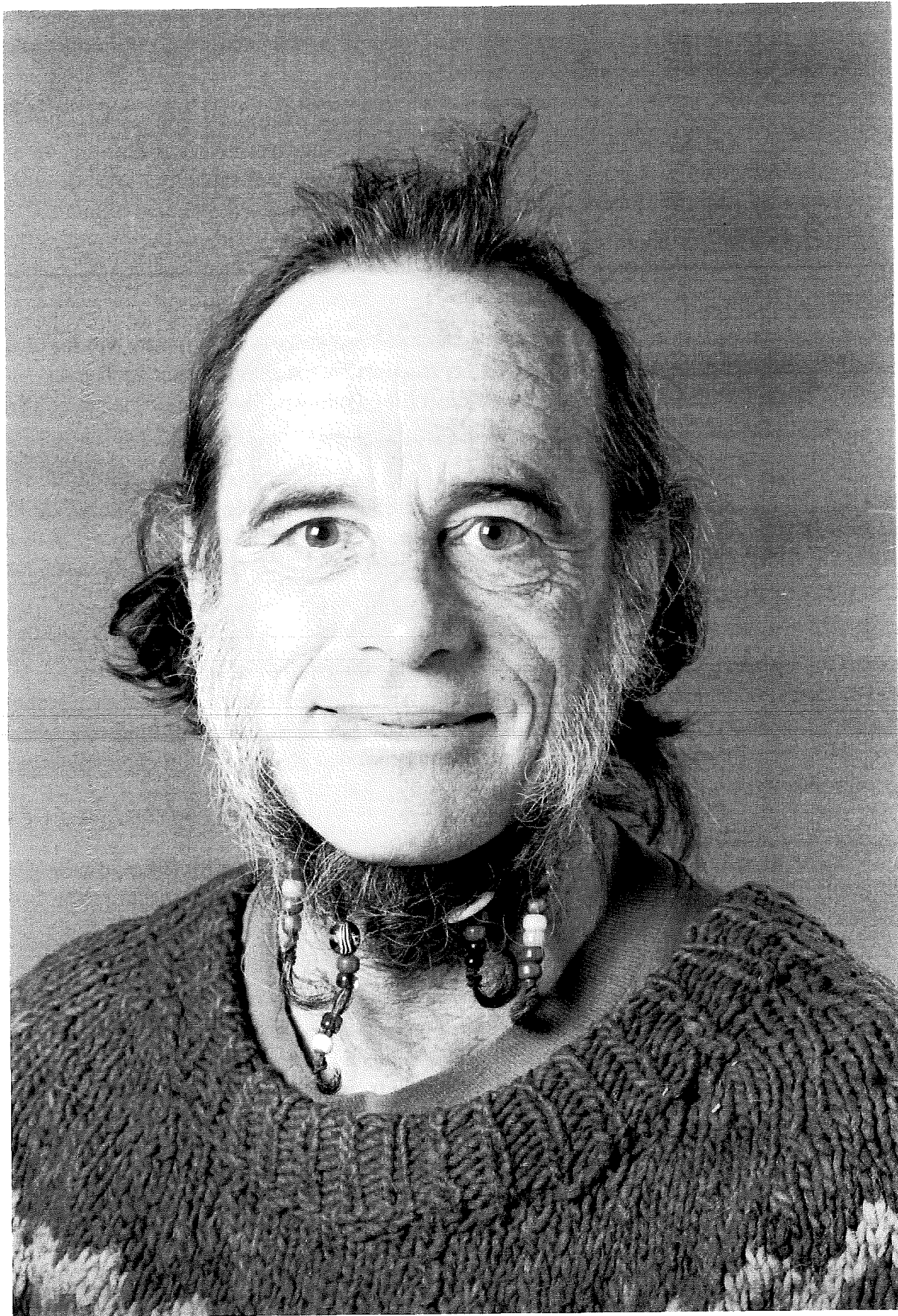
When described simply, his causes are always noble, whether peace on earth, feeding the hungry, housing the homeless, protecting wildlife, addressing pollution or something as prosaic and useful as bicycle access. What made him a memorable character was how he went about advocating for those causes. To this day, he continues to display a penchant for the outrageous, a tenacious willingness to brain himself against the walls of bureaucracy and a gift for the colorful quote. The latter trait made him a media darling, in as much as he consistently provided good copy.

For example, consider moose struck by trains. Hopefully, no one is in favor of trains slaughtering moose, but a practical workaround for surprisingly common moose-strikes wasn't apparent. But O'Callaghan saw the problem differently. O'Callaghan had an idea. In 1988, after years of petitioning the Alaska Railroad to address train versus wildlife fatalities, he proposed a padded, expanded frame on train engines that would push aside any wildlife obstacles.

O'Callaghan stood out with his willingness to publicly test the concept. The experiment to end moose-strikes was conducted in an empty parking lot before a group of friends, family and other interested onlookers. Included in the crowd were far less supportive, albeit openly amused media and railroad officials.

O'Callaghan mounted 5-inch-thick padding on a snowplow and rammed two moose substitutes: a 6-foot-long boiler and a 53-gallon barrel, both filled with water and placed atop plastic milk cartons. The truck struck the boiler at around 50 miles per hour, knocking it 50 yards away. Asked about the 5-inch-deep dent in the boiler moose, he declared that was the ground's fault, not the obviously safe padding on the truck. So, no, this experiment was not a paragon of the scientific method.

This was his way, his style of going about things. Some ideas were more practical than others, but they always tended to digress wildly from the status quo. When concerns over air quality were raised in the late 1970s and early 1980s, he suggested a toll to enter Anchorage. "Why don't you put a booth out at the Knik River and charge \$1 to come to the Anchorage zoo," said O'Callaghan to the Times in 1979. "It's a buck to get in. Free to get out."



Michael 'Mike' O'Callaghan, March 9, 1994. (Fran Durner / ADN)

He proudly dumpster dived, a lifestyle he encouraged for others. In 1987, he told the Daily News, "Oh, I've gotten amazing scores out of the dump boxes . . . Once I got like maybe a 15-pound prime rib . . . It's really a whole lot like Christmas. You never know what you're going to find."

O'Callaghan eventually expanded his dumpster diving into a citywide food network. Donning a suit for once, he convinced management of the Carrs grocery store chain to donate expired, dented, bruised and otherwise damaged groceries — food that had previously discarded. In 1986, that program distributed around 450,000 pounds of food. "If we can help one hungry, needy person a month, a year or whatever, the purpose of the program has been filled," said O'Callaghan. Newsweek magazine declared him one of America's unsung heroes.

Michael O'Callaghan stories are endless. There was the 48-day hunger strike to protest state policies on roe-stripping and fish dumping that ended due to his inability to withstand the allure of macadamia nuts. There was the time he wore an aluminum foil mask to a protest against the naming of a new ballistic submarine after Alaska.

In 1990, he successfully sued for admission into that year's gubernatorial campaign. During public events and voter drives, there was Michael present and answering questions, the often-unemployed scavenger against some of Alaska's most skillful politicians — Tony Knowles, Arliss Sturgulewski and the eventual winner, Wally Hickel. Yes, he lost, but as O'Callaghan declared to the Daily News in 1998, "When you really lose is when you take it seriously because then the joke is on you."

Many residents fondly remember the annual fish giveaway during the 1990s organized by O'Callaghan. In all, hundreds of thousands of pounds of salmon and pollock surplussed from hatcheries, fish that would otherwise have been dumped as waste, fed thousands of locals in need. In the late 1990s, he and his then-wife Lydia ran an unofficial foodbank from the alley behind their Fairview home until shut down by a court order following years of battles with city officials.

Michael O'Callaghan was an enduring symbol of a different Anchorage, of a time when places like the Wherehouse and Bread Factory were institutions of a certain hippie attitude that managed to thrive within a town mad for oil money. And like those sanctuaries for free spirits, he's long gone.

For years now, he's lived on the streets of Portland. However, neither that lack of permanency nor his advancing age stops him from fighting battles wherever he happens upon them. He's walked through doors in city halls most often kept closed to the likes of him. He's sued the city of Portland for homeless camp sweeps. And most recently, he filed for the 2020 Portland mayoral election, the city's homeless candidate.

If you have any Michael O'Callaghan stories, please share in the comments!