



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **10th DAY OF JULY, 2019** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Hardesty, 4.

OFFICERS IN ATTENDANCE: Keelan McClymont, Acting Clerk of the Council; Heidi Brown, Senior Deputy City Attorney; and Christopher Alvarez and Cheryl Leon-Guerrero, Sergeants at Arms.

Item Nos. 653, 664 and 665 were pulled for discussion and on a Y-4 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS		
643	Request of Shea Flaherty Betin to address Council regarding Foster Area Business Association concerns (Communication)	PLACED ON FILE
644	Request of Christian Smith to address Council regarding Foster Area Business Association concerns (Communication)	PLACED ON FILE
645	Request of Matthew Micetic to address Council regarding Foster Area Business Association concerns (Communication)	PLACED ON FILE
646	Request of Jillian Seveck to address Council regarding Foster Area Business Association concerns (Communication)	PLACED ON FILE
647	Request of Injured and Pissedoff to address Council regarding honest attorney and ACLU (Communication)	PLACED ON FILE
TIMES CERTAIN		
648	TIME CERTAIN: 9:45 AM – Accept the Quarterly Technology Oversight Committee Report from the Chief Administrative Officer (Report introduced by Mayor Wheeler) 30 minutes requested Motion to accept the report: Moved by Hardesty and seconded by Fish. (Y-4)	ACCEPTED
*649	TIME CERTAIN: 10:15 AM – Authorize the purchase of certain real property located at 4931-4947 N Williams Ave and 20-114 N Alberta St for affordable housing not to exceed \$6.8 million plus closing costs (Ordinance introduced by Mayor Wheeler) 50 minutes requested for items 649-651 (Y-4)	189596

*650	<p>Authorize new construction financing in an amount not to exceed \$3.3 million for the Kilpatrick affordable home ownership project (Ordinance introduced by Mayor Wheeler) (Y-4)</p>	189597
*651	<p>Authorize new construction financing in amount not to exceed \$7,350,000 for the 106 Halsey/Gateway Park project (Ordinance introduced by Mayor Wheeler) (Y-4)</p>	189598
CONSENT AGENDA – NO DISCUSSION		
Mayor Ted Wheeler		
Bureau of Development Services		
*652	<p>Authorize an Intergovernmental Agreement with the State of Oregon on behalf of Portland State University, for the use of parking permits and access cards at the 4th Avenue Garage (Ordinance) (Y-4)</p>	189587
Office of Management and Finance		
*653	<p>Pay bodily injury claim of Michelle Longtain in the sum of \$125,000 resulting from a motor vehicle collision involving the Portland Bureau of Environmental Services (Ordinance) (Y-4)</p>	189606
654	<p>Assess property for system development charge contracts, private plumbing loan contracts and safety net loan deferral contracts (Ordinance; Z0838, K0180, T0197, W0066, Z1206, K0181, T0198, Z0839, W0067, P0159, P0160)</p>	PASSED TO SECOND READING JULY 24, 2019 AT 9:30 AM
Portland Housing Bureau		
*655	<p>Approve application under the Multiple-Unit Limited Tax Exemption Program under the Inclusionary Housing Program for Fairfield Grand Avenue Apartments located at 203 NE Grand Ave (Ordinance) (Y-4)</p>	189588
Commissioner Jo Ann Hardesty		
Portland Fire & Rescue		
*656	<p>Authorize a participating agreement with Municipal Emergency Services, Inc., for Self-Contained Breathing Apparatus in the amount of \$3.5 million (Ordinance) (Y-4)</p>	189589
657	<p>Authorize an Intergovernmental Agreement with the State of Oregon, Office of the State Fire Marshal, for Regional Hazardous Materials Emergency Response Team Services (Second Reading Agenda 639; Contract No. 30006840) (Y-4)</p>	189590

<p>658</p>	<p>Authorize contract with Burlington Water District for fire prevention, suppression and emergency response services for FY 2019-20 (Second Reading Agenda 640; Contract No. 30006901) (Y-4)</p>	<p>189591</p>
<p>Commissioner Chloe Eudaly</p>		
<p>Bureau of Transportation</p>		
<p>*659</p>	<p>Authorize application for the 2019 Better Utilizing Investments to Leverage Development federal transportation discretionary grants program for \$11.2 million to use and manage roads more efficiently (Ordinance) (Y-4)</p>	<p>189592</p>
<p>*660</p>	<p>Authorize a contract with the lowest responsible bidder for the Springwater Connector Neighborhood Greenway Fixing Our Streets Paving Project (Ordinance) (Y-4)</p>	<p>189593</p>
<p>*661</p>	<p>Authorize the Portland Bureau of Transportation to waive Administrative Rule 13.02 - Disposition of City Real Property, and transfer four City-owned parcels of land to TriMet in connection with the Portland to Milwaukie Light Rail Project (Ordinance) (Y-4)</p>	<p>189594</p>
<p>Commissioner Nick Fish</p>		
<p>Bureau of Environmental Services</p>		
<p>*662</p>	<p>Authorize ten grant agreements and Intergovernmental Agreements related to the Community Watershed Stewardship Program for \$100,000 (Ordinance) (Y-4)</p>	<p>189595</p>
<p>663</p>	<p>Authorize the Bureau of Environmental Services to execute an easement with the Port of Portland as part of the NE Airport Way Loop; Vicinity 7300 PH2, Project No. EP464 (Ordinance)</p>	<p>PASSED TO SECOND READING JULY 31, 2019 AT 9:30 AM</p>
<p>City Auditor Mary Hull Caballero</p>		
<p>664</p>	<p>Amend City Code to update oath of office requirements (Ordinance; amend Code Chapter 3.74 and Code Sections 3.20.190 and 3.20.240)</p>	<p>PASSED TO SECOND READING JULY 24, 2019 AT 9:30 AM</p>
<p>665</p>	<p>Amend Portland Policy Documents Code to update and clarify repository procedures (Ordinance; amend Code Chapter 1.07)</p>	<p>PASSED TO SECOND READING JULY 24, 2019 AT 9:30 AM</p>
<p>666</p>	<p>Update City code to revise the definitions of decision or determination and administrative act for purposes of administrative appeals (Ordinance; amend Code Subsections 3.130.010 A. and 22.10.010 B.)</p>	<p>PASSED TO SECOND READING JULY 24, 2019 AT 9:30 AM</p>
<p>REGULAR AGENDA</p>		

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S-667	Amend Acquisition of Public Art Code to expand eligible uses of the 2% funds, explicitly prioritize underserved communities and clarify City accountability (Previous Agenda 630; Ordinance introduced by Commissioners Fish and Eudaly; amend Code Chapter 5.74) 15 minutes requested Motion to accept substitute: Moved by Eudaly and seconded by Hardesty. (Y-4)	PASSED TO SECOND READING JULY 24, 2019 AT 9:30 AM
Mayor Ted Wheeler Office for Community Technology		
668	Grant a franchise to XO Communications Services LLC. for telecommunications services and facilities, for a period of 10 years (Second Reading Agenda 526) (Y-3; Wheeler absent)	189599
Office of Management and Finance		
669	Authorize a contract for utility bill printing, mailing and presentment for a term of 5 years for \$4.6 million (Procurement Report - Project No. 122817) 20 minutes requested Motion to accept the report: Moved by Fish and seconded by Hardesty. (Y-4)	ACCEPTED PREPARE CONTRACT
*670	Ratify a Letter of Agreement between the American Federation of State City and Municipal Employees Local 189-3 to merge with AFSCME Local 189 (Ordinance) 20 minutes requested (Y-4)	189601
*671	Authorize a borrowing of not more than \$52,900,000 in anticipation of the Fire & Police Disability & Retirement Fund levy for FY 2019-20 (Second Reading Agenda 632) Motion to add emergency clause to eliminate the potential of a negative Fire and Police Disability Retirement Fund balance that may occur under circumstances the borrowing experiences an unforeseen delay: Moved by Wheeler and seconded by Hardesty. (Y-4) (Y-4)	189602 AS AMENDED
Portland Housing Bureau		
*672	Amend Joint Office of Homeless Services Intergovernmental Agreement with Multnomah County to authorize FY19-20 budget allocation to the Joint Office of Homeless Services (Ordinance; amend Contract No. 30005335) 15 minutes requested (Y-4)	189603
*673	Authorize Intergovernmental Agreement with Prosper Portland in support of the ongoing implementation of housing functions at the City of Portland Housing Bureau and economic opportunity functions at Prosper Portland (Ordinance) (Y-4)	189604
Commissioner Chloe Eudaly Bureau of Transportation		
S-674	Amend Public Improvements code to permit the attachment of wireless facilities on poles (Second Reading Agenda 634; amend Code Sections 17.04.010, 17.24.101, 17.60.110)	RESCHEDULED TO JULY 31, 2019 AT 9:30 AM

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675	Amend contract with TriMet for \$6,571,781 to provide for enhanced upkeep and security of the Portland Transit Mall and the original Light Rail Transit Loop segment of 1st Ave, Morrison and Yamhill Streets (Second Reading Agenda 635; amend Contract No. 30000826)	RESCHEDULED TO JULY 31, 2019 AT 9:30 AM
Office of Community & Civic Life		
*676	Authorize \$75,000 total in grant funds for the Constructing Civic Dialogues Grant Program in the Office of Community & Civic Life (Ordinance) 15 minutes requested (Y-4)	189600
Commissioner Nick Fish		
Parks & Recreation		
*677	Remove the designation of five trees as City of Portland Heritage Trees (Ordinance) 10 minutes requested Motion to add emergency clause to avoid costly delay in resolving this issue: Moved by Fish and seconded by Eudaly. (Y-4) (Y-4)	189605 AS AMENDED

At 1:09 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **10th DAY OF JULY, 2019** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Wheeler, Presiding; Commissioners Eudaly, Fish and Hardesty, 4.

OFFICERS IN ATTENDANCE: Keelan McClymont, Acting Clerk of the Council; Molly Washington, Deputy City Attorney; and Christopher Alvarez and John Paolazzi, Sergeants at Arms.

Council recessed at 4:43 p.m. and reconvened at 4:51 p.m.

678	TIME CERTAIN: 2:00 PM – Inform Council of the City’s efforts through the Bloomberg Philanthropies American Cities Climate Challenge (Report introduced by Mayor Wheeler and Commissioner Eudaly) 1.5 hours requested for items 678 and 679 Motion to accept the report: Moved by Fish and seconded by Hardesty. (Y-4)	ACCEPTED
679	Direct the Portland Bureau of Transportation and the Bureau of Planning and Sustainability to form a dedicated task force to study and recommend both near- and long-term strategies for Pricing for Equitable Mobility (Resolution introduced by Commissioner Eudaly) (Y-4)	37442
680	TIME CERTAIN: 3:30 PM – Declare the right to safe and legal abortion and affirm the City’s commitment to act in support of that right by authorizing the City Attorney to participate as an amicus in forthcoming federal lawsuits challenging abortion bans around the country (Resolution introduced by Mayor Wheeler, Commissioners Hardesty, Eudaly, Fish and Fritz) 1 hour requested (Y-4)	37443
*681	TIME CERTAIN: 4:30 PM – Authorize contracts with Kaiser Health Plan of the Northwest, Vision Service Plan Insurance Company, Moda Health Plan, Inc., Oregon Dental Service dba Delta Dental Plan of Oregon, and Standard Insurance Company from July 1, 2019 through June 30, 2024 as administratively required by Bureau of Human Resources for the City’s self-insured and insured plan offerings beginning July 1, 2019 (Ordinance introduced by Mayor Wheeler) 30 minutes requested for items 681-684 (Y-4)	189607
*682	Authorize contract renewal with Aon Consulting, Inc., for Employee Benefits Consultant Services through June 30, 2024 in an amount not to exceed \$3,811,105 (Ordinance introduced by Mayor Wheeler) (Y-4)	189608
*683	Amend the City of Portland Employee Benefits Program to reflect necessary plan design changes as recommended by the Labor Management Benefits Committee and as administratively required by the Bureau of Human Resources for the City’s plan offerings beginning July 1, 2019 (Ordinance introduced by Mayor Wheeler) (Y-4)	189609

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*684 Authorize an Intergovernmental Agreement with Oregon Health & Science University in an amount not to exceed \$250,000 for Medical Wellness Director services for Portland Fire & Rescue firefighters (Ordinance introduced by Commissioner Hardesty) (Y-4)	189610
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At 5:07 p.m., Council adjourned.

DUE TO LACK OF AGENDA THERE WAS NO 2:00 PM MEETING THURSDAY, JULY 11, 2019	
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MARY HULL CABALLERO
Auditor of the City of Portland

**Keelan
McClymont** Digitally signed by
Keelan McClymont
Date: 2020.03.02
16:30:32 -08'00'

By Keelan McClymont
Acting Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption File.

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Key: *** means unidentified speaker.**

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9:30AM

Wheeler: This is the July 10, Portland session of the Portland city council, please call the roll. [roll taken]

Hardesty: Here. **Fish:** Here. **Wheeler:** Here.

Wheeler: Now we will hear from counsel.

Heidi Brown, Senior Deputy City Attorney, City Attorney: The city council represents all Portlanders and meets to do the city's business. The presiding officer preserves order and decorum during the city council meetings so everyone can feel welcomed, comfortable, respected and safe. To participate in the council meetings you may sign up in advance with the council clerk's office for communications to briefly speak about any subject. You may also sign up for public testimony and resolutions or the first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying, please state your name for the record. Your address is not necessary. Police disclose if you are a lobbyist. If you are representing an organization, please identify it. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When you have 30 seconds left, a yellow light goes on, when your time is done, a red light goes on. If you are in the audience, would like to show your support for something said, please feel free to do a thumbs up. If you want to express that you do not support something, please feel free to do a thumbs down. Which we have a demonstration of it over there, thank you. Please remain seated unless entering or exit. If you are filming the proceedings, do not use bright lights or disrupt the meeting. Disruptive conduct such as shouting or interrupting testimony or council deliberations will not be allowed. If there are disruptions, a warning will be given that further disruption may result in the person being rejected for the remainder of the meeting. After being rejected, a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe.

Wheeler: Thanks very much. Keelen, it's my understanding the first four individuals on communication would like to come up to go, is that correct?

McClymont: That's correct.

Wheeler: Great, come on up.

Item 643, 644, 645 and 646.

Wheeler: Good morning. Name for the record, three minutes each, please. You have your hands full. Why don't you go ahead and start.

Jillian Sevick: They are pretty good.

Wheeler: They certainly are.

Sevick: Good morning, mayor and commissioner, pbob and fellow constituents, it's wonderful to see you again, commissioner Fish. Thank you for coming out to the winter fest this winter. On behalf of the Foster Powell Business Association, our community, our family, I am here to take a minute to say thank you. My name is Jillian Sevick, this is my daughter, Baila, age five, and Matis, age two, together we make up a toy store with a place to play and a space to party. In August we celebrate three years of business in the historic shopping district. The current locations of the revitalization project. My family and I live in Lents and regularly travel to the Foster Corridor by bike, car, and by transit and by foot. We are excited this spring when the sun came -- with the sun coming out it coincided with the

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finishing of the foster bike lane. I have spent many years biking in Portland. I have to say the wide lanes, the green boxes, and the double white lines have transformed foster from a road I would never consider biking on. Do you like bike something. Day in and day out, families walk through my door who a year ago would not traverse foster, and now, walk to shop, out to coffee, for groceries, or simply for fresh air. Creating more pedestrian-friendly pace on Foster has correlated into making foster feel safer, and more family friendly and more inviting. So thank you. It's funny to think how a year ago people were terrified to park in front of my shop. **Hardesty:** She's got a strong opinion.

Sevick: She really does. [laughter] For myself and my customers, pinned against our cars and being honked at while trying to retrieve children from the back seat was hardly manageable. I am happy to report the decrease in lanes and adding of the turning lane has made travel by car not only easier but created space to maneuver once parked, especially with children. Children are a major part, a major part of the pedestrian travel in the heart of the foster and powell, not only do we have families residing in the area, many families, but our neighborhood is located just a few blocks behind the shop. Before and after school, I watched children at the protected crossings, and each time I am deeply grateful to the changes that pbot has made in our road. Our community now numbers over 200 businesses, 1600 employees, and over 3,000 residents, which is soon to be increased exponentially. As our community and commuters and public safety services adjusts to the speed changes and become more aware of the crossing, I hope to see your continued help and support.

Wheeler: Thank you. Appreciate it.

I did want to invite you to come out to our tasting tour on the 20th of July. So, if you get a chance to see the changes yourself.

Wheeler: Excellent. Thank you.

Shea Flaherty Betin: Thank you, mayor wheeler and commissioners for the opportunity to speak today. I am shea flaherty betin, the director of the Portland, a community economic development project. Most Portlanders will know us as the rainbow colored food carts on foster. Folks also know us as the incubator for latin-x businesses. We have been a part of the neighborhood and the foster area business association for four years now. We are thrilled by our new streetscape on foster and honored to welcome commissioner eudaly at the ribbon-cutting ceremony three weeks ago. We look forward to seeing the streetscape, create more opportunity along foster for small businesses and for poc entrepreneurs and for the thriving entrepreneurial eco-system that we have at the mercado. I want to thank pbot and the city for partnering around events like foster forward, winter fast, the tasting tour, and our own taste of the festival. These partnerships impact our businesses, and help us to complete in a rapidly changing landscape, but also help us to expand to reach new customers And build an intracultural community with people who still don't know about us. I would like to communicate our gentrification and displacement. With so much of the focus right now on housing displacement we cannot ignore how reducing real estate costs change the fabric of our small business landscape. Continued partnership and consideration around equitable neighborhood growth will be key to making sure that foster's renaissance as a Portland destination benefits all our communities. Moving forward, I hope we can build on this -- momentum, our bike lanes and sidewalks are great, but continuing to work with our associations will be crucial. Please consider coming to our tasting event on July 20, we will have a festival that day, it will be great and on September 7, which is a festival that we put on for new entrepreneurs in the programs to get the ropes. So let's look at what comes next, be it more events, or further construction that won't impact seasonal sales, thank you again for your time.

Wheeler: Thank you, and where can people get more information about the July 20 event?

Betin: At our website as Portlandmercado.com.

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Christian Smith: Thanks for all of us for allowing us an opportunity to come and speak to you today and especially thanks for all the support from our friends and allies at city council who helped us through the years to see this project finally come to fruition. My name is christian smith, and I come here today as a former long-time community activist and organizer on behalf of the streetscape and leader of the foster powell neighborhood association. One of my legacies when was to help build a partnership between the neighborhoods and the business associations and other nonprofits by helping to change the perceptions of foster road from an asphalt barrier into a more of a unifying project that we collectively focus our energies on as a revitalized main street. As we came back and got our last five votes, I went back to psu and got my masters, and as part of my graduate work I put together a study regarding commercial affordability and gentrification. You have a condensed version of that in the packet we handed out. And while the report focuses on foster road the research and findings are applicable citywide, I believe. So, in a nutshell the history is that the city will go into an area and build a series of much needed infrastructure improvements for bike and pedestrian safety and traffic calming and general livability and landlords will see this as an opportunity to get more rents from their properties and locally owned, often minority owned small businesses are forced out, possibly, you know, generally farther out east or have forced the exit of the entry entirely. And so this is an issue that's Been simmering under the radar but is emerging as a concern among business owners and city staff and other stakeholders, however as it stands, we do not currently have programs needed to address this. Nor do we have staff or budget allocations to begin the process of developing policies and tools to help the minority and small business community mitigate the gentrifying effects of commercial corridor revitalization. So, I don't have a lot of time here, so I won't be able to go into a lot of details but in it I put together -- I was able to identify the potential tools and resources to use as a starting point including the technical assistance, regulatory and zoning changes, and both supply and demand incentives and programs that would help tenants and landlords. So, my ask here is that we would try to add this issue to the priority list when we look towards policy solutions for other negative impacts of gentrification sooner rather than later. We have lost some tenants on foster. I understand that there is merchants along the Broadway and Weidler corridor starting to panic about losing their spaces as a result of an upcoming revitalization project there, and so on. So, I am also out of time, so if this is something that you would like to pursue further or you have got my contact information, and I would be happy to provide you more detailed presentation or breakdown of the research and Findings and recommendations for the next steps, and thanks again so much.

Wheeler: Could I get a copy of your report? I, unfortunately, don't have it in my -- is this --

Smith: There is a handout.

Wheeler: This one, here? Got it, okay. Excellent. Say appreciate it. Commissioner Eudaly.

Eudaly: First of all, I want to say that I often feel like that on Wednesday morning. Don't feel bad. Mr. Smith, I would be very interested in working with you on commercial tenant protections. I actually woke up this morning and wrote to my policy director, Jayme Duhamel, and said do we have any ability to require landlords to give 90 day's notice like we do residential? So, very timely. And please connect with Jamie, you know, and this is a new realm of landlord-tenant law for me, so I don't know what we can and can't do yet.

Smith: Very much so I would love to. So who?

Eudaly: Jamie, and she is in my office, not in chambers right now.

Sevick: I can make that connection.

Smith: Great, thank you.

Heather Hoell: Thank you, commissioners, for accommodating me and stepping in this morning. I am Heather Hale, the executive director of Adventure Portland, and I am speaking on behalf of Matthew Micetic. Unfortunately, Matthew's store, Red Capital Games

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was broken into early this morning, and he got called away to deal with the police and can't be here. But, asked that I read his remarks. So, again, speaking on behalf of Matthew Micetic, owner of Red Castle Games and past president of the Foster Business Association, dish my tenure Foster began a transformation, physically with the streetscape and culturally as a business association. We have had a close relationship with PBOT during the streetscape project and worked to continue to improve safety for all users on our new Foster road. Some car drivers have, unfortunately, rejected the new, safer Foster, and we are seeing increases in instances of protest driving in bike lanes and other unsafe behaviors. We ask the police bureau commit to 90 days of stepped up traffic enforcement to help feed the acceptance of drivers to the street. And while our physical transformation nears completion our values of diversity and welcoming neighbors new and old will continue to evolve to make sure that all are welcome on Foster. After incidents of anti-immigrant, racist -- threatening parishioners at St. Peter's and access covenant in outer southeast in early 2017, Foster banded together with the Foster-Powell Mt. Scott Arleeta and Brentwood and Arlington associations as well as the 82nd Avenue Business Association to create a bilingual document with resources for those targeted by Hate. This document also expressed our values of inclusivity. We continue our work welcoming all members of the community with the upcoming shelter opening in the heart of our district. While many groups fought tooth and nail to prevent this shelter from coming, Foster, the Foster Business Association participated at every opportunity to make sure the shelter is an example for the rest of the city on what can happen when we come together to welcome our neighbors. Part of this has been managing expectations of neighbors and business owners. One of the areas of greatest concern that we hear is around trash. While trying to address those concerns by applying for grants, we learned that the BPS has a program with resources slated for trash cans and service on Foster. We ask that deployment of these cans be accelerated to happen by fall to coincide with the opening of the shelter. When we know residents won't add litter it will be a powerful, visual sign for anyone using Foster that the city cares and wants to keep our new streets beautiful. We are ready and willing to be a strong partner and advocate with the city, but we need your help to make our partnership work. Please increase traffic enforcement for 90 days, deploy trash cans, and provide an update on the shelter's community investment fund status, and continue to work with us to prevent gentrification and displacement as a result of the outstanding investment in our district. Thank you for your time.

Wheeler: Thank you. Appreciate it. And I just want to acknowledge Heather -- thank you for the work that you and your neighbors did with regard to the Foster shelter. Now, of course, that's going to be renamed the Lauralwood Center. This will, actually, be one of the crown jewels in the shelter system. It is going to provide space for 120 people, and it's using the navigation style model, so people have access to service in that facility, including job training, including opportunities to help connect them with whatever services they need to stay off the streets and it could not have happened without the active participation and shaping of the proposal by people in the neighborhood. I didn't want you to leave today without my acknowledging that really important difference. There was an article that went around the country this week talking about the resistance that traditionally progressive communities have been putting forth when it comes to sheltering people. Your neighborhood was a demonstration of how if you work collaboratively with the neighborhood, we all end up with something that's, that's better, I think, than even the original design. With regard to enhanced policing, I will raise this question with the chief. I can't give you an answer here today. But, I will take that up both as the chief in East Precinct as well, and as you know, I am just enthusiastic about the interest that people in the community have around the banks of keeping the sidewalks clean and making sure

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that we have appropriate trash receptacles and the service in place to be able to maintain those receptacles, so I am happy to work with you and others on that.

Fish: Mayor?

Wheeler: Commissioner Fish.

Fish: First, heather, thank you for helping to coordinate this. I understand that the goal is, on a monthly basis, to hear from a different business association. There is nothing like having this opportunity here from you directly, and thank you all for the work that you are doing to enhance the neighborhood. Parks has announced, but I will just reaffirm, that we are going to make is a substantial investment in lauralwood park, and we are going to do so to update it and we will be engaging the community and the visioning process, but that's a very important part of the success story of that part of the foster, so we will be investing in an updated lauralwood park, and we look forward to working with you on that project. Thank you very much.

Wheeler: One other thing that I should have Mentioned -- tpi, of course, will be managing that shelter. They have experience around city, and they will be sending the shelter manager -- the manager will actually be participating in both the neighborhood associations and the business associations on a monthly basis, so you will have ongoing opportunities, for input and support in shaping the program. Very good. Anything else? Commissioner hardesty.

Hardesty: Thank you, mayor. And thank you all. I especially appreciate you bringing your daughters today and having them be part of this process. I want to encourage foster business association to actually partner with other business associations in the city because foster avenue is not the only avenue that is having issues of being able to maintain the small business environment, and I always like it better when we are working collaboratively to make the entire city better for all of us rather than only being focused on our own neighborhood. So I want to put that out there and say, you know, I think that you are doing fabulous work. Look outside the borders because, you know, a lot of us are struggling with the exact same issues. It is hard to afford to live here, and it's very hard to afford to run a business here. So, I think that collaboratively we will come up with much better solutions. If they are not just neighborhood-specific, so thank You.

Wheeler: Thanks for being here.

Hoell: Thank you.

Wheeler: Appreciate it. Thank you. Next is item 647.

Wheeler: Good morning.

Injured and pissedoff: Good morning. My name is injured and pissed off -- I swear my name is injured and pissed off, and June 27 I spoke at the Multnomah county board meeting, and it was addressing a letter that was sent in the mail from the United States District Court, federal juror qualifications questionnaire, and it was addressed to my old name. So, I didn't do anything with that. Today's meeting, as I spoke here May 8, I had addressed that I would be talking July 3 here. I wrote down the attorney. In previous meetings, such as deleting names like this -- Ed Tabor, you said that they were third parties. I am surprised that the ACLU, and the reason I mentioned I will talk about Helen Keller is that I found out that she was one of the founding members of the ACLU. I wonder what people think of that. A blind woman that's deaf, she's no longer living. Why the city wouldn't print her name. I am trying to sue the city and county and state for my seven dog attacks is, the dog was attacked by service animals, seven times, and in less than six years, and the city was well aware of all of the stuff, and even dreamt up things like uninvited guest writing an article, and apparently, they did not think that my service animal was real. Mr. Wheeler, you wrote a letter addressing the Oregon laws, which was totally ignored, and of course, your successor was such a fine man, smoking pot and chasing the women and having all kinds of fun. He totally ignored two more dog attacks, and I call that

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rather than seven accidents, I call it assident. There is no such word, but I think that anybody could gather the meaning of it. Especially if they had their hip broke, and two fractures to their spinal cord. I am sure that I will be talking to the aclu and see what they think of my letters, and notifications such as a civil conspiracy and conflict of interest that the city has. Thank you.

Wheeler: That completes communications. Keelen, my understanding is commissioner Fritz would like us to pull 665, so as a courtesy, I will pull that. Any other items been pulled?

McClymont: We have had two additional items pulled.

Wheeler: Which?

McClymont: Item 664.

Wheeler: 664? Correct? Okay.

McClymont: And 653.

Wheeler: Please call the roll on the remainder of the consent agenda.

Hardesty: Aye. **Eudaly:** Aye. **Fish:** Aye.

Wheeler: Aye, consent Agenda is adopted, first time certain item, please, 648.

Wheeler: The technology oversight committee provides volunteer citizen oversight on the city technology projects that have the significant impact on city operations, especially projects that are either considered high risk or high costing. For the purpose of increasing accountability -- and transparency. This is comprised of individuals with very impressive technology backgrounds and expert southeast, and may provide both advice as well as their personal insight on projects during implementation. The toc reports on a quarterly basis on projects under the oversight to the chief administrative officer who forwards the report to us, the city council. This provides information from the technology projects, independent product assurance, consultant along with toc's assessment of the project. The committee staff coordinator, heather, is here to present the latest report.

Heather Hafer, Senior Analyst, Office Management and Finance: Good morning. It's nice to see you here. And as the mayor said I am heather, and along with being the senior analyst in the office of management and finance, I have the distinct pleasure of overseeing the technology oversight committee, and mayor, thank you for pointing out that they have an expert. I've been working with the boards and committees for 17 years, and local government, and toc is by far the best, most intelligent group I have worked with. I love working with them. As the mayor said, they are made up of five members, one for each of our city council members, and we have victoria, who represents joann hardesty, and also to my left we have jeff baer, the director of the bureau of technology services. This past forward, toc oversaw two projects, Portland's online permitting system or pops, and as well as the open accountable elections. This is the first time that we included this in our quarterly updates. We received the quarterly Portland, Oregon website replacement project update, which we realize you have not heard much about, and it's a fantastic program, so we're going to tell you more about that today. First, even though it happened one day after the reporting period, we wanted to start our update off with some really great news. Pops, it is development hub project, went live on july 1. Now, the community members can apply for permits online. And we wanted to show you is a quick video to tell you more about that, and you will want to recognize the familiar face. Just about a minute long.

Wheeler: So you have all these technology geniuses. Let's see if we have the tools.

Hafer: The bureau of development services is downtown. Now, you can skip the lines and manage your online permits any too many, anywhere, with the simple service called Development hub pdx.

Eudaly: Remind me to never do one of those.

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Wheeler: How do you think that I feel? How do you think that I feel? [laughter] the wi-fi could be better.

Eudaly: You could you do something about the wi-fi in the building? Are those two kids still here? They probably could. [laughter]

Wheeler: They are getting their resumes updated. [laughter]

Hafer: Maybe we should come back. It is very exciting and maybe we can start over from the beginning so we get the whole experience.

Wheeler: I can just act it out live.

Eudaly: Okay.

Hafer: That was our introduction, which jeff will tell you a bit more about.

Wheeler: Good morning.

Jeff Baer, Community of Technology Services: Good morning. Mayor, and members of the city council, victoria and I are here to provide updates since the report only covers april through june. And we are also here to answer any questions or concerns that you may have regarding any of these projects. I want to focus a bit on pops as it continues to trend as indicated in the report. Both the qa and toc members are rating it in the yellow, yellow, green, or, yellow, green, green. This relates to a couple of line item budget expenses exceeding the baseline projections. This is due to a miscoding error On the accounting system, so the project team is reviewing that and looking into it. This does not impact the budget of the project, which is why you also see the green rating for the budget as indicated. The project team is nearly complete with the second round of business testing for the seven migration we went live with the development of pdx or dev-hub. During the first week it was available 69 permits were created. Our team developed a dashboard report to track the permits created through this portal, and having 69 created the first week on july 1, so far this week as of this morning, we added another 93 permits created through the dev-hub. So customers are now able to apply for permits online through the new permitting website. They don't need to travel down to the development services center just to get their permit approved. So, bds received very positive reviews for this feature, and over time, I am expecting the trend to be that it's going to move over from being in-person to on the web portal. So very good news about the pops deliver that go on-time. And overall, pops is making very good progress to our go live date later this year, so we are on progress for that. On the Portland, Oregon website replacement, one project you may not have heard much about, but we've been actively engaged with the bureaus and many of your staff to develop the beta site, it's alive, Beta.Portlandoregon.gov. We are shifting to developing a migration plan, which includes identifying the various groups within the bureaus, the administrators, the content developers and providing that to -- built into our migration plan. So we are really looking at what are those crucial contents, pieces that are going to be transported over into the new plan? We are estimating around 15 to 25% of what's currently available on Portlandoregon.gov or the new website. We are still on target for the release of the website sometime in later this year in the fourth quarter, so we are actively engaged in moving towards that. We have got really good engagement with the bureaus over in providing that information on that project so I will turn it over for comments on the accountable elections.

Fish: Before you do that I just have a very basic question. What are we to make of the fact that the qa assessment for scope and liability is in confidence level is yellow, and the toc assessment is green. How do we reconcile that?

Baer: I think that you are going to see from the qa's perspective, that they are much more embedded into the project team day-to-day and see the more granular impacts of the project. As we are going through, we are finding issues that we are conveying back to the vendor, and they are working on releases to provide those corrections and fixes to that, so

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there is a different level of the digging Deep into the project. And I don't know, as a toc member, maybe victoria has a different perspective?

Victoria Trapp: Yeah, I think based upon information that we received, that from the toc perspective, we are not concerned that it's going to go over budget. I think that from the project perspective, they are using more of their original budgets than they had originally intend. That is why the budget is what it is because there are going to be those unforeseen things that need to be fixed in the qa cycle. So, I think that that is the call-out there.

Eudaly: Mayor?

Wheeler: Commissioner eudaly.

Eudaly: I don't see anything about the website, so were you just mentioning that?

Baer: Yes.

Eudaly: Yeah.

Baer: It's not an official toc project but we wanted to have a quarterly update from the project team to see the status of that.

Eudaly: I have been anxiously awaiting that for quite some time. Thank you.

Wheeler: Commissioner hardesty.

Hardesty: Thank you. Can you tell me how the community finds out about this fabulous online permitting system?

Wheeler: Don't we have a video? [laughter]

Eudaly: The communications team I put together.

Baer: Bds has, I think, the dracc, I forget what it stands for, but working with the community to provide, here's what's coming up for pops release, and specifically, for the dev-hub.

Hardesty: I agree with you. I think ultimately, people being able to get permits online 24-7 when they want it, rather than coming downtown and standing in line is a great outcome. People have to know it exists in order for them to use it. That's why the question. Thank you.

Baer: And I think that you will see, as I indicated, we have 69 on the first week that we opened. We got 93 to date, so as of this morning, just for a monday and tuesday. So, it's getting bigger.

Wheeler: If I could just mention, this is well-known out there amongst the project managers, as well. We've been working on this for a couple of years as a city.

Hardesty: Is that across the board with contractors? The difference between that.

Wheeler: I don't know the honest answer, but with time I am hoping this becomes the standard, and from our perspective, one of the ways that it really helps is it clearly lays out the steps for development, the steps to get the permit, and a lot of the problem that we have had previously in terms of getting permits out the door on a timely basis is just has been people don't know what to bring, and then they come in and they don't have completed documents, and then they have to leave and they have to come back, and this will Help the people tee everything up in a timely way so I think that it's a win for the city and a win for those who are trying to put projections on the ground. It is a good step, and everybody should be proud of the great work.

Trapp: Open and accountable elections. What I would like to do is highlight a few of the major accomplishments the project has accomplished, in the last quarter. One of those is that the --

Wheeler: There you go.

Trapp: The new qa consultant has been onboard and providing the toc with updates on a monthly basis, and working closely with the project team to make sure that they are staying true to the milestones, and the project plan that they have. Additionally, there's been an advanced data science and fraud detection component that was completed, and I called this out because many other cities that have this sort of system don't, actually, have

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that cyber-security piece in place, and it's critically important for the validity of the data. And then also, the project team has brought on two additional engineering consultants to ensure that they are still driving towards that september 1st deadline, and getting as much done as they can, so that they can get to that plan a, which is everything is up and working on september 1. That said, we do have a few Milestones coming up. One of those things is the risk management plan, so if plan a, and that is 100% of everything is up and operating, is not possible, since we are about 45 days out from go live now, what does it look like for plan b? And making sure that those contingency plans are donald, so if there is manual work required, if we need additional resources, that, in fact, go through that, and they are up and running and ready to go. That is something that the qa consultants is working with the project team on, and something that the toc has asked us about, as well. The user acceptance testing is continuing, and will continue through the go live as well as the front end completion is coming up, and there are five modules that are still all in play, and still being worked on in various stages in addition to with the civic software foundation and the overall project team there. As you can see on this scorecard, our risk and major concern is around the expected completion, and that is really centered on the project time line for plan a, and that's 100% of everything. I think that from the toc perspective, we would see that change if, in fact, we have a documented plan about what that contingency looks like. If there is manual work involved, what is the plan and when are the resources going to be in place, and for instance, the equipment and all those things that go along with that, that the red would change. Any questions?

Wheeler: Commissioner hardesty.

Hardesty: Thank you. Victoria, I know that the last time we talked about the elections, there was some concerns about the quality assurance piece, and are you feeling like you are getting all the information that you need now to be able to do the analysis that you need to do?

Trapp: With our qa resource being added, we have gained greater clarity, and visibility to where the project is, and what -- what they are still behind on.

Hardesty: And so, because we love when you come and you show all the yellow and green because it always look like progress, but I just wanted to make sure that it was on the record that this in no way reflects that there are bad things happening with the open and accountable elections. It just says that we are under this very short time line, and we need to make sure that we have plan a fully flushed out and plan b fully flushed out before we go live. Is that accurate?

Trapp: That's accurate, yes.

Hardesty: Thank you.

Trapp: An accurate assessment. We are very pleased to see the progress that we have seen since we talked last. Our biggest call-out is that time line. It's aggressive, and we need that from the beginning.

Hardesty: Thank you.

Fish: Let me ask you a question. In the last 24 hours, two candidates have announced that They intend to use this system. If we are not -- if the toc is not sure whether we are going to meet the deadlines, then how are we confident that we are giving information to potential candidates about what the ground rules are going to be.

Baer: The project team has worked on three different options, a, b, and c, the last option is a manual process for comparing the information with the thing called [inaudible] star from the state to do a manual process, so it's going to be a madge process, and that's the way - it will be a manual process if that's the way that we are going to end up.

Fish: And at this point, though, because there are reds on the toc assessment, you are preparing us for the possibility that could happen?

Baer: Correct.

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Fish: What is the additional budget ask that would be associated with going to that contingency?

Baer: That, I don't know. I think that that would be more for the project team to answer that question.

Fish: But we would anticipate an additional ask, is that correct?

Baer: If there is additional labor costs, that would be more project cost added onto it, correct.

Fish: So I want to be clear to my colleagues because we've been down this road a lot. Red is not good. Red on one of these charts is not good and we should not sugar coat it. Red says that there is a problem. Whether it is a problem that we have identified or a problem that -- where we don't have the information to make the assessment, the -- what I have found historically is, you know, yellows and greens tell us that we are in the swim and we are making some progress. Red says that we have a problem. At some point, the council is going to have to decide if we go to a contingency and their additional costs, how do we fund that and what's the transition and how does it impact the experience both of the candidates that are -- that are filing, and the public, which wants to have some confidence in the system to be able to, you know, to verify that people are, actually, eligible for the map, for the match. So, jeff, when is the next time you come before us?

Baer: It would be september.

Fish: So early september?

Baer: We have not -- we don't have a date yet? We can make it early september.

Fish: I want to make sure that if it remains red, that the council has enough time to weigh in -- to have the benefit of your report, and then we may have to pivot and start looking at whether the additional costs associated with one of the other contingencies, so mayor I would suggest that we bring this earlier in september so we have some time to discuss the contingencies. If the red doesn't --

Baer: If I can make another suggestion, we could provide your office with the monthly toc report. That would give you a monthly Indicator of how things are progressing.

Fish: I think that would be very helpful, and I just want to make sure that we have enough time as a deliberative body to pivot if, in fact, option a is not feasible, and then I think that we are going to want to know what the delay might be, what the additional costs might be, and what I will be particularly interested in is how does it impact the experience of the candidate and the public who are watching this system very closely.

Baer: So we can provide that monthly report. I think that will give you is a 30-day indicator as we go forward. We are on such a short time line that I don't think waiting for the next report will be that helpful.

Fish: Thank you very much.

Trapp: It is worth noting for your information that at the toc, when we met because we meet monthly, we met at the end of june, and we did ask for an updated report on some milestones as to where they were and also for this contingency plan waiting for us to have our july toc meeting. So, we are still waiting on that report. But, the request is out there to the project team.

Hardesty: Thank you very much. I remember when the director was here speaking in front of this body, and it was very clear, clearly addressed by the commissioner Fritz, that the budget is the budget. So, we would either have less Money to distribute to candidates, or if we had to hire additional staff. So, I think that it's very clear what the contingency plan is, but I would be very grateful to get the monthly report. I know why we have the red and april and may and june because you guys told us when you were here last time that this was the situation that you were confronting. And so I just want to make sure that on behalf of commissioner Fritz, she's in england but she's probably watching. So, I want to make sure that she -- that I present that on her behalf. We know that we have a limited budget. We

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are clear that they are not going to come back asking for additional resources for this round. And whatever money that we have is the money that we have. So thank you.

Trapp: Thank you.

Wheeler: Very good. Thank you. I will entertain a motion, colleagues.

Fish: Second.

Wheeler: A motion from commissioner Hardesty and second from commissioner Fish. Please call the roll.

Hardesty: Aye.

Eudaly: Aye.

Fish: Thank you very much for your service and your work. This is really important stuff, and we appreciate the care and the thought that goes into these presentations. Aye.

Wheeler: Aye. The report is accepted. Thank you. [gavel pounded] really appreciate it. Thank you for your time. Next up, please is, item 649.

Wheeler: No, 649, please.

Item 649.

McClymont: I am sorry.

Wheeler: Colleagues, the city is pleased to see the land under discussion being preserved for future affordable housing, particularly in the neighborhood that's been historically impacted by displacement. I think that we all understand that land is an increasing premium in north and northeast Portland, and this acquisition contributes to the goals of the north, northeast neighborhood housing strategy. Importantly, it responds to the stated community priority of creating a land bank for future. The future before properties like this one are eventually lost. To the pressures of the market. I want to personally thank the strong family for coming to meet with me, and I commend them for their willingness to partner with us on this important project and in providing what I believe is an invaluable service to the community, and this is despite a history with Portland city government that would give them every reason not to trust us. We are grateful to have had this partnership in helping to make this reality, and I want to thank you for not only the tremendous work that you have done on this, but I want to thank you for being here today, As well. Director Callahan. Good morning.

Shannon Callahan, Director Housing Bureau: Good morning, mayor and commissioners. This is one of two items this morning that is advancing our north and northeast neighborhood strategy. In 2015 city council adopted the north and northeast neighborhood housing --

Wheeler: I am sorry, did you want me to read 650 and 651 at the same time?

Callahan: Not yet, mayor.

Wheeler: We will do them independently. Investigate. Sorry for the grand junction.

Callahan: No problem, so the north and northeast neighborhood housing strategy is a community-driven initiative to address the impacts of the city's actions and the ongoing threat to the long-time community from displacement. The plan consists of four overarching goals, and this morning the first item before us is, actually, related to the fourth strategy, which is land banking. With this purchase we will actually have concluded with three land banking properties in the district, the first being the property on north interstate, the second kari boulevard, and significantly, the strong family property. The property, itself, is in the heart of the albina community district, as well as the humboldt neighborhood. It is located on the corner of north williams and north alberta, and it is nearly an acre, and can hold up to 150 new Homes, whether they be apartments or rent or condos for home ownership development. That is to be later determined with the community process. We intend to hold this property for future development, and I would really just like to thank and acknowledge the strong family for working with us for, I think it has been almost four years of discussions with the housing bureau, and active discussions in trying to make sure that

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this property remains a community asset and contains affordable housing for generations to come. So, I appreciate the willingness to work with us and talk with us, and the willingness to commit this property going forward. With that, I would turn it over to mark strong, jackie strong, and cathy rhodes, members of the family selling the property to the housing bureau.

Mark Strong: We want to say thank you for this opportunity. The property has been in our family for a number of years prior to us purchasing the property, my grandmother -- my grandfather opal strong lived down a half block from where the property is located on williams avenue. As kids we used to go to mr. Horse's store and buy penny candy and used to goof around just playing in the neighborhood and that type of thing, so it's been a - - an integral part of our lives if many, many years, and going back farther than that. Just seeing over the last, you know, several years, just the change in north and northeast Portland, you know, has been you know, just kind of disheartening to watch you know, the fingerprints of the african-american community being etched away has just been very painful. Our parents is, who cat and I represent, along with my uncle, they are getting older and they want to do something a bit different, but part of our dilemma was we did not want to put the property in the hands of the developers who have no heart or no kind of concern or moral sense of justice for something that happens in our community so we began the conversation with the city. They have been long, and it's been a while, but we feel comfortable doing this because we know that you know, selling the property to the city is going to be beneficial to some of the residents there for their welfare and so forth, so we are glad to be able to do that. It makes it a little bit easier to pass the title along.

Cathy Rhodes: Thank you, mark, I think that you said in that very well. Growing up in the northeast community has a lot of really rich memories for me. Like you mentioned with our grandparents, just living down the street, and just the property has been a real place of family and community for us in the neighborhood. So, seeing a lot of change over the years has been pretty remarkable in that we have seen a lot of people displaced. A lot of families that we have shared the community with and shared a lot of time with and just seeing all of that stretch Out farther east has been difficult for a lot of people in our community. My children, especially, they have been like right in the midst of all of this transition and are wondering what to make of it, so it creates a lot of economic issues for a lot of people, and so we are just so grateful and thankful that you are looking beyond just the economic impact of all of this displacement that you are looking at families and you are looking at building community, and that is so important, and it makes me feel honored to be a part of the city of Portland, that you are looking at getting back and making opportunities for those that have been displaced, to be able to come back to the community that they know as home. So, we are grateful to be here today and that you have a mindset for more than just economics, but for building community.

Wheeler: Commissioner hardesty.

Jackie Strong: And I will be brief and quick. I want to thank a few people real quickly because when I started this process, we were really feeling like we had been gentrified. As a person that really came from a background that was -- had nominal means, we were not a rich or wealthy family by any means but through hard work and determination, my father taught us the same virtual, virtuous skills needed for us to be able to be at this point in time. So, with all my little dollars and pennies -- saved, we were Able to buy this property that my nieces and nephews talked about right across the street from where we grew up. But along that pathway, we experienced gentrification at the highest levels. We really were thinking that the city was our enemy versus our friend. So, when we started out on this course, we were zoned at a density level far less than those that surrounded us. And us not having any experience doing this, I dived in to say I am going to get the zone change, and people like carl and nan and tonya and shannon, and nieces and nephews and my

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wonderful wife, we came together and we came and we pushed and we got the zone changed, and then we went back and we negotiated a dollar amount, with me not having any experience having done this before. The reason I am mentioning that is because it was a collaboration, and with that being the case, I think that we sit on the precipice of coming up with a model that might be able to be duplicated nation-wide. For as instead of the city, the large municipality going in and robbing and range and pillaging those communities that are marginalized, we joined together and came up with a model that can help not only the strong family for generations to come, but also, the community of Portland. We can be that beam, that star. So, I am indebted forever, and forever grateful to what you are about -- hopefully, to approve, and again, thank you for joining With us and we are not done yet because you know, I just met with prosper Portland. We are hoping that the building will be named after us in some way. We are going to be actively involved in what is in there, and we are going to be fighting just like my mom did, opal strong, for the community and making sure that it's developed the right way.

Wheeler: Thank you.

Hardesty: Mayor, if I may?

Wheeler: You bet.

Hardesty: I want to applaud your family. I want to applaud your family because -- in this time, where land is being grabbed up all over the city of Portland, you could have chosen a different route. I am not a real estate person, but I suspect that you could have also gotten more money. If the goal was just about money. I want to applaud you because most people don't have the patience for how slow the city moves. The fact that you are carrying on the legacy of your parents, who had the foresight to purchase this property, you have had the foresight to maintain the property, and you decided that you would only let it go if you were going to let it go so that it would be beneficial to those who have lived and made inner northeast is a place that people want to live. For those coming in the future. So, I feel a little guilty sitting back here having you thank us when, in fact, it is your vision that bring us to This place today. So, thank you.

Strong: Again, thank you very much. Again, it just shows you wisdom because we could have put it on the open market and had a much more competitive process. But, we did -- again, I am the one and my brother are the ones that bought this property, okay. It was not our parents. But, the thing -- the point that I am making behind that is that we came together, and now the whole family is going to benefit. That's what's important.

Wheeler: Commissioner eudaly.

Eudaly: I want to echo commissioner hardesty's statement and just say -- or note how vital it is that we move as much property out of the private market as we can and turn it into affordable housing. I think it's the only way forward to preserving any kind of racial or economic diversity in the city, so I want to applaud you, as well. I want to say, um, opal strong has a real nice ring to it, so I hope that naming take place, and director callahan -- I have read the report, and there is no -- there is some minor soil contamination, the new zoning has been secured, so we don't anticipate much issues with -- many issues with moving forward with this development. Including with the neighborhoods.

Callahan: No, we have done complete testing throughout the sale process, and our -- and are confident in the ability to move forward on a future development, but we do intend to hold this Property for a period of time, and obviously, the family still is living on the property presently, but intends to move off, I believe, very soon.

Eudaly: I didn't hear it mentioned, but I am assuming the units, when they are built, will be subject to our preference policy?

Callahan: Yes, indeed. Anything in that, and under the north and northeast neighborhood strategy or interstate.

Eudaly: I think it's good to note every time that we -- yeah. Thank you.

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Callahan: Thank you.

Wheeler: Very good. Excellent. Thank you again. We will take public testimony.

McClymont: We have had four people sign up. I will read the first three names. Curtis, Jan, and lightning.

Wheeler: Thank you very much. You can go ahead and take your seats. Thank you for being here.

Wheeler: Good morning.

Lightning: Good morning. I am lightning. Congratulations to the strong family. Again, on the record, they have stated that they would like to be able to name this property after themselves, or a that I am that they come up with, and you must stand by that on the record. Now, one of the concerns that I did have is that I noticed that there was some, if I am correct, three homes that were currently on this site. I am really against destruction and having homes demolished. Is there any way to come up with a different plan to possibly, if these homes could be moved, to another property, whether it's a private owner or someone else within the area, itself, and have a moving company move these houses, I am just really against any destruction or demolition of the older homes. And to me, that just kind of goes against kind of the historic value of the certain properties built many years ago, and such as family members, possibly, or friends utilizing those properties, so that's a concern to me, and maybe to be looked at, and if that could happen, that would be very much appreciated. Again, just on the amount of units being built there, I like everything that I see. I absolutely want to see this go forward and approved. I think that it's a great location to build these -- units, the indoor units that could be owned in the future by the tenants, themselves, and that's a real important issue to me on this type of property here is just from my position, and possibly the family would agree on this, is that ownership in the future is really kind of a thing that presents that gentrification and people having to move out of the areas. As a tenant, you have a certain amount of rights, but let's face it, if you can move this into ownership rights to the people acquiring and getting into these units, that, to me, is the best possibility and the outcome for this property, in my opinion, so again, I am hoping that will happen. I like the fact that of any time that the city is involved in these types of transactions, if we can move it not into a ten assistant-based property but ownership in the future property. That's well the difference between the private ownership and city owning a property is they have the potential to move them in as owners in the future. They have that potential to do that. I want to see that, our taxpayer dollars moving people into ownership of these units. And having ownership, not called a tenant, at the end of the day from the city of Portland. That is really taking care of the people of this city. Thank you.

Wheeler: Thank you. Good morning.

Jeanne Connett: Good morning. My name is Jeanne Connett. I want to thank the strong family very, very much. Eric wright owned property out there for a really long time. I think the store that you were referring to, maybe, is one that he had owned. He kept it every year, so I am hoping his daughter, erica, does. I am really glad to see the northeast area come back. Dad didn't want me there but my friends made sure that I got to go over there every once in a while, and it's a beautiful neighborhood, so I hope whatever they build, they build in the true fashion. You go down mississippi anywhere over there, and the houses are vibrant, and they are beautiful. I hope that this does not become another rat building, which is all that I see -- rat box. Know, even new york had more class than this. So I want to thank the strong family very much for their endeavor in this, and I wish and pray for them all the best.

Wheeler: Thank you. Good morning.

Curtis Faith: Good morning. My name is curtis, and I wanted to address -- a general level, the lack of addressing the primary need for all of these kinds of housing activities, which is

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that the -- let's say the less favorable at the time segments of the population from the perspective of the companies, people running this city in the 1940s, 1950s, and 1960s that took all of the homes and put exhibition centers on top of them and didn't compensate people in the east side for all of the homes that they had. Didn't compensate the chinese and didn't compensate the japanese, and now all their descendants are poor and don't have equity and cannot find housing so we are papering this over with some emergency resolution, want a or not -- on a property that we are going to hold for several years. I don't see why that's an emergency resolution. I think you are using the emergenciness of it to make your paperwork easier, and you are not addressing the emergency of the fact that there was not a shelter for people last night that showed up in town who did not have a house to sleep in. Last night, you were turned Away. That's the emergency that the city is not addressing, and you are not anything other than a real estate developer trying to attack a problem you know nothing about because you have not spent any time in the field. Issue because I have spent the last nine months on the streets of the city preparing to talk to this city, waiting for the trial wherein your city employees would admit that they were targeting people, and this trial took place yesterday.

Wheeler: Again, I just remind you it is relevant to this particular item. It is an emergency resolution. I am saying it should not be.

Wheeler: Thank you. Any further testimony on this item?

McClymont: Maggie.

Wheeler: Come on up.

Maggie: Okay. I want to reference the -- I understand the historical nature of this accomplishment in terms of how this land has been, you know, taken by the government for whatever purposes, roads, bureaucracies, or whatever, and then people, or gentrification and people displaced. However, I have been, over on the east side, and one of the things that I did when I was over there, I walked all over the place. What I saw were these tiny plots of land everywhere around properties like this alberta property where you guys could be paying urban farmers to grow little community gardens, and it seems to me that the government really owes the -- this Particular region you know, when people first came here like during world war ii you know, to work for government contractors, and this was still going on like with intel, and the government contractor, and you know, they hired these minorities and I brought one to you who has been back out on the street. She used to work for gel intel. Intel says oh, yeah, I will work and hire these people, and they do so through a contract, and then they just fire them, and then they can't pay their rent and they are homeless. And so this cycle happens over and over and over and over again. But, as far as the alberta area, why can't the department of agriculture get into this new thing, you are began farming, and pay urban farmers -- this is a new thing. You can go to corvallis, and find, you know, an african-american dude or a chinese dude or a japanese dude, you know.

Wheeler: Maggie, I will have to rein you in.

Maggie: Or a woman, who has been displaced and wants to do some urban farming on these little you know, there is these little plots of land everywhere like you know, they are like this.

Eudaly: Are you for or against this item.

Maggie: Well, I am for it but what I am against is traditionally what's happened is you know, you build urban housing near these like big freeway arterials, and then the chain-link fencing goes up, and how about some -- lots of little community gardens and no chain-link fencing.

Wheeler: Thank you. Super. Thank you. Any further discussion? Please call the roll.

Hardesty: I am absolutely excited about voting yes on this proposal. I think this is the kind of proposal that I hope gets broad media coverage so that we have more opportunities to

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be intentional about how we develop the little remaining land left in the city of Portland. I vote aye.

Eudaly: Pretty much already said what I have to say. Don't always agree with mr. Lightning, but I want to agree with him right now that as well as removing the land from the private market, creating home ownership opportunities for low and income low and moderate income households is an important issue, and my office is working on a couple of different strategies around that. And thank you to the strong family for being here, and for working with the city and despite the history, I vote aye.

Fish: Well, first shannon, thanks for bringing this forward and to the strong family for sharing your lift with us today. It's an honored to have you. This is a great deal. We are not going to solve our long-term affordable housing problem unless we build a lot more affordable housing. This is a terrific location. I am pleased that we will be doing the land banking now and figuring out how to maximize the use. I am a big believer that the Name of the property should reflect the history, so I think that we have a pretty good record that says there will be something about the strong family at this location. Anyway, whenever we can celebrate a win like this for the community, it's special, and commissioner hardesty expects this to be on the front page of the media tomorrow. She's relativism new to council. [laughter] the truth is the good stories -- there is not a lot of space for the good stories because of the other stories that displace them, but there is a good stories, and let's hope we get a chance to celebrate there because we don't get a chance to celebrate the wins enough in our community. Thank you for making this day possible. I am very proud to vote aye.

Wheeler: I want to thank the strong family, as well. Thank you for the time you spends with me and the time you spends with the housing bureau and, in particular, shana, I want to thank you and the bureau for continuing our efforts around the north, northeast strategy as well as securing the preference policies as a viable option in our community. Many times people have asked about the prospect of land banking, about the prospect of making sure that we respect the history of the community, and this most certainly does not make amends for the history in north Portland, northeast Portland, but it is a step in the right direction. It's an acknowledgment that we, as a community, can do better and thanks to you and the strong family, you are demonstrating with the partnership we can do amazing work together. So, I am very proud to bring this on behalf of the housing bureau. I want to thank andre and cupid from my offers for the work they put into this, as well. I want to thank my colleagues for their support. I vote aye. [gavel pounded] the ordinance is adopted. Into the future we go. Thank you. [applause] item 650.

Item 650.

Wheeler: Director callahan, do you want to just come on up? Welcome. Good morning.

Dana Shephard: Good morning. Hi, good morning. Good morning, commissioners and mayor, I am dana shepherd, and I am actually here to present this along with steve. All right. And are you coming along, dr. Holt? Good morning.

Shephard: Good morning. So, I am going to, again, I am dana shepherd with the housing bureau, I manage the home ownership and home retention programs. And I am here to speak about the strategy number two of the four over-arching strategies of the north and northeast neighborhood housing strategy. That is creating new home ownership. So, creating home ownership in This area, the interstate urban renewal area presented its own set of challenges as you acknowledged. This area has experienced rising housing costs, and over the last few decades, so what we are doing -- this is the first north, northeast home ownership development to come in front of the city council for funding approval. This project provides affordable home ownership opportunities for first-time home buyers giving priority to the families with historic ties to the neighborhood that has been impacted by displacement as the surrounding area has gentrified, so specifically this is -- the

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homeowners have been identified by the northeast preference policy. So, this project not only provides stable housing and a high opportunity area, but offers families the ability to participate in the equity increase of their home, and through a period of wealth for the next generation. Like I said, there are 30 units in the kilpatrick project, and they are all townhomes, correct? And they will be family sized with 15, two bedroom units and 15, three-bedroom units. So, initial preference policy home buyers are targeted at lower incomes with 12 homes reserved for families earning between 35 and 60% area median income, and 13 homes for families at 61 to 80% area median income, and five homes for families from the 81 to 100% area median income. The projected average income for the kilpatrick home buyers is About 66% area median income, and that's equivalent to 58,014 for a family of four. And the project's 30 units help us to reach a goal of creating 110 new homeowners under the north, northeast housing strategy by 2022. Again, all of which are identified through the north, northeast preference policy. Habitat is an experienced developer and has been providing home ownership opportunities for hard working families having built and sold over 400 homes in partnership with local families over the past 38 years. Approximately 90% of habitat's existing home buyers from communities of color, 30% are identified as a family member with a disability, and nearly all have children below the age of 18. Average household income has been 38,117. 46% area median income. The total Portland housing bureau construction financing of 3.3 million, averaging 7 million in other sources of financing, including a first republic construction loan, habitat donations, and sponsorships, and other exemptions or waivers. And I am just going to connect this a bit with the program side of things. The Portland housing center has been working with the households that have been identified through the first round of preference policy, and they will be assessing households for their interest and their ability to purchase one of these 30 homes. I believe that earlier in the year, dr. Holt presented the North, northeast strategy, and we talked about time. So, we are really optimistic that with working with our partners, that these households have had some time to get themselves ready and to be able to finance one of these homes. I will pass this off.

Steve Mesinetti: Thank you, dana. And thank you, mayor wheeler and commissioners, for your commitment to creating an affordable for all our residents. We have a long way to go. I am steve, the ceo of habitat for humanity. And according to our 2016 census data, 27% of Portland renters are paying more than 50% of the income on rent. That's almost one out of every three households in our city that are unable to afford food, transportation, healthcare because of their high housing costs. With median income for black families, 26 000, the numbers are worse. Today, according to the city's housing report there are no Portland neighborhoods in our city that the average black family can afford. Not only that, but black homeowners -- blacks own homes nearly at half the rate of their white counterparts, and even today that ownership rate for blacks in our city is going down. Your homes shouldn't cost you your family's health. It should not cost you your family's -- your kids' education, when the cost of home is your family's future, the cost is too high. When the cost of home is any family's future, that's something none of us can afford. So I thank the council for dedicating resources specifically towards people who have been systemically denied wealth-building opportunities for generations and giving some of the opportunity to buy a home and to build the strength, and self reliance that comes with it. The policies working for phase one of this project, eight of 12 of the households have reserved spots and are ready to buy the homes. With an average income of \$42,000. Six of eight are single parents. Seven of eight are african-americans. Each has their own story of displacement in housing instability. I am joined today, actually, by three of these home buyers, rena hernandez in the back, john robertson, and then to my left mr. Anthony handy is going to share a bit of his family's story. I will turn it over to him.

Anthony Handy: So when I got introduced to the policy people.

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Hardesty: Can you move that closer?

Handy: When I got introduced to the program, it was kind of hard for me to get a mortgage. It was never enough money. You had to make so much money to even afford, for a single father with two daughters, right, so I had to keep going with the african-american program, and it was -- there was another one, and everybody kept turning me down at this point. So, I ended up at habitat for humanity, you know, and like I am a recovered drug addict I just met you a month ago, so my credit scores and all of that stuff, records from the past and stuff, you know, only place that I could go to was habitat for humanity, you know, and get some help. So, I think I got like six months or something left. And they moved into a condo, you know, and it's been kind of discouraging adventure, but I stayed the course. They helped me out over here. They showed me how to do finances, and it's a pretty good program you know, for a first-time homeowner, you know, that's been displaced and my family was left over there down by the freeway. I was born by the freemont, you know, and so it's nice that you guys are giving back. I've been to some of the meetings and some of the people that was from the development, and the commission, and they were telling us how they were sorry about what they did, and they knew what they were doing and they just wanted to help us, and so, it's a great opportunity for me right now, you know, as a single parent with two daughters. I am trying to raise them on my own, for them to have a stable home, and, you know, that's all. That's all that anybody ever wants, you know what I am saying? Appreciate it. [applause]

Fish: Can I clarify something? Can we go back one picture? These look like condos. Is that what these are?

Mesinetti: They are. These are -- it's a little unclear but there is two buildings, the one that's closest to the street on the corner of alberta and interstate and kilpatrick is a 12-unit building. The top floor units are -- is being referred to as townhomes, meaning that there is upstairs bedrooms and downstairs living space, but these are stacked condo units.

Fish: Okay. Thank you.

Mesinetti: And there is an 18-unit building next to it, as well.

Fish: Thank you.

Wheeler: Good morning.

Dr. Steven Holt, Chair of Oversight Committee: Commissioners, good to see you. Mr. Mayor, good to see you. Dr. Steven holt, chair of the oversight committee for the north, northeast housing strategies, and you have seen that the strategies emphasized today, I just want to say two things. One specifically related to the home ownership piece, and steve, you used a lot of the information that I was going to say, so I won't reiterate it. I had a hole prepared, a document. I will say that home ownership for african-americans in the city of Portland is now equally 1965 numbers. We have gone backwards. So, opportunities like this cannot be overemphasized. The more that we can do, the More aggressive that we can be, the more intentional we can be, the better off we will be as the communities, "what commissioner hardesty has referred to in regard to land banking. It's good wisdom and good movement. So, I am excited about what we've been able to do with the strong property. I grew up around the corner on williams and [inaudible], and know the area and the heartbeat and what that community once was, which it is no longer. As we can be intentional and strategic and very purposeful in our forethought and purpose, I don't think that we could do more than what is happening. So the oversight committee is 100% in support. These are the strategies we've been working at. As a response to the robust community engagement, we were involved in to lay these pieces out, so the only thing that I think would be more exciting is more money so that we can do more of this great work. So thank you guys so much.

Wheeler: Thanks, dr. Holt. Appreciate it. Commissioner hardesty?

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Hardesty: Thank you. Thank you very much for the presentation. It is exciting, and I hope that lightning is still back there. I can't tell. Oh, okay, good. So you know, we were -- you talked about home ownership opportunities. Here are some home ownership opportunities. I just want to correct something That steve said, which is you said the preference policies working. I would respectfully disagree, when you think about the amount of people who have been displaced as compared to the opportunities that we're making available, so with all do respect, it's not even close to being well or good. But, we are working hard towards a vision about people being able to live wherever they want to, and regardless of income, and we do not want to be one of those cities where your income dictates your zip code. We are very, very close to that today. So, I appreciate the hard work. Habitat, your reputation is really stellar. I am looking forward to this being one of those green buildings that will be a model for how we move forward. But, please, don't tell anybody how well we are doing because we have a long way to go before we can pat ourselves on the back for what we are doing.

Wheeler: Commissioner eudaly.

Eudaly: Thank you, mayor. Well, I would just say that doing well is relative. Relative to what we heard from -- sorry, the north, northeast group last year, there's been an improvement, so I do think that we should celebrate that, and one of the improvements is personal to me before I came here when I was a low income, single parent, one of those people paying over 50% of my income for rent, I started a facebook group called "the shed" and I met a single mom, in Similar circumstances named chelsea who is an african-american woman whose family goes back at least three generations in north, northeast Portland, and had become displaced numerous times and was really struggling, as I was, to keep a roof over her family's head. Her first -- I told her about this program, and she was really excited. She went to one of the very first -- I am glad that I have the story right -- orientations. She applied and didn't get through. And I think that's -- we realized in that moment that we hadn't accounted for the fact that the very people that we wanted to bring back were facing additional challenges that we had not addressed through the strategies. So, I am very pleased to say that she has now qualified and she and her son will be moving into a home. She beat me to home ownership. I appreciate your comment about the wreckage of the past because I don't have the same challenges as you have had, clearly. I am still recovering from being a renter and not in a position to buy despite the fact that I am sitting here, and I am very well compensated, and i've been paying rent on-time for 30 years. You would think that I would be able to buy a house, but not quite yet. So, just want to commend everyone and agree with commissioner hardesty that we have a long way to go, but I am really relieved it's going Better.

Wheeler: Public testimony.

McClymont: We had five people sign up.

Jeanne Connett: Very grateful to each and every one of them. I'm tired of seeing rat boxes everywhere. When I look around Portland, even the windows look gray. So i'm really concerned. I have heard people come up here and say the same thing. Just be ignored.

Eudaly: Could we pause for a moment? This job involves hours of active listening in these council sessions, and we have a policy that says public testimony needs to be relevant to the item at hand and you're well aware of it. So are you in support of or against this item, and either way, why. [speaking simultaneously]

Connett: Any items you want to do as long as you start using a little bit of class.

Wheeler: Thank you.

Curtis Faith: Curtis faith again. I had couple comments. One I don't understand why this is an emergency resolution although it seems from the last time I was here five months ago --

Wheeler: Could I clarify that? It's confusing. I concede that. It's actually -- I wish we could come up with a different way of saying it other than an emergency. That's administratively

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under our rules what it's described. It's not referring to the situation. This is an administrative item. If we don't have an emergency clause what happens is the item is moved to second reading, then it is approved then we have to wait 30 days until the ordinance is actually enacted. So by putting the emergency clause on it, it's not saying it's more important than other items that don't have the emergency clause. It just means we can begin the financing right away. It's really about a timeliness issue as opposed to the significance of the problem. That's the reference to emergency.

Eudaly: And it's in the public interest for us to move faster than the 30 to 45 days it would take if it wasn't.

Fish: I could add we have had two different council meetings previously scheduled canceled because of lack of a quorum. We're trying to do the people's business and not get jammed by days in the future in which we don't have council .

Wheeler: I concede it's confusing.

Faith: The terminology doesn't have anything to do with there being a specific emergency resolution for any particular types of deals .

Wheeler: That's correct.

Faith: My comment relates to the ability of the public to adequately understand the information so that they could make comment that's relevant. In particular I would just say that I am having listened to the presentation in favor of this resolution but i'm not equipped ahead of time to know whether I would be or not. That's the problem I would like to address. One of the ways that could be specifically addressed we should put real numbers in instead of 30 to 65% of ami. Most people don't know the difference between medium and median. There are lots of tables, takes you a half hour to find out what could be done on the report in the first place which is what is the actual income levels when we say 35 to 60% at this particular time. It would be useful if we had a listing of the ongoing subsidy budget implications of these projects. If we have subsidies going in for lower income housing people we are talking about \$6.8 million now but x number of dollars per year for low income subsidized person which has to come from somewhere, I assume. It also would be useful if we had some itemization, some standard where looking at these across them to say we're taking \$350,000 per person new homeowner here. Those are the kinds of numbers that matter to citizens. They are the only way we can assess whether there is a useful project or not. We could come up with a limited number of these projects and say we're doing great things no matter what we do but how is this impacting the over all number of homeless people. Are we actually making progress on that or is this just sand in a box that's not going to amount to are hill of beans. Thank you. Your time is up. Good morning.

Maggie: My time is not up.

Wheeler: I apologize. I was abrupt. Go for it.

Maggie: The ami, 30 to 65% right now for the gentleman in the green is \$85,000 is the ami. So if you can do the math on the 30 to 65% of that you'll have your answer for that question. Okay, so my comment is furthering what the jim benneman in the green just said about the total amount of money for affordable housing, the total amount of money being spent for shelters, total amount of money being spent for permanent supportive housing. I can tell you right now the shelters are inhumane. I'm in a tpi shelter.

Fish: This has nothing to do with the data report.

Maggie: I get it. We're talking about people being over 65 sleeping on the sidewalks in the rain with no sleeping bag. This is the kind of population we're talking about when you say affordable housing you're talking about housing people who are going to make \$15 an hour, who are ambulatory, who are only economically marginalized, who are not disabled. Who don't have --

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Eudaly: Maggie, multiple times now you have been told your testimony needs to be relevant to the item at hand --

Maggie: I am --

Eudaly: I'm speaking now. This is one piece of our over all strategy to address affordable housing and homelessness. It has nothing to do with shelters. It's not money that we can spend on shelters.

Maggie: I don't want you spending money on shelters. I want you spending money on permanent supportive housing.

Eudaly: Speaking to the last gentleman up here, if you want a better understanding of these items our whole agenda is published the friday before city council. You can click through the links and read all the materials provided to us in our binders. You can contact our offices if you have any questions. And you can look on the housing bureau's website and you can see the current income guidelines that we use that are dictated by hud. I agree that the city doesn't do a good just job informing the public. I know that our website is hard to navigate, but these are two simple things you can do. Read our agenda starting friday before council and you can look at the information and resources on the housing bureau website. Do you have testimony relevant to this item?

Maggie: Yes.

Eudaly: Are you for or against it and if so why.

Maggie: Okay, there's not enough affordable housing and there's not enough permanent supportive housing and we need to abolish shelters. So more of the same for affordable housing because when you have these government contractors come in, they hire these temporary workers then lay them off over and over again and they can't pay their rent any more.

Wheeler: Maggie, i'm sorry, I have to move on. Good morning.

Lightning: Good morning. I'm lightning. I like the projects that I'm seeing here with habitat for humanity. Very well thought out. I especially like the larger size of the units that you're developing, townhouse style. One of the things I guess I have a little bit of confusion on is that when you develop a property like this, then you put in the construction financing, then you're going to come in and do a partial separation from that construction financing, a partial lease of the trustee security, how do you do that? Do you actually do like a condo plat on the whole facility itself then you plat that out individually on the construction financing? I don't know if that's been made clear yet. That that's a lot of people in this room. You can go out and buy a 20-unit apartment building, do a condo plat on it and sell the units individually as condominiums. They are building this then putting construction financing in place, so I assume you're working with the lender on that condo plat situation. Separating it out with the lenders. I don't know if you can have a speaker explain how they do that on the development but it's clear here that phb intends to convert the construction loan into permanent affordable subsidies at the time to qualified homebuyers. My only thing, the term on that qualified homebuyers i'm hoping there's a way when people may not qualify or be close the city can be a guarantee to the construction loan financing and say that we'll guarantee there will be a payment made above what they can do at this time to get them into these units.

Fish: One of the cornerstone programs is down payment assistance program which helps people over that hurdle which for a lot of people, we've heard lots of testimony, that becomes a big barrier. So the city has a program which helps with down payments.

Lightning: A gentleman was using a \$26,000 a year income basis. What I would like to see is that can we do a guarantee above that income level from the city to the people that are offering the construction financing to put people into housing. That's a small additional subsidy from the city. I know where you're coming from on the down payment issue but i'm talking actual payment per month issue also throughout the years. I notice that they are

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giving a ten-year property tax exemption to certain qualified homebuyers. I would like to see that pushed to 20 years for these buyers. Again, that comes back to negotiations with the city and the different places that we obtain the financing. Maybe more clarity on that condominium type situation.

Wheeler: Thank you.

McClymont: We have one more person signed up. Diane linn.

Wheeler: Come on up. Good morning. Good to see you.

Diane Linn: Good morning. I'm diane linn. I'm executive director of proud ground.

Wonderful to see you all here, we work in partnership with habitat, Portland metro east on creating homeownership opportunities for low and moderate income families. I'm here to emphasize the extraordinary collaboration and innovation that has occurred to help make this project on kilpatrick the first of several as you know that will put us on track to move toward the goals we're trying to achieve with this extraordinary effort in north and northeast Portland. We have been working together as a team with phb, and the other agencies, to match the families to these units. Along with several single family homes in the community we're starting that process more vigorously in these units are obviously critical to that process. I would like to emphasize the impact that these projects will have into the future in these communities because these units will be permanently affordable. Along with that, the families will build equity at the time if and when they choose to sell they can leave their units to their children. If they choose to sell our research shows that in a ten-year window a family can generate at 60% median income, about 40, 45,000 a year for a family of two or three, up to \$80,000 in ten years' time. That can be a game changer into the future for families and at the same time we sell that unit again to the next income qualified family. That's the critical part of the investment you're all supporting in these kinds of projects. Not just today's impact, it's going to make a difference well into the future. The shared equity and sweat equity models really bring the community together to support these projects. I'm excited to hear about the strong family contribution to our community today and we look very much forward to working with you on several other projects in the pipeline.

Fish: I have one question. Since you're here you can speak for steve on this, we're all used to the sweat equity model that habitat for humanity has for detached single family homes where prospective homeowners and families put in time as part of their eligibility for becoming first time homeowners. How does that work with condos?

Linn: Condos are a little different. I hate to speak for steve. Very general terms people put in sweat equity hours on other projects. They don't try to build the condo. That has to be done by professional team.

Fish: There's a sweat equity piece, it's elsewhere.

Wheeler: Exemption for elderly or disabled?

Linn: I'm sure there is. I'm sure they make accommodations to meet the needs of the family.

Wheeler: Glad to hear it. Thank you. Thanks for your partnership, diane. That completes public testimony. Any further discussion on this item? Please call the roll.

Hardesty: I am so thrilled that today is a very good day here at city hall. We are actually being very intentional about how we address this core issue of how people with limited income are able to live and thrive in the city of Portland. I wholeheartedly support this proposal. Of course I wish it was four times the size and we had 20 times the number of people ready to have a homeownership, but you know how to eat an elephant, one bite at a time. Aye.

Eudaly: I want to thank the Portland housing bureau and members of the north northeast oversight committee. Thank you for bringing us good news today. I'm very pleased to vote aye.

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Fish: Thanks, Steve, and Habitat, which has been a fantastic partner for the city. I love the model. The last time I had a chance to join Habitat was in Cully where we gave some keys to some new homeowners. Fast forward my daughter and I went back on a Thanksgiving to deliver flowers and no one was home but the intent was good. We just didn't coordinate it effectively. Love the model. Also inexplicably, interest rates are coming down, which is weird. There was a prediction they would go up as the Fed was tightening. But in relative terms it's not a bad time to place first-time homeowners and low-income families in a home given the interest rate environment. Steve and Habitat are such great partners. Very pleased to support this. Aye.

Wheeler: So as the commissioner in charge of the housing bureau this has been one of the more interesting projects that we have been working on in recent years. I think all of us understand that homeownership stabilizes neighborhoods, stabilizes communities. Here at least in the United States passing on homeownership is still the best way to create intergenerational wealth. As we talked about the gaps that exist in this community not only around housing, also income inequality and wealth inequality, this is the type of strategy that can help address those issues. I also just want to clarify, this is just one of the many steps that the city is taking to help close the gaps in terms of homeownership. This as you have heard has been the basis of a broad community partnership. Today we have heard from some of the partners and I particularly want to thank the North-Northeast Oversight Committee. I agree with Commissioner Eudaly considering where we started a couple of years ago where we are today is leaps and bounds beyond that. I want to thank the committee members and Dr. Holt and others who worked so hard on that. The African-American Alliance for Homeownership Collaborative, Habitat for Humanity, of course, who has always been a great partner to us at City Hall, Proud Ground and the Portland Housing Center. Last but not least I want to thank the housing bureau again. This following right on the heels of the strong property acquisition which is largely a play around anti-displacement but also continues to dovetail with the North-Northeast strategy as well as preference policy. These things combined start to become pieces of a bigger strategy that we should all be proud of. I'm very pleased with the work that's been done and what will be done in the future. I always agree with those who come here and say we should be concerned about architecture. I agree with that. I have to say from my personal perspective architecture is an art form. It's in the eyes of the beholder. I believe the projects that we have done rib-and-bob cuttings on of late have been outstanding from an architectural perspective. Those who went into the Blackburn Center ribbon cutting, wasn't that amazing? I'm excited about this. I'm excited about the work the housing bureau has done, excited about our collaborations with the community and I vote aye. The ordinance is adopted. Next, 651. Just to give people a heads up we're going to be cutting public testimony to two minutes.

Eudaly: Thank you, Mayor.

Item 651.

Wheeler: This is part 3. This project comes as a result of a long close working partnership with the housing bureau, Prosper Portland and the community to add to the vibrancy and diversity of the Gateway District. This new development will ensure the new opportunity for low and middle-income households to live and thrive in East Portland while adding much-needed commercial space to further the dreams of Portland entrepreneurs. These 75 total units respond to the great need for affordable housing options in East Portland and further our commitment to the East Portland community as well as taking meaningful steps to prevent and mitigate displacement. Right up front I thank the good folks at Human Solutions, Gerard Edlen and the Gateway Community at large for their excellent participation and collaboration on this project. Director Callahan.

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Callahan: Good morning, mayor, commissioners. We're really pleased to be here today to take this final step to move this project into fruition. This really is the culmination of efforts from the entire gateway community and the east Portland action plan as well as a number of different city partners. Our sister agency prosper Portland, the housing bureau, of course the parks bureau for the beautiful park which this property will actually reside and be married as neighbors. Of course to human solutions and gerding edlen for the dynamic new community asset that they are about to create. Just to give you an overview of the project from the housing bureau perspective, the project itself will blend middle income and affordable rental housing. 52 units of affordable housing being supported by the housing bureau. 45 units will be available to families who make less than 60% of median income. A two-person household who makes approximately \$42,000 a year, seven units available for families who make 30% or less than median family income. That would be the same two-person household who makes 21,000 or less a year. Prosper is supporting 23 middle income units in addition to affordable commercial and office space. I would like to turn it over to my colleague director branam.

Wheeler: Good morning.

Kimberly Branam, Executive Director Prosper Portland: Good morning, mayor, commissioners. Kimberly branam, executive director of prosper Portland. As a result of the partnerships that shannon and mayor wheeler mentioned, we are looking at potentially unprecedented partnership and mix of uses and we're delighted to have been able to participate. We're supporting the 23 market rate units and approximately 11,000 square feet of office space for human solution as well as just over 11,000 square feet of affordable commercial space on the ground floor, the first example of our affordable commercial space is in alberta commons, and so we're having a grand opening on july 20, would encourage everyone to be there. What you'll see is a really dynamic mix of local businesses who will benefit from the proximity to the park and will provide critical services. Later today the prosper Portland board of commissioners will consider a complementary investment of \$90.5 million to finance these priorities. As was referenced the project began in 2008 when parks and recreation and prosper Portland bought this approval with the idea of developing a world class park and housing development. The park opened and Portland bureau of transportation has completed some beautiful streetscape and safety improvements along halsey weidler, prosper Portland has supported 14 businesses along the corridor. So we feel like together with the community we are working to deliver on community priorities and supporting gateway to be a family friendly inclusive, vibrant place to live. We appreciate that.

Jill Sherman, Gerding Edlen: Good morning, mayor, commissioners. Jill sherman with gerding edlen here to answer any specific questions you may have about the project and would just like to note a couple of things. This has been something that we have been working on along with the city for four or five years. So it's been a journey. There have been twists and turns. Our partnership with the city to sort of react to those and figure out how to move forward productively has been critical and is why we're able to be here today asking for your support in the financing for the project. I'll also say this is one of the more complicated projects I have worked on from a financing and capital stack perspective and I have worked on some complicated projects. Another thing that couldn't have happened without everything pulling together. One interesting thing to note this project is unique in that the units whether affordable or middle income will be distributed throughout the residential floors so we brought additional complexity to ourselves if you will by rather than saying one floor would be affordable, one middle income we're going unit by unit which has created additional complexity but was something human solutions and everyone felt strongly about to really do mixed income housing the way it should be done.

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Eudaly: I'm curious. That sounds like the ideal to me. It's truly multi income housing. I certainly wouldn't want us to be supporting creation of poor floors or poor entrances to use really negative terminology. But what are the complexities you're referring to?

Sherman: So the affordable housing is supported by low-income housing tax credits. The office component retail component and middle income housing are supported -- excuse me, not retail but office and middle income housing are supported by new market tax credits. Those two financing tools cannot be in the same ownership structure so we have had to create condominium structure to separate the financing. That's why you often see separate buildings or separate floors.

Eudaly: I'm very relieved to hear it's about financing, not about people who make different incomes coexisting side by side, which as i'm sure you know, some people don't want to have to do.

Andy Miller, ED Human Solutions: If I can respond briefly, andy miller from human solutions. We were pretty insistent that the model would be fully integrated. We have been partnering and studying and learning from a national nonprofit called purpose build communities, which is based in atlanta, georgia, we developed the area of east lake in a way we think Portland could learn lessons from. We brought them to Portland and many staff from Portland down to atlanta to learn. They have really developed a healthy model of mixed income housing. A system that the units be identical, even the services provided to residents are identical. So the boundaries between the different types of units exist only in the financing and legal structure, not in the actual operation of the project.

Eudaly: Happy to hear that.

Fish: This particular development is going to be very conspicuous. It's next to a park. In earlier pictures I wasn't clear about what choices you had settled on in terms of materials for the surface. Whether those materials for the surface were consistent with some of the other building types in that area and fit. Could you address that?

Sherman: Sure. So facing the park, it's primarily metal panel. It's like a gray but not shiny panel that will really reflect and change with different sunlight and shadow. We initially had a very bright color and bright, vibrant red that was not preferred by the gateway neighborhood. So we worked with them and provided a bunch of different options and ended up with this gray. Then we do have some brick facing halsey and we also kept the two-story part of the project on halsey so that it would be more compatible with the streetscape as you go along halsey.

Fish: There is some brick along halsey?

Sherman: Yes.

Fish: Everybody has their own view and this is just one person's view, but for example I find the vera going up, I drive by regularly, I find the choice of materials to make the building unduly cold. It feels very cold and unapproachable because of the use of metal. The treatment. I think whenever possible obviously you want these buildings to be inviting and we want them to be consistent with the surrounding environment. I'm pleased to hear you've chosen brick on halsey.

Miller: Andy miller, executive director of human solutions. Our mission is to counter the forces that give rise to homelessness and poverty. We do that work primarily in east Portland and east Multnomah county and we have been doing it for 30 years. Pleased to be here in support of this project. It's a long time coming. If there's a lesson here I think it's sometimes doing the right thing is often doing the more complex thing. This project I think is testimony to the notion that we need to push through those complexities sometimes to get to the right place. So the mix of uses and financing in this project is highly complex but reaching a major milestone today assuming you support this project and we hope to be under construction in september. With respect to the design and the program, we he nor mouse community involvement from the gateway neighborhood, homeowners, tenants,

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epap, gateway business association, neighborhood associations all came to community forums and pushed and pulled. I give a shout out to dave who designed an absolutely beautiful building in response to a lot of different levels of input in different directions but we landed on something I think everybody agrees is going to be an enormous compliment to the neighborhood. I want to emphasize this isn't just a housing project. It's a neighborhood project built alongside a park. It's an inclusive and equitable form of housing in that it has mixed income units. It includes our services that will be on site to support some of maybe the more invisible members of the gateway neighborhood whose needs are not always being met as that neighborhood receives investment and improves. We think that's an important balancing people to the economic development that the retail will provide. It includes many firsts for human solutions. First partnership with gerding edlen, which was invaluable to us and to the project. Their expertise in this realm really I think helped us get through some of the hardest problem solving on the project. It's our first development on a park. I think parks and housing go together like peanut butter and jelly. I see that being eaten in the park by residents but I think the notion that the immediate access to green space, to recreation activities and programming in the parks is a huge benefit to the housing residents but I also think the 24/7 eyes on the park from residents adds to the degree of community ownership of that park space and community support. We're thrilled with this project. It was a journey but we're getting to the end of it or at least the start of the next phase of it. So we look forward to inviting you to the groundbreaking august, september, sometime therein.

Fish: An observation and a question. Having served -- had the honor of serving as housing commissioner a number of years ago, and i'm thinking specifically about gray's landing, I approach affordable housing a little differently than some because what I have come to appreciate is that they are almost impossible projects to pencil out and to do. People say why does it take time, why do you need a gerding edlen, an extra partner? We can cite chapter and verse around the city where they didn't have the capacity at the front end and didn't get favorable responses to rfps and other things because they didn't have the horsepower. Then the complexity of how you do tax credits. We have made development of affordable housing in this country inordinately complicated. When you bring tax credits into the equation a market based system you have to bring lawyers and accountants and all kinds of people. I operate from the assumption it's almost impossible to do these projects correctly so it's cause for great celebration when all the pieces come together. I just don't know a community that is more proficient at getting to yes despite all the obstacles. The obstacles are extraordinary. The question I wanted to ask is a mundane one. There's a plaza in front of the building. Who will ultimately be responsible for activating the plaza? Will it be you, andy? Will it be prosper Portland or parks or some combination?

Branam: Thank you for the question. There's a space for a staff person and some materials on the park. There's a staff person regularly there. They will be responsible for programming the park and the plaza. We have had great conversations with the parks bureau to make sure that the retailers to the extent possible can also help to activate and spill into the park and also not make sure that they are at cross purposes with what the parks envisioned. We're committed to activating it in a collaborative way but ultimately parks is responsible for the to portion they will own in perpetuity.

Fish: In terms of retail space is this building covered by the over all strategy of affordable commercial space and looking for opportunities for new entrepreneurs to get a foothold?

Branam: Absolutely. We have learned a lot from our pilots, which is the intent of pilots. So we will begin looking for tenants almost as soon as these actions take place. We will be bringing the retail space which prosper unlike the other two properties actually prosper will be the owner of the retail space so we're not subleasing it. We're going to maintain

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ownership of it so we'll bring it to warm shell and we'll be looking for small businesses that can benefit from being along the corridor as well as businesses that can provide services, child care comes to mind, or grocery kinds of services. We'll be working with the community group as well as human solutions and our partners to make sure that's done well.

Fish: Can I get a commutement from you that under no circumstances will there be a liquor store?

Branam: That's not an allowed use, absolutely. Yes.

Fish: It's anomalous to me in some of our legacy projects we had liquor stores in buildings with people in recovery. Seems we were working in cross purposes.

Branam: We will not have that.

Fish: Thank you.

Hardesty: Thank you. As you know, I love love love this project. It's been a long, long, long time coming. Just for the sake of public disclosure i'm vice chair of the human solutions board so I just want to make sure people know that i'm speak not guilty that context as well as as a city commissioner. Kimberly, my question is for you. It's about the retail space. Does prosper have to make a return on its investment in that space?

Branam: So we are anticipating, and my staff person here can speak in more detail, we're anticipating that we are subsidizing the space in a permanent way but not in entirety. Similar to affordable housing where there is some rent anticipated to serve as financing we're anticipating some rents coming from the leases to repay the financing. But there is a portion that is permanently subsidized and allows us to keep the rents at affordable levels.

Hardesty: I thank you for that response. As you know I continue to advocate with you, so now i'm going to do it in public, that it would be great to have meeting space in east Portland. There is a lack of space for community members to be able to come together and actually be able to work cooperatively to be able to create opportunity. I think that this is an ideal space for us to be able to make that happen. So I really want to work with you and my other colleagues to help us figure out how do we make some space available specifically for nonprofits and for grass roots community groups. As you know there are a lot of new groups starting in east Portland that don't even have budgets but they have vision and they have energy. They want to do good things in the community they live in. I would hate to miss this opportunity with this new, beautiful space connected to this great, beautiful park to not create space for community members to be able to utilize it and participate.

Miller: I can speak to that, commissioner hardesty. The office portion that exists above the retail will be occupied by human solutions. Our board meetings will take place there, so we'll have a boardroom. And adjacent meeting rooms we're trying to design as flex space with the idea we can open up up in off hours for community meetings or events. There's also a resident services room that I believe opens on to the park that can accommodate some indoor-outdoor events with share uses between housing and the park with indoor-outdoor space. We haven't finalized the details but we are well aware of the need for lack of good gathering space in east Portland in particular in gateway.

Hardesty: But I want to remind you, I know how quickly human solutions gets booked up solid. 182 and burnside is my case in point. Right? So this is an opportunity to think about it before we actually open the doors. I know how booked human solutions gets, so thank you.

Miller: Good observation. We're booked in rockwood all the time.

Wheeler: Thanks all of you. Public testimony.

McClymont: We have had four people sign up.

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Fish: Can I remind that this project has already been given the green light. Today we're talking about the financing piece, new construction financing but the project has already been approved by the council.

Maggie: I just want to know how many of the units are going to be for supportive housing. How many units are there? How big is the land? How many are going to be truly for supportive housing?

Hardesty: I would be happy to try to answer that if you would like. Human solutions has support staff in their building, and they will be in that building working with all the tenants helping them to get connected to whatever it is they need. So this will be one of the buildings that you won't have to worry about whether or not people have access to what they need when they need it. I can guarantee that for you.

Lightning: Yes, my name is lightning. I do approve of any of the construction financing that is needed. The project looks very good. I like the fact as you have stated it's on a park. Everything looks real good on this. Human solutions and girding edlen are going to do an outstanding project here. They have the experience here and the projects in the past to justify that. I don't have any concerns on this. One of the things I guess that I was kind of wondering here is that this is tif financing. I was wondering on the other projects we have seen today is that the affordable housing bond come into play on any of these or they could possibly? Is that correct? I haven't heard anything on the affordable housing bond and the money sitting there to maybe be used on these type of projects. Maybe someone could explain that to me on this because I understand it's the tif financing. Other than that like I say I really like the project. Everything appears good. Like I say, I signed up to maybe speak on three items that I thought would be condensed into one. I think the mayor knew that also.

Fish: This project for a long time has had a carve-out for this building within the urban renewal district. That's why tif is being used. As you know when you do a bond project you have to go through an rfp, competitive solicitation. It was a prior carve-out.

Lightning: Okay. Just real fast I really like the location and putting the money out near halsey in the 106 area. From my position absolutely approve this. Thank you.

Wheeler: Thank you. Good morning.

Maggie: I just don't think there are enough units of supporting housing that are being -- you know.

Faith: I just had one -- curtis faith. I had a comment regarding I was trying to figure out how this related to the other gateway project that had initially been proposed a few months back.

Fish: That's a private development. They have not come back for their financing request. This is with a nonprofit partner. They are totally unrelated.

Faith: But just in terms of geography. Are we talking blocks away? I understand that from a project perspective.

Fish: They are within a half mile of each other.

Wheeler: Does that complete public testimony?

McClymont: Janet condon signed up and I don't believe she's here.

Wheeler: Please call the roll.

Hardesty: It's rare in this building that I get to see these kind of projects from a whole lot of different sides. My work with human solutions over the last eight years, my work with the east Portland action plan over the last nine years just makes it absolutely fabulous to be sitting in this space today to be able to support this project. This is a vital project that will add lots of fabulous, beautiful homes for people who live in east Portland. This is an opportunity to actually build a model that I think and hope will be duplicated. I like the idea of having market rate and low income affordable housing units interconnected in a way that is seamless and this is going to be one of those great projects. I'm pleased to vote aye

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even though I wish again we had a lot more. But we do have limited resources to invest but i'm thrilled to vote aye for this one.

Wheeler: It goes without saying the commissioner in charge of prosper Portland and housing bureau i'm thrilled with this project. I know a lot of people worked tirelessly on it. I particularly want to thank the community that works in close collaboration with the city and all of our partners in this. Again, this is one more step towards creating the community that we want making sure that it is an inclusive community the way we want it to be, making sure we have a good mix of resources particularly in this case in the gateway community. That we're being smart as a city institution by leveraging public investments we have already made, in this case in the park. I think this is a win-win-win-win. I'm sorry, I thought you called me.

McClymont: No, I called eudaly. [speaking simultaneously]

Wheeler: I vote aye. Commissioner Fish.

Fish: I would defer to you, mayor. You should take a bow.

Wheeler: I voted aye. [laughter]

Fish: The excitement was so --

Wheeler: I heard my name. I'm sorry.

Fish: Andy miller took over human solutions from a legendary housing figure in our community and has built on that strong foundation and has continued to do great work. Andy, of course, is a veteran of 9 Portland housing bureau and other leadership positions in our community. Congratulations to andy and human solutions. Parks, prosper Portland and housing bureau, that's a pretty good team. Totaling gerding edlen it's unbeatable. While commissioner Fritz is in england and isn't here to take a bow this started with a park and a vision and we can all be grateful there was such a run-up in system development charges because of all the development in our community we were able to put money into this park. I forget whether it's over a five-year period or a little longer, but I saw a number that as much as \$70 million has been invested in east Portland parks thanks in pardon to the bond and system development charges. That's a heck of a down placement. I'm pleased to vote aye.

Eudaly: I'm sorry if I messed everything up by not being here when my name was called. I'll thank the housing bureau, human solutions, prosper Portland and parks and the community for their involvement and input. Sounds like thank you, commissioner hardesty, and while i'm at it i'll thank pbot. I'm sure they have done a bunch of safety improvements out there too. I vote aye. Mayor?

Wheeler:s that a wrap. The ordinance is adopted. Thanks. We're now on the regular agenda, folks. I hope you brought your lunches. 667.

Item 667.

Fish: We have a substitute to move and council has been provided with it.

Eudaly: Move the substitute.

Hardesty: Second.

Wheeler: Please call the roll.

Eudaly: I didn't think there was a vote today?

Wheeler: We're putting the substitute on the table.

Hardesty: Aye. **Eudaly:** Aye. **Fish:** Aye.

Wheeler: Aye. Substitute is on the table.

Fish: Following our first presentation on these proposed changes to the 2% for art program, we elected to pause for a couple of weeks to have further conversations with our partners at the regional arts and council or rac. That conversation was fruit able and we're offering a substitute that we believe is better. The changes we incorporated are modest and do not affect key components of the update. We have distributed a red lining version of the ordinance to each of you, we touched base with each office and council clerk has

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additional copies available. I want to thank madison, the new executive director of rac, and commissioner eudaly's office and particularly polly for their tremendous partnership. We have staff here to answer any questions as they arise but we think the substitute is straightforward. Did I miss anything?

Eudaly: No, sir. That's everything.

Wheeler: Why don't you introduce the panel?

Eudaly: Jamey dundee, senior policy director with commissioner Fish's office. This is tracy schreiber and this is pollyanne faith birge with the office of commissioner eudaly. We're available for any questions but the majority of the amendments to this red line version are clarifying and do not change the core of what we're trying to do.

Fish: We think it strengthens it. We appreciate the partnership with rac. We'll be coming back later this summer, early fall, with an update on the work we have done since the audit and since adoption of the arts affordability agenda. I think you'll be pleasantly surprised by the amount of work we have been able to do in a collaborative way.

Eudaly: Well, colleagues, I will not be here for the final vote on this item so I hope you will humor me for a minute or two because I would like to give my closing remarks.

Fish: When is the final vote?

Eudaly: The 24th. They bumped it up to next week.

Fish: We don't have council next week. The following week.

Eudaly: The 24th. Oh, sorry. I'm a week ahead. 24th.

Eudaly: Here goes. I wrote this when we heard it the first time around. As a long time and active member of the arts community I can attest to how essential it is to our community. I count among my friends artists, designers, writers, performers, makers and creative entrepreneurs whose work spans six decades in Portland. This diverse group of individuals have had one thing in common. One thing absolutely essential to developing a craft and becoming successful working artists. Affordable space to live, create, exhibit, perform, and sell their work. Anyone who knows my work knows my unwavering commitment to protecting and stabilizing renters in their homes. While this may be a single issue, it's by no means a single minded pursuit. Lack of affordable residential and commercial space has far reaching effects beyond the ability of the individual struggling to pay the rent. It's terrible for our neighborhood, our communities, our schools, as well as tourism and our local economy. It also makes it exponentially harder to preserve, sustain and grow our glorious arts and culture community. The result is a less vibrant, less prosperous, less diverse and less visionary arts and culture landscape. As commissioner Fish noted previously, the inner core of the city is already relatively arts rich which is why we're making these changes but it's not artist rich. As artists are among the tens of thousands of people who have been displaced to the margins of our city and beyond. That's not a Portland that I or many Portlanders want to live in. The code changes one small but meaningful step towards mitigating those impacts and I would also like to highlight the fact that it is another item on our aspirational wish list known as the arts affordability plan that we have now accomplished, so april bear if you're listening please take note and upgrade our grade on that. This change gives greater flexibility in how we use the fund by decoupling the dollars from specific sites allowing us to invest in creative space both fixed and mobile as well as artists residencies. With explicit prioritization of under served neighborhoods and communities. Its not going to make a visible splash at the outset but over time will enrich the whole city. Thank you to the Fish crew, tracy schreiber, jamey dundee and sonia schmanski for their approach and for their collaboration with our office. Thank david huff, city arts manager, and rec staff including madison and kristin. Last but not least, thanks to my wonderful arts and culture policy director, polly ann birge. I believe do we move to the next item.

Fish: We take testimony on the substitute.

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Eudaly: Is there public testimony?

Moore-Love: We had two people sign up. I don't know that either one of them are here.

Eudaly: Seeing nothing please read the next item.

Item 668

Eudaly: Since this is an unexpected moment for me as not the actual president of the council and working without a script because the mayor has left --

Fish: This is second reading.

Eudaly: Okay. I was just killing time while I got to this agenda. Could you please call the roll.

Hardesty: Aye. **Eudaly:** Aye. **Fish:** Aye.

Eudaly: The ordinance has passed. Please read the next item.

Item 669.

Eudaly: We have staff here to present, and I will let you introduce yourselves.

Scott Schneider, Procurement Services: Good morning. Scott schneider from procurement services.

Kathy Koch, Water Bureau: Kathy koch with the water bureau.

Schneider: Before you you have a procurement report for the recommendation of the award of a contract for utility bill printing, mailing and presentment for not to exceed amount of 4,600,000 and a term of five years. On october 26, 2018 procurement services advertised our number 985 and on november 26 eight proposals were received. All eight were deemed responsive to the requirements of the solicitation. They were reviewed by an evaluation committee. The city issued a notice of intent to award to info send on february 11, 2019, and no protests were received. Infrasend has a current city of Portland business tax account and is in compliance with the city's contracting requirements. It's not a cobid certified minority owned women owned service disabled veteran owned or emerging small business. There are no subcontractors on this project. Based on the expected spend over the next five years the confidence level is high. If council has any questions --

Fish: What was the original estimate? When we went into this contract -- what was the amount that we originally heed yum confidence thought this would cost us?

Schneider: The enabling ordinance was 7.5.

Fish: And so it is a tremendous accomplishment that we came in, the bidding came in so far below our estimates. Would either one of you care to just o.as to why the winning bid is so far below our original estimate?

Koch: When we originally went into it we didn't know what to expect as far as pricing so we had not gone out to see what that would be. So we took our actual budget of what we had budget authority for because we do it in-house now and straight across said that's what our estimate is. Now that we have actually gone out we're far more familiar with what their actual costs will be.

Fish: This is terrific news. I'm tempted to offer a friendly amendment which would require you to extend your stay with the city for ten years. Do you have any problem with that?

Koch: Do I get a say?

Fish: Has to be a friendly amendment. Good work.

Koch: We'll see.

Eudaly: Commissioner hardesty.

Hardesty: Thank you. I also was going to comment on the fact that it came in 2 million less than what I saw as the last original bid amount. I want to compliment that. I want to ask questions about how do we diversify these kinds of contracts so that we can ensure that we're creating opportunities for women and people of color, business owners? I know that you said this particular contractor is not registered as a minority or woman are emerging small business. I know that we have aspirations, but what do we do proactively

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to work with businesses that we want to build long term relationships with to ensure that we are actually expanding country?

Schneider: Some of the things that we can do, which we do on especially the larger solicitations is to do active outreach to potential vendors. Cobid directory is a good place to start because we can see who is currently certified. It's organized by industry type so you can see who is active in this particular area. We also for professional services contracts do have some greater flexibility to contract directly with certified firms. We have some code changes that I think we have a work session coming up on to discuss with council. We're looking to possibly extend that to contracts that fall into the goods and services code that haven't had that same level of support in the past.

Koch: None of the vendors that applied were cobid but for this particular company the composition of their staff is 38% female, 72% people of color. For their mid managers they have 22% female and 100% people of color. So it is definitely a company who is interested in that as well.

Hardesty: That gives me hope. They weren't certified in that manner my assumption was that it was a majority business that really didn't have the kind of data that you're talking about. Thank you. That helps me a lot. Appreciate that.

Wheeler: Thank you. Public testimony, please.

Moore-Love: We didn't put out a sign-up sheet for this.

Wheeler: Any further discussion on this item? This is first reading of a nonemergency ordinance. It moves to second reading. Thank you. I'm sorry, is this a report?

Fish: Move the report.

Eudaly: Second.

Wheeler: I'm sorry, you're on 669 already? I apologize. We have a motion and second. Any further discussion on the report? Please call the roll.

Hardesty: Aye. **Eudaly:** Aye. **Fish:** Aye.

Wheeler: Aye. Report is adopted. We have had a request, colleagues, without any objection I would like to move 676 next, please.

Item 676.

Wheeler: Commissioner eudaly.

Eudaly: This authorizes office of community and civic life to add Portland united against hate as a partner to the constructing civic dialogues program. Here today we have angela from civic life and rabbi deborah kolodny for the presentation. Rabbi, you are a trooper. Welcome back.

Rabbi Debra Kolodny: Post surgery. I'm bionic.

Eudaly: Congratulations and thank you for your patience. Welcome.

Angela Previdelli, Grant Coordinator: Thank you so much for accommodating the request to move this earlier. I really appreciate it. Hello, thank you for the opportunity to bring this grant recommendation to you today. I'm angela privdelli, grant coordinator. For the presentation I will begin by providing an overview of the proposed grant agreement then rabbi deb kolodny will report on work more broadly provide be updates on their accomplishments and vision moving forward. This asks for approval of a \$75,000 grant agreement so Portland united against hate can join the cohort of grantees providing training through constructing civic dialogue program. You'll see that southeast uplift is listed as signatory, they are acting as the fiscal sponsor for this grant agreement. Civic life launched the ccd grant program with city council approval in january of this year. The first six months the workshops and training have been successful. There's been great interest and demand for the workshops and they often fill to capacity quickly. After the initial launch civic life reviewed the program offerings, reflected on feedback received from our communities and we identified a gap. Portland's communities are experiencing an increase in hate violence. The impact of this violence is profound with our most vulnerable

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communities experiencing the greatest impact. Recognizing the need for resources to identify, address and hopefully prevent hate violence we asked puah to apply for the grant program. Civic life reviewed and accepted the proposal and we ask for your approval. Through this grant agreement put ya will provide five types of training each approaching hate violence from a distinct perspective. It plans to part with the district coalition offices to provide these capacity building training. The coalition offices have expressed great amount of excitement and anticipation for the workshops. As they see firsthand the impact that hate violence is having in their communities. Each workshop will be offered four times for a total of 20 workshops. Puah coalition organizations each specializing in a particular topic will provide the workshops. The power of having puah as part of our cohort is their coalition is diverse comprised of organizations that have up to 15 years of experience in delivering these training. These workshops include hate and the landscape of our city to be provided by the fair housing council of Oregon. Transgender in america, provided by lewis and clark college's transactive gender project. Islamophobia provided by the muslim educational trust. Trauma informed care for targeted and impacted communities provided by lutheran community services northwest, and interrupting hate in public spaces provided by as the spirit moves us. You can read more details about the services, their methods of data collection, expected outcomes in exhibit a, attachment a, in your packets. Now i'm going to it over to rabbi deb to talk about puah's accomplishments more broadly.

Kolodny: Thank you for the honor and privilege of speaking today, mr. Mayor and commissioners. We're continuing the conversation that began in november 2016 when our nation and our city experienced a collective wakeup call demanding that we say no to hate. It's been almost three years since the ugly white nationalist underbelly of this nation and this city has been emboldened. Our work was hard enough before that election. Then bam. We had to ramp up to the nonstop hyper vigilance resistance and persistence necessary to confront tyranny, hate, white nationalism, chris hedges 'em any, federal government criminal and the most disgusting capitalism at the federal level ever. Because Oregon's history is a white state our work was some of the hardest in the country. We embarked on our mission to provide tools, skills and knowledge to thwart hate before it harms and of course collect data by creating a safe anonymous tool that people would actually use to scope out the depth and breadth of the problem to find solutions tailored to our specific reality. In january we gave a report that offered up the information that our data tracking tool got 138 responses in 2018 during a very small beta test. That dwarfed data collected by the pallets. 54% were perpetrated against the lat next population. We learned we are not safe in the streets and not safe at home. Perpetrators included neighbors and landlords, property managers, supervisors and the general public. In the first six months of 2019 we collected data from 65 respondents to date. This data was collected across the city. We have begun to push out and promote the tools so that it's gone beyond the original grantee organizations. Latinx still comprised largest target group were reduced to 35.4%. 28% of targeted individuals identified as gender fluid, gender nonconforming, nonbinary and transgender, no surprise to those of us paying attention. The percentage of those targeted who are african, black, gambian increased to 26%. Just as an aside 37% of all of those incidents were also reported to the police and so we keep this real and keep this current I just want to say that just yesterday a white nationalist with a knife assaulted activists who were property testing ice in what has been described as a horrifying attack. Since our reporting isn't due yet for this particular grant cycle we can't update our stats on training and support so i'll repeat that for 2018 more than 2667 people were trained and 152 training that addressed hate incidents, know your rights, trauma informed support and more. 9429 people in 11 languages were also supported with outreach engagement and support trauma instead of care. Our work goes beyond statistics. We heard your feedback that we needed to expand who is at the table and we responded. This spring we did a

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massive outreach and doubled the size of the puah steering committee and we are bringing on two municipal agencies like pbob, trimet, office of equity and human rights as well as representation from the county. Three additional neighborhood coalitions and key community organizations targeting communities like the guardian angels, council on american islamic relations and greater Portland trans unity. We're manifesting our intention to end our total dependence on city funding, our fiscal sponsor agreement with southeast uplift launched July 1 and we have many donations pending including one for \$5,000. With data in the pipeline we're excited to expand our work beyond training trauma informed care and data collection infrastructure. We're pleased to begin evaluating that data, determining which policies can help the city get upstream and create a hate and hostility free city. In August we're going to begin to evaluate where we can throw our collective clout to strengthen the work of potential partners. For example, can we support the student leaders at Cleveland High School who are inundated, deluged with hate incidents? Pictures of swastikas and lunchings one week after the next. I think there was a black face cake at a bake sale. Is there a role to play with Portland street response as it supports the houseless population so heavily targeted by hate. As we expand our training has moved beyond individual skill building and empowerment to institutional policy making. I recently trained pbob in interrupting hate in public spaces not just so staff can feel personally empowered but so they can establish policies and protocols to empower the collective to deploy someone to center the target, somebody to deescalate the perpetrator then to follow through on whatever happened after the incident takes place. Also to help us push people to report so we get the best data possible. We're also thrilled to be at the table with your staff to partner around the training that you decided that you so wisely decided was necessary on white supremacy and white nationalism. I want to close with just how much optimism this civic dialogue grant offers for our collective work. It's the perfect example of how the city can find ongoing funding to manifest its obligation to keep the city safe, livable and welcoming. Suck is to be applauded for her ingenuity and vision. I hope you share my optimism that we can find other ways of funding. Let's answer the questions what city granting mechanisms support trauma informed care for targeted populations, community driven data collection and advocacy and representation for targeted populations. Then follow that inquiry up with how can we secure part of that funding for the organizations doing the work of puah so we're not continually in the cycle of it asking for special appropriations. As you probably know between the special appropriations and this specific dialogue grant we have \$175,000 less funding than in our first cycle but our work is by no means shrinking. How can we build on the wisdom to make this work sustainable? We are the humans as Portland that constitute the buffer between the nightmare that has emerged in America in the past three years and the tragedy that America can become. We owe it to those who perished at the hands of white nationalists. We owe it to Lionel Bruce, Jr., a 19-year-old black man killed in 2016. We owe it to Ricky Best and active bystanders killed on the Max. We owe it to T.T. Goy, Jr., a black homeless trans woman found hanging from a tree six weeks ago. We owe it to those civil rights activists assaulted yesterday on the streets of Portland. More so we owe it to the hundreds of those subjected to hate every year in our city. Thank you for listening. Thank you for caring. Thank you for acting.

Wheeler: Thank you. Public testimony? Commissioner Hardesty? Did you have a question?

Hardesty: Thank you, Mayor. Thank you, Rabbi, for your very powerful testimony. I want to applaud Core because when Puah came to meet with my office I told them that it was not appropriate to be reliant on public funding, that they needed to become independent, that they needed to figure out who they were, who they were representing, and it's been incredible watching the growth that's taken place since that conversation. I want to be clear. It's not that I'm not 100% in support of the education and the work that's being done.

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But it's just not appropriate for the city to continue to do these one time funding one time funding one time funding and create expectations that we have no ability to live up to. I want to applaud the fact that you heard loud and clear and rabbi, as you know I have attended your training and I know you've done some incredible trainings because of the situation that we find ourselves in. I just want you to know my office is available to work with puah and with the office of civic and community life to help identify other opportunities to get people to invest in this ongoing work. I would love to say that a change of federal leadership would mean that hate would disappear. We know better than that because it was here all along. It was just covered up with pretty words and in somebody's basement. It's always been here. It's part of Oregon's dna. Unless we have an ongoing group that's really committed to actually giving people the tools to stand up to that hate even with the change in federal leadership we'll just go back to the same old same old, pretending that hate is not part of our dna. People of color, people who have been marginalized, low income people know that every single day we confront hate and we confront it in very different ways. I just want to applaud the work that you're doing. I agree I think suk has been visionary about -- very intentional about how we're moving this work forward and thank you for not being dependent on the city to actually fund what is absolutely a community effort. It must be funded and supported by a broader community. So thank you.

Kolodny: Thank you. You reminded me there's a memorial grant rfp that just came out that we have spoken with them about. Perfectly situated for the work we're doing. We're hopeful about that.

Wheeler: Public testimony?

Moore-Love: People who signed up have left.

Wheeler: Can you call their names to make sure?

Moore-Love: Yes.

Wheeler: Very good. With that unless there's further questions, call the roll.

Hardesty: Aye.

Eudaly: I am really pleased and proud of the work puah has done. I inherited civic life and the fledgling puah project when I walked into this building, and it was a big lift to make it all come together. While I am happy to continue looking for ways the city can support your work I also understand and support puah becoming an independent entity. I recognize we play really different roles as community led advocacy group and government, but I look forward to continuing to work together. I'm also a big fan of the constructing civic dialogues program although I'm concerned that the name is a little academic and dry and the public may not be able to surmise what it's really about. It's really about bringing community members together to talk about really challenging subjects and get to the root of what as you mentioned is often written off as interpersonal conflict but is really about race, culture, class, religion, so I'm pleased about that work and I would like to continue promoting it to make sure as many people are showing up and know what it's about as possible. We know we need to provide community with tools and resources to engage and learn from each other across difficult issues. When we don't we see the effects manifest in disputes among neighbors and our public forums like today, perhaps, and more. So these upstream approaches not only save us time and resources in the long run but are better for health and safety of our communities. I think of puah and to a certain extent -- well, I think of it as community self-defense. The work that constructing civic dialogues is doing is very supportive of those efforts. I want to note that combating white supremacy in the rise of alt-right violence is a city-wide priority although obviously we can't make policies and laws that target one particular group we can certainly speak out against hate and against white supremacy. This is not going to be addressed through any singular effort which is why I'm proud to see this embedded into the existing program, white supremacy. I encourage other bureaus to consider ways they can contribute to these efforts. Finally, a few thank yous.

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Thank you, rabbi, for joining us today. I don't think I would have your fortitude to come to city hall and sit through hours of council session. I apologize for the delay. Thank you, Portland united against hate for continuing your great work. And congratulations on inspiring new york city to launch an almost identical program. That is one side effect of this job that I wasn't aware of that I really love seeing other cities adopt our policies and programs. We need more inspiration like that. So i'm proud to continue to support your work. Thank you, angela, and all civic life staff who will be supporting this program. Aye.

Fish: Aye.

Wheeler: I want to build on the good comments that commissioner eudaly just made. She mentioned race, culture, class and religion being flash points. I think she got it exactly correctly. The reason i'm sort of musing over it now is when I think about what's at the heart of all of this, from my personal perspective, I believe it's change. The fear that change evokes. I'm really excited for the dialogs you have described. Part of the problem we're having as a nation, as a culture, is our inability to communicate with each other. As our nation becomes politically and many, many regards philosophically sharply divided those opportunities to sit down and say, hey, what is actually going on? What is the basis of your activities or your actions? Those are difficult conversations to have in this day and age, but I think that's part of what's missing from this over all equation is just interacting with people who do not agree with your perspective or come at it from a different perspective, and find out what the basis of it is. As mayor, I find myself more often than I probably care to in the middle of this conversation about managing dynamic change in the fear that it evokes and the reactions that it evokes. Oftentimes for a small percentage of people that reaction is either hateful speech or hateful action or violence. I support the work that Portland united against hate is doing. It's very, very difficult work. I acknowledge as my colleagues just have that it's not the whole solution. It's an important component of tand without Portland united against hate we don't get anywhere, but there are many other aspects that we have to collectively be willing to address as a community. Some of those conversations going forward I think are going to be challenging for many. But i'm really glad, commissioner eudaly, that you're bringing this forward, glad that the council is being supportive of it. We have to show the rest of this increasingly divided nation that we can bring people together. That we can get back on the same page. In the meanwhile the training that you have conducted, rabbi, all the work that Portland united against hate has done is very practical, pragmatic. It gives people the information they need in a time when there's a lot of misinformation out there. That's a long way of saying i'm really pleased with the work that you're doing and the contributions we're making are relatively small compared to the upside. Thank you for all you do. I vote aye. The ordinance is adopted.

Fish: Mayor, can I jump in? If I add up all the time on things we have left it's about an hour.

Wheeler: Not going to happen.

Fish: I'm taking a break at 1:00. Fair warning.

Wheeler: I have a couple of items here and shannon callahan and I collectively are time management experts. So let's start with the labor issue 670. Then we'll get to housing.

Item 670.

Wheeler: Ladies and gentlemen, jamal anthony. Good afternoon. Sorry.

Jamaal Anthony: Good afternoon. Good afternoon. I heard what you said so i'll be expeditious. In 2017, the afscme represented members of Portland housing bureau elected to become members of the district council of trades unions and per the public employees collective bargaining agreement the city and union had to meet to discuss the terms of the merger into the larger union. The city met with the union in may and we were able to reach a tentative agreement which outlines all of the provisions of the dctu contract

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which will and will not apply to these employees for the duration of the contract which expires June 30, 2020. That's what the ordinance is before you today.

Wheeler: Colleagues, any questions? Any public testimony on this item?

Moore-Love: Jan and Maggie, but they have left.

Wheeler: Jen and Maggie are gone, call the roll.

Hardesty: Aye. **Eudaly:** Aye. **Fish:** Aye.

Wheeler: Aye. Ordinance is adopted. 671, this is a second reading. I want going to do something with it in a minute. Go ahead.

Item 671.

Wheeler: I will do something slightly unusual. This is a second reading, but I am also going to ask that we add an emergency clause.

> the language will read -- a, section 2, the Cleveland Brown declares an emergency exists to eliminate the potential of a fire, police, and disability re-fire department fund balance, that may occur under circumstances, the borrowing experiences and unforeseen delay, therefore, the ordinance shall be in full force and effect after it is a passage by the council. I am moving that. Do I have a second?

Hardesty: Second.

Wheeler: A second from commissioner Hardesty. Please call the roll on the amendment.

Hardesty: Aye. **Eudaly:** Aye. **Fish:** Aye.

Wheeler: Aye. [gavel pounded] the amendment is adopted. Now, to the second reading. This is a second reading. We have taken -- heard the presentation, public testimony. Is there any further discussion? Please call the roll on the ordinance as amended.

Hardesty: I just wanted to say when I first saw this, I was like what? Why are we borrowing this much money? But I am happy to say that I am very comfortable with what it is that we are doing and the reasons behind what we are doing, and so I am an aye.

Eudaly: Aye. **Fish:** Aye.

Wheeler: Aye, the ordinance is adopted as amended. Item 672.

Item 672.

Wheeler: Very good. And we have director Callahan, the Portland housing bureau director, and Mark Jolin from the joint office of homeless services. Good afternoon.

Callahan: Good afternoon, mayor and commissioners. Marc and I are here to answer any questions you may have about the IGA in front of you. This is the third year that we have made an amendment to the IGA, and we are making an Amendment to reflect and affect wait the budget that council approved in June, so essentially, what we are doing is making sure that we can freely flow money between the housing bureau, city, and Multnomah county's joint office of homeless services. We are just here to answer questions.

Marc Jolin, Joint Office of Homeless Services: Only that there are no other changes to the IGA, just the budget amount, as an attachment to the IGA.

Wheeler: Any further discussion? Public testimony on this item?

Moore-Love: Yes. We have had six people sign up.

Wheeler: Two minutes each. Very good, going once, going twice, sold. Sorry? There you are, sorry. I apologize. Welcome. Good to see you.

Diana: Good afternoon, mayor and commissioners. I just --

Fish: Please put your name on the record.

Diana: My name is Diana. And I think this is really great. I feel that homelessness is a very, very serious issue, and I was homeless for two years due to displacement, and so to see advocacy by, by the city to combat that is very, very much important. So, I am for this, and that's really all that I have to say today.

Wheeler: Thanks, Diana. Commissioner Hardesty?

Hardesty: Diana, I want to thank you to keep coming back. I love the fact that you have this curiosity but, and you ask good questions and you are very mindful and thoughtful. I

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hope that you are a model for other people who come and testify here about the issues that are in front of the city council. I want to thank you for coming back. Appreciate it.

Diana: Thank you, commissioner.

Wheeler: It's good to see you. Thank you. With that, please call the roll.

Hardesty: Aye. **Eudaly:** Aye.

Fish: I want to thank mark jolin for his excellent work, aye.

Wheeler: Aye. [gavel pounded] the ordinance is adopted. 673, please.

Item 673.

Wheeler: Shannon, are you covering this one? Sure.

Wheeler: Very good, shannon callahan, director of the Portland housing bureau.

Callahan: Good afternoon, shannon callahan. This is similar to the joint office iga, which we just voted on, an intergovernmental agreement that affect waits the transfer of funds between the housing bureau and the prosper Portland. Primarily, we are a recipient from prosper Portland of tif dollars for affordable housing very many, and we also transfer some of our federal dollars, mainly cdbg for workforce development efforts at prosper Portland. These are also -- these were what you approved in the budget process, as well, so this is - - both these items are two things that we do on an annual basis following your adoption of the budget.

Wheeler: Thank you, further questions? Director callahan?

Moore-Love: We have four people signed up. I don't believe that they are here.

Wheeler: I don't see them here. Please call the roll.

Hardesty: Aye. **Eudaly:** Aye.

Fish: Once upon a time this was actually a controversial matter on our agenda. That was before we took the housing functions out of pdc, and created a free standing housing bureau, and settled the question about using cdbg funding for economic development, aye.

Wheeler: Aye. [gavel pounded] the ordinance is adopted. You are going to have to read 674 and we will move it.

Item 674.

Wheeler: Colleagues, this has been rescheduled to july 31, 2019, during the morning session, 9:30:00 a.m. Thank you. Next item, 675. This is also going to be moved.

Item 675.

Wheeler: Colleagues, this is also being rescheduled to july 31, 2019, 9:30:00 a.m.

Hardesty: I would ask for courtesy that this be heard when I am back in town, the following week. I think that this requires more Conversation. Since we are not talking about it today.

Wheeler: Commissioner eudaly, do you have thoughts on that?

Eudaly: 675?

Wheeler: Yeah.

Eudaly: I just know that the summer schedule is very challenging, and I am assuming that there is some timeliness, so I need -- can we just proceed and I will ask staff to see if there is another workable time because I will be out in august, and -- yeah.

Fish: If we reschedule it to the 31st, we can work with the clerk's office to find a time.

Wheeler: We can always move it later, but we should hold the space now. Okay. Very good. And we have done 676. 677, please.

Item 677.

Wheeler: Commissioner Fish.

Fish: Mayor and colleagues, heritage trees are trees that have been formally recognized by the city council. An important and essential part of the program, no tree on private property can be designated without the consent of the property owner. Today's item is related to a case from 1999 where the trees were designated without the proper private property owner consent. Let's be clear, we cherish our heritage trees, and we are very

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reluctant to propose to remove a tree from the list. The city has clear rules we must follow, and the alternative to Council action is that it is likely according to our attorneys a court will reverse whatever we do, and we will incur attorney's fees, which is not something that I recommend likely. It is absolutely clear that the rules were not followed in this case, and therefore, we are asking for this unusual action of council to have the five heritage trees. With us today are Portland parks and recreation director adena long, deputy city attorney molly Washington, and urban forestry analyst brian landow. They are here to give us a very brief presentation. Director long.

Adena Long, Director Park and Recreation: Thank you, commissioner, and good afternoon, commissioners. Heritage trees are trees that have been formally recognized by city council for their unique size, age, historical or horticultural significance. Heritage trees are given the highest level of protection in city code. City code requires documented permission of the property owner at the time of the designation to a private property tree to become a heritage tree. In 1999, five american sycamore trees at 230, 2nd avenue, sorry, southwest 2nd avenue were designated by council as heritage trees in the public right-of-way. The current property owner informed the city that these trees were on private property at the time of council action, and there is no record of property owner consent. This claim was researched and confirmed. Per city code, the urban commission is responsible for making formal recommendations to city council on the listing and delisting of heritage trees. The commission is comprised of 11 community members who volunteer their time to advise the city on matters pertaining to trees including regulations, budget, policies, and plans. The commission declined to recommend the heritage tree designation be removed from these trees and referred this decision to the city council. A statement to this effect from the chair of the urban forestry commission has been submitted to city council. Because no property owner consent was obtained prior to the listing of the trees in 1999, the heritage tree designation was applied erroneously. We asked the city council to remove the heritage tree designation.

Fish: One other point, if I may make, the developer does plan to build housing at this site? And this will be an inclusionary housing project? So we will be getting some affordable housing in an important part of the city. Molly, do you have anything to add?

Molly Washington, Deputy City Attorney: Just that this is the appropriate process to remove this designation.

Fish: Thank you, council.

Wheeler: Commissioner hardesty.

Hardesty: I chuckled when we have a commission that puns to the city council, but the buck stops with us, and I appreciate The due diligence done in notifying the office and having this conversation. I think that somebody noticed that I would be -- what do you mean, you are removing these trees? So, I appreciate your proactive approach, and you are absolutely right, this is the right place to make that decision. It would be good if the commission would have, actually, thought about that, as well, do we know how many other trees are on the list that, in fact, have not received the permission of the property owner? And how many times will we be doing this in the near future?

Long: I believe it is just those trees in question.

Hardesty: I know for this property but will this be a trend we will be asked over and over again?

Long: No.

Fish: This is an unusual set of circumstances.

Hardesty: Excellent.

Fish: But, in fairness, this predates everybody at council. So, this is a 1999 decision. A property owner is free to raise this issue in the future as we do development, but there was

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no question in this instance that there was no documentation establishing consent, and so it's a relatively straightforward case.

Wheeler: Commissioner eudaly?

Eudaly: Thank you, mayor. I have and a few questions you may or may not be able to answer. This is an unfortunate situation, never like to see Mature trees cut down. I don't think that we have legal grounds to deny it. However, my concern centers around mitigating the loss of the tree and the fee paid in lieu of. We are talking about three trees, street trees, and one that is on private property.

Long: It's four trees and then a fifth.

Eudaly: So there is five, okay, so four street trees and one on private property. It just says -- oh, so the four trees refer to the street trees?

Long: That's correct.

Eudaly: The one on the private property will not have to be replaced because the zoning doesn't require it, and the street trees will have to be replaced. Correct? There will be four trees cut down, and four trees planted.

Brian Landoe, Urban Forestry: Actually, I am brian landow with urban forestry. The mitigation for street trees removed in the development is two, two for one, so there would be eight trees that have to be replanted or a fee paid in lieu of.

Eudaly: So that's the question, I think clearly there is not enough room for eight trees on this strip. So would they -- they would -- they could plant four more trees somewhere else or they could pay a fee in lieu of?

Landoe: They would most likely pay the fee in lieu because 125 per tree.

Eudaly: I am all for requiring the developers to replace more trees than they are taking down, but In the case of the street trees, it seems a little bit odd. I will think about that later. So my final question is this payment in lieu, this does not recover the true value of the mature tree over its lifetime, and I know that's not something that we can fix today but something that I would like to address for the future. I really -- I think that we still make it too easier and affordable for developers to cut trees down and get out of the mitigation and we just, I think is, contracted with psu for a report that showed how important trees and just any green planting in the city is for eliminating hot spots throughout the city, so I just -- I would want all of our policies to be supporting the very least protecting what we have if not increasing what we have.

Fish: Commissioner eudaly, one qualification, it is city code that requires that the lot line be moved to a place that makes it impossible for the trees, in this instance, to remain. This is not a developer targeting these trees. Our own design guidelines and our zoning code require that the lot line be moved forward.

Eudaly: Okay. Thank you.

Wheeler: Very good, any public testimony on this item?

Moore-Love: Yes, jan, lightning, and bruce.

Bruce Nelson: My name is bruce nelsen, a long-time resident of the cully neighborhood and a long-time volunteer involved with tree activities in the Portland metro area. The procedure that was to delist heritage trees has not been followed. There is supposed to be public notice. There is supposed to be a fair amount of time. That procedure has not been followed. Perhaps, there are grounds for it, but I would like to point that out. Urban forestry commission got 48 hours of notice of this being brought before it, and they had 54 pages of documents submitted by the applicant. To review in that time. These are volunteers on the urban forestry commission. That's unfortunate that happened. I would like to switch gears now to ask you, perhaps, if there is another way to go about doing this. I want to encourage all of you to try to help the owner of this property find is a way that the owner can win and that Portland can win. And by that, I mean the owner is going to realize greater economic benefits from this property, if there are some sort of landmark trees on

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the property, the value, and the rental values of storefront property will increase the sales in those storefront properties will increase. That can be a win for Portland. That can be a win for the owner of the property. I would hope that you could encourage the owner, figure out a way where the residents that are going to live in these quote, "affordable units." there is a listing of 151 units, I don't know if that means residential unions proposed or not, we gain the benefits from trees that are with us every day. We don't necessarily go to a park to see those benefits. Where we work, where we live, we need the benefits of those trees. Is that my three minutes already?

Hardesty: Two.

Wheeler: Two minutes.

Nelson: Is that all I get?

Hardesty: Yeah.

Nelson: All right, good luck with this.

Wheeler: We appreciate you being here. Good afternoon.

Gregg S Everhart: Hi. I am actually taking my hat off as the urban forestry commissioner and chair of the heritage street committee, and I am really crossing my fingers -- we have got a technical problem. My presentation was pictures because I wanted to show you and basically ask for help. I know mayor wheeler has both planning and sustainability and development services. I was going to show you five examples of heritage trees around which buildings have been built. Two of them are six stories. One of them has housing above retail. They, actually, in that case separated it into two buildings and have a minor setback by the tree, which is perfect for kind of the street life, you know, tables, dining, and so forth. In both cases, I am sure that the big buildings, that the units that are next to these Will be the premiere ones. I don't know if you can change the rent, depending on the amenity when you look out on the tree. If this doesn't work, I don't know whether this is considered an emergency or not, but I have brought the petition -- we literally learned of there two days ago we had the showings of canopy stories, and in those movies the monday showing had the story of saving the eastmoreland joint sequoias. We got a picture, at least. And then the one last night showed the corbett oak, and so there were a lot of people there that are tree activists as well as [inaudible], and they really were willing to sign, you know, their hope that if this was found to be a legal problem, that the city could work with this development team, perhaps, encourage them, it was on the petition, but they would need a land escape architect.

Fish: Can I say something? Thank you for coming today. I apologize the technology glitch. This is the second or third that we have had, and mayor once and for all, can we fix the technology glitch?

Wheeler: I will pass that onto the auditor and the council clerk. I will work with them.

Fish: I am willing to entertain a motion for additional resources so we can have a system that works, particularly when members of the public bring power points. The other thing I want to say to our friend from the urban forestry, and time is up from The urban forestry commission, without the consent of the property owner, we have nothing to enforce. We don't disagree about values. We don't disagree about the significance of heritage trees. We don't disagree about the value of heritage trees to new development and to park development and other things. There is a single legal issue here which is whether we have the consent of the property owner at the time the designation was made. Absent that consent we go to court and we have lose. We have nothing to enforce, so I don't want this to become a -- I don't want the impression to be left that some how this council is indifferent to the faith of heritage trees. There is a very narrow question, and no one has provided any evidence to the contrary that there was no consent. And absent consent, we have no enforceable right against that tree. The default is the code that allows for the removal of the tree which the code requires as part of the development, and the

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replacement through mitigation, so I want that on the record because you are often here as the chair of the heritage tree subcommittee, and it's a -- one of my favorite annual exercises when we designate heritage trees, but for some reason the city screwed up on this one, and without the consent, we have nothing to enforce, and I just want to be clear about that.

Everhart: Right. So if we, frankly, were hoping for a miracle, there were people who came too late to sign up that want to testify. And I know you have run out of time. You know, it's sort of a de facto heritage tree status you will hear from the attorneys last, but those plaques have been on the trees, landowners never questioned or complained.

Fish: You are raising a question of adverse possession or some concept in the law, and we have a world class legal department that advise says us, and that's not a legal basis that we can assert. So, when you said earlier that it would take a miracle, it would take a miracle because the developer in this instance, the property owner is well within his rights because the approval was never secured. This occurred well before you and I were in leadership position, so let's be clear, and we cannot retroactively tag a property owner with the requirement the city failed its own guidelines. Let's be clear about that.

Everhart: But I wanted to show the council, as well as any public that's watching that there are successful developments around the large heritage trees.

Wheeler: Keelen has found the right key so here we are. Why don't you take a minute and walk us through it.

Everhart: I will go back to the beginning.

Wheeler: Great. So handed over the petition signatures. It was a mistake. The committee at the time felt that the sidewalk, and usually there is about two feet behind it, is in the right-of-way, but I want you to see these trees because it's very clear that they are going to be removed. There was room on the petition for comments. Some of them, actually, were quite fun. Most of them were, basically, save the trees. It's interesting this diagram is presented because this shows sort of the prescriptive route, one foot out from the center of the tree for every inch of diameter at rest height. There is an alternative. This takes an -- this takes an -- this takes an arborist, but you have to get the expertise and take the time to do it. I will skip that one. You guys approved it earlier this year, and this is above grade of the road, the sidewalk, and the building's finished floor, and to give you the dimensions there, it's been that way for years, and tolerates it. This project up in north Portland is still under construction. They dug two floors deep to do underground parking. I have got a second set of pictures just to show you how the units next to this tree, and sort of how close this tree is. It's, actually, in the public right-of-way next to a sidewalk. It was designated a heritage tree after they had approval. Urban forestry didn't enforce the regulations they would have done afterwards. This tree is surviving. This landowner felt it was really important and valuable to their property to preserve this tree, and that's where we are hoping that the development services could look at all the kind of inducements and flexibilities. You don't have to build to the zero lot line if you have some reasons not to. That's what it would take to save one or two of these trees. There tree is up in northwest. I, actually, watched this construction but I couldn't find my photographs. Again, a very deep pit. Nick goes by this tree. It is across from cinema 21. Absolute landmark on that street. Again, I think that there would be real premium prices as well as a business opportunity on the street. And then finally, the famous beach at Portland state. Where both the tree and building are better together than they would have been separately. So, thank you for the extra -- I appreciate the extra time.

Wheeler: Appreciate it.

Everhart: There were some people that did not get to sign up, so I don't know what the process is.

Eudaly: We are going to lose a quorum.

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Wheeler: You are here if you want to make a point. State your name.

Connor Stave: I am conner, just here to, as a concerned citizen, I don't have any necessarily skin in the game in that neighborhood. I come from the east side of town. At one of the most polluted areas in the montavilla near 84 and halsey, I shook my hand out there at this time last year, in the Stark neighborhood with the booth running for the council. It's very specific time in July, if you noticed there was not a lot of people. It was 108 degrees out there during day, and one of the things is, is that there is no trees on that street. There are no trees on that street. I ask, what are we doing? These -- this is a possibility that we have, you know, to have some sort of benefit in this area. These are old trees, something that we don't have in our neighborhood. I just wish that the council would give a bit more advanced notice for projects like this. I look at the painting up here, and I see -- I am not sure how to read this. I am sure you know the history of it, but it's, reading it from left to right in the traditional way, it's moving the city back into the forest. In the foreground, there are trees right there. What's the importance? I think that we need to think about that moving forward.

Wheeler: Thank you, appreciate it.

Fish: There is one other person who signed up. Kristy White.

Wheeler: Come on up.

Moore-Love: I don't believe that she is here -- oh, okay.

Christie White: Hi, thank you. I will be quick. It's Kristy White. I represent the property owner in this case, and I just say that we concur with the testimony and facts offered by the city attorney and the city forester before the UFC that's reflected in the ordinance, and we concur that the city code is clear, that there is no evidence of consent, and consent was required, and just emphasize a few things that have come up here. Commissioner Fish mentioned this is an inclusionary housing project, and what's great is it's one in the downtown core and is going to integrate the units in the building, itself. And with this designation removed, I would respond, we still have to comply with title 11 for tree removal and tree replacement. So, there will be trees along the right-of-way and this building intends to have a green roof which will be helpful in the heat sink and of course, the hottest spot is the surface parking lot, which will be going away on this site and replaced with something that is more advantageous. So with that, I know you are in a hurry to get out at 1:00, and I will -- I am available for any questions if you have them.

Wheeler: Very good. Further discussion?

Fish: Because of the unsettled schedule that we have, I would move we put an emergency clause on 677.

Eudaly: Second.

Wheeler: Motion from commissioner Fish, second from commissioner Eudaly. Further discussion, call the roll.

Hardesty: Aye.

Fritz: I already put my concerns on the record. I am kind of regrettably supporting this, but want to encourage anyone facing this kind of decision to really get creative and try to work around existing mature trees because those will be replaced, and they will -- the trees will take years if not decades to reach the size and impact of the trees being removed. I vote aye.

Fish: Aye.

Wheeler: Aye. The amendment is on the table to the main motion as amended please call the roll.

Hardesty: Aye.

Eudaly: It's just becoming Eudaly a tradition to give closing remarks on the amendment before the actual final vote, so you all heard me. And I vote aye.

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Fish: Aye. [gavel pounded] ordinance is adopted as amended. Colleagues we have three very quick items here on the consent, first requires four of us to be present. Read 653.

Item 653.

Wheeler: Who pulled it? Joe walsh, he's gone. Any testimony? Seeing none, call the roll.

Hardesty: Aye. **Eudaly:** Aye. **Fish:** Aye.

Wheeler: Aye. [gavel pounded] ordinance is adopted. 654, please.

Item 654.

Wheeler: Any testimony on this item?

Hardesty: Here's the auditor.

Wheeler: Madam auditor?

Hardesty: I pulled it. I had a question about this.

Wheeler: Very good.

Mary Hull Caballero, City Auditor: Good morning, mayor and Commissioners. The auditor's office is proposing housekeeping changes to update the oath of office requirements set forth in 3.74 of the city code and related requirements including section 3.20190 and 3.20.240. I am here with some history. The sections included in code chapter 3.74 were amended in 1995 or 2017. Section 3.20190 was last amended in 1991, and section 3.0240 was amended in 1973. The effort to update these code provisions was underway, when I took office in 2015. At that time, ben walters from the city attorney's office was working with sue parsons from the council clerk's office and other auditor's office staff to develop proposed revisions. This effort stalled when ben walters retired but was revised earlier this year when a dewpoint city attorney brought the issue of inconsistent oath code language to our attention. Current auditor's office staff work to develop the code changes before you today, and with helpful input from the city attorney's office, it includes changes to 3.20.190, and 3.202.40 which are part of the police bureau's code and address oaths of office. We forwarded draft changes to the police bureau and city attorneys for the police bureau who reviewed and approved the changes and made revisions to reflect the terminology and practices. Please note the code updates proposed today are housekeeping changes, and intend to address inconsistencies, clarify oaths And administration and timing requirements and eliminate the gender-specific and other outdated terms. The auditor's office was asked yesterday why this legislation does not eliminate the additional outdated terms, for example, in section 3.74.010, we propose replacing the gendered and outdated terms, substitute policemen with reserve officers, and even though the police bureau does not currently use reserve officers. The term, "reserve officer" is the term currently used in several other sections and the code revised language retains the requirement that such officers, if they were used, would be required to take an oath of office. We were also asked yesterday about code section 3.74010, which requires private police officers to take an oath. This is the original code language that does not appear to have ever been amended. The term, private police officer, was not flagged for deletion in 2015, and the auditor's office does not have enough information about the history to determine if it needs to be changed. If the police bureau has some context in which it uses the private police officers, it would be consistent with the other categories of officers to require them to take an oath.

Wheeler: Commissioner hardesty.

Hardesty: What's the private police officer?

Hull Caballero: I don't know.

Hardesty: Neither do i, so why do we want it in the code?

Hull Caballero: because there are a landscape of things in the city that I don't know. If there is some context in which the police bureau would use those, such as a mutual aid situation, earthquake, you know, I don't know what -- where that comes from. No matter what they do, we would like them -- we would like them to take an oath.

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Hardesty: I don't think that there is any situation where we would have private police officers, so it does not make sense to me that if the goal is to clean up the language, that we would be leaving language that makes no sense. In my mind that is not a good reason to, just because it's in the code, that we should leave it there. My friendly amendment would be to take that out, and if the auditor's office is not comfortable with that, I would be a no vote. It would not pass.

Hull Caballero: I have no opinion on that.

Hardesty: Neither do i.

Wheeler: Okay. Well, this is being brought by the auditor, she doesn't have an opinion, and you do, and this is a non-emergency ordinance. I suggest over the course of the next week we iron it out before we take the final vote. Is there any public testimony on this item? Seeing none, this is the if I was reading, non-emergency ordinance. Moves to second reading. Next item, 665.

Wheeler: This was pulled at the request of commissioner Fritz. Is there any testimony? Seeing none, this is a first reading of a non-emergency ordinances, moves to second reading, and my belief is that the last item is -- we have one more, didn't we? Am I mistaken?

Fish: I believe that we are done.

Wheeler: That's it. Okay. Commissioner hardesty.

Hardesty: Thank you, mayor. Before you gavel us out, I want to put on the record that I hope that we hold off on any conversations around police body cameras while I am on vacation for the next three weeks. As you know, I want to be very involved in that conversation. Just wanted it on the record that I am hopeful that we will have that conversation when I am back in the country.

Wheeler: I am not aware of the forward-looking council agenda for the subsequent week, but I will pass that onto the police bureau. Very good. Without further adieu, we are adjourned. [gavel pounded]

Council recessed at 1:09 p.m.

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

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2:00 PM

Wheeler: Good afternoon. Please call the roll. [roll call taken]

Hardesty: Here. **Eudaly:** Here. **Fish:** Here. **Wheeler:** Here

Fish: Can I say something? We can't hear you. I would get closer and enunciate. [roll call taken]

Wheeler: Now we hear from legal council on the rules of order and decorum.

Molly Washington, Deputy City Attorney: Good afternoon. Welcome to the Portland city council. The city council represents all Portlanders and meets to do the city's business. The presiding officer preserves order and decorum during meetings so everyone can feel welcome, comfortable, respected and safe. To participate in council meetings you may sign up in advance with the council clerk's office for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions or first readings of ordinances. Your testimony should address the matter being considered at the time. When testifying state your name for the record. Your address is not necessary. Please disclose if you're a lobbyist, if you're representing an organization please identify it. Presiding officer determines length of testimony. Individuals generally have three minutes to testify unless otherwise stated. When your time is done a red light goes on. If you are in the audience and would like to show support for something said feel free to do thumbs up. If you want to express you do not support something, feel free to do thumbs down. Please remain seated in council chambers unless entering or exiting. Please do not use bright lights or disrupt the meeting. Disruptive conduct will not be allowed if there are disruptions a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected a person who fails to leave the meeting is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe

Wheeler: Read the first two items together.

Items 678 and 679.

Wheeler: We're going to now hear a presentation from the joint effort from the bureau of planning and sustainability and bureau of transportation through the American Cities Climate Challenge. Portland was selected to take part in the Bloomberg Philanthropy's American Cities Climate Challenge in the fall of 2018. This is an unprecedented effort empowering 25 of the largest U.S. cities to deliver America's pledge on climate action. As we all know Portland is and has been a climate action leader, which is a source of great pride for our community. We have made great progress on reducing our carbon emissions but we still have a lot more to do. Through the climate challenge we have yet another opportunity to show cities around the country and the world how to lead on tackling the climate crisis. We're accelerating our efforts over the next two years with our participation in the challenge and embarking on an update of pioneer award winning climate action planning. All of these actions support our work to reach 100% renewable energy economy and community by the year 2050. On July 17, I'll testify in front of Senate Democrats Special Committee on the Climate Crisis alongside mayors from Atlanta, St. Paul and Pittsburgh. I will relay much of the information we're about to hear about how Portland is leading the way in this space and call on the federal government to make more that helps, not hinders,

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city innovation and progress around carbon reduction. I would like to ask commissioner eudaly to add some opening remarks.

Eudaly: Climate change is an issue of economic and racial injustice. Low income residents and communities of color are disproportionately impacted by climate change. Communities already vulnerable due to economic injustices bear the brunt of climate disasters and do not have resources to combat them. In this presentation we will hear how pbots and bps's efforts through the climate challenge will support our commitment to advancing racial equity and transportation justice objectives. It contributes 43% of our local carbon emissions and while we have made progress on reducing carbon emissions we are going the wrong direction on transportation. As the commissioner in charge of pbots I'm supportive of the bold transportation actions we will hear about during this presentation. I think that's putting it a little lightly. I might be behind some of it. These actions are not only critical to combating climate change there are steps we must take to create a more equitable transportation system. There's a reason this is called a climate challenge. It pushes Portland to go farther and faster and continue to be a leader on this issue. I know we're up for the challenge. Now I would like to hand it over to pbots director Chris Warner, who will kick off the presentation. Welcome.

Chris Warner, Bureau of Transportation Director: Thank you, Mayor, Commissioner Eudaly. Thank you for the opportunity to present today. As Commissioner said I'm Chris Warner, Director of the Bureau of Transportation. The work of our two bureaus working together to really undertake this process of the American Cities Climate Challenge. As was mentioned this is unprecedented effort for our cities. In 2018 in the wake of the federal government's decision to pull out of the Paris Climate Agreement, Bloomberg Philanthropies created the American Cities Climate Challenge to empower cities to lead the way. Cities are the biggest contributor to climate change accounting for more than 70% of emissions but cities are also the key to challenge the problem and mitigating its effects. Cities are hubs of innovation and experimentation and uniquely positioned to take accelerated, impactful positions. The Climate Challenge supported with \$70 million in funding from Bloomberg provides access to capacity building package of resources to augment and accelerate our near term climate action efforts and we can go further, faster in our work to curb emissions. The 100 largest U.S. cities were invited to apply. Portland was one of 25 selected to be part of this two-year effort which runs through the end of 2020. The other cities are shown on the screen.

Andrea Durbin, Bureau of Planning and Sustainability Director: Good afternoon, I'm Andrea Durbin, Director for Planning and Sustainability. Thanks for having us here. The Climate Challenge focuses on areas where cities can deliver the most impact. The transportation and building sectors. Most carbon emissions in the United States come from powering homes, businesses and in Portland it's the same. Based on the latest figures 42% of emissions in Multnomah County come from transportation while building energy broken into residential and commercial accounts for 40% of the pie.

Warner: The Climate Challenge focuses on impact and on action providing cities resources to accelerate and augment our climate action efforts the 25 cities combined will have a goal of reducing 40 million metric tons of CO₂ by 2025. That would be equivalent to taking 8.5 million cars off the road or closing 10 coal fired power plants.

Durbin: The Climate Challenge coincides with our bureau's work to update our climate action plan in 2020. The initiatives and strategies we advance will form the foundation for the building and transportation chapters of that updated plan. The Climate Challenge efforts will also support the city's commitment to advancing racial equity and transportation justice. Specifically by first providing resources that enable us to better partner with and build capacity of community based organizations, to deliver climate innovative solutions and second supporting technical analysis and modeling so we know where our investments

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impact, what barriers and choices Portlanders face when making transportation decisions and how our climate action work improves equitable outcomes across the city. Before we dive into what we'll be doing through the climate challenge program, let's look at how we're doing in terms of carbon emissions. Overall we made progress over the last decade in reducing emissions faster than the country as a whole. That said, our emissions have fluctuated over two years and we need to quicken the pace to meet our goals. By 2030 we're committed to reducing our emissions by 40% compared to 1990 levels and by 2050 reduce carbon emissions by 80%. We plan to recommend this be updated to reflect the commitment of 100% renewables and calls from scientists who say we need to reach 100% by 2050. You can see how far we have to go to close these gaps. Again we need to accelerate and go bigger on our actions to reduce carbon.

Warner: This chart shows the trends across different sectors of Multnomah county between 2000 and 2017. As our population continues to grow and more people move through our region, our transportation emissions have increased as you can see by the bars in the middle of the graph. In the last year alone, transportation emissions increased by 6.4% and since 1990 have increased by a total of 8%. To get back on the right track, we would have to reduce the amount that we drive alone to deal with carbon emissions and the vehicles remain on the road need to be fueled by electricity or other low carbon fuels. So what do we get for participating in the challenge? All 25 cities get access to a network of partners to help build capacity, share information and resources and engage in peer learning on how to accelerate carbon reduction efforts. Some of these partners are shown on the slide. Portland also receives deep dive, tailored support to help with our specific goals. This would include technical planning and design consultation from Nelson\Acready, the Rocky Mountain Institute and Natural Resources Defense Council, behavior nudging strategy and campaign development support from Ideas 42 to enhance transportation demand management around Pbot capital projects, funding from the Energy Foundation to engage local community-based organizations in our conversations around pricing for equitable mobility and community renewables and data governance from the Center for Government Excellence at Johns Hopkins University. A full-time climate advisor is embedded at Pbot to support program delivery, stakeholder engagement in coordination with the broader climate challenge network.

Durbin: Now we'll talk about the initiatives under the climate challenge. Our game plan encompasses several big moves and bright ideas that will move the needle on the building and transportation sectors. I will cover two of those. One, energy efficiency is the most cost-effective action that we can take to reach our climate goals. We have an opportunity to significantly increase energy efficiency in buildings that the city owns and manages, save the city money and use cost savings to finance this program. With the help of the climate challenge, we're putting together an action plan for city buildings that will guide where we invest in energy efficiency at a much faster and deeper scale than attempted before. In 2017, the city council established a goal to be 100% renewable by 2050. Last fall you signed -- [audio not understandable] declaration which commits us to own and operate assets by 2030. Reducing energy use is a fundamental pillar of decarbonizing buildings and getting to 100% renewable. Without energy efficiency, we cannot meet our reduction goals. The city has been investing in energy since the 1990s through Sustainable City Government program which directs bureaus to invest in any energy-efficient measures that have a ten-year payback or less. These have saved us over \$80 million since 1991. Pbot's LED street lighting project is a great example of this; however, investments in our building stock have lagged lately. We have a lot of energy efficiency savings potential and savings opportunities. Energy efficiency delivers positive benefits for the city aside from reducing carbon emissions. It saves money, reduces maintenance costs, improves asset management, contributes to local jobs and opportunities for workforce development and

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creates healthy buildings for people to work in. The parks bureau has invested in energy efficiency which will save them millions in utility maintenance costs over time. That work will inform our recommended plan. We expect to come back to city council with the energy action plan in subsequent funding proposals to move this work forward that relies on cost savings to fund these investments so more to come soon. The second area of focus for bureau of planning and sustainability is focused on community based renewable energy specifically community solar. Community solar is a collective effort to cite, fund and construct community scale solar energy systems that benefit people who can't put solar on their own rooftops. We know our renewable energy programs have benefited mostly white homeowners. Community solar offers a chance to expand access and benefits to people of color and low income Portlanders including creating jobs. Our climate challenge goal is to support development of at least one community solar project in Portland that benefits low income and communities of color by the end of 2020. We're working with several partners including verde, energy foundation and grid alternatives. Lessons from this will inform the work of the Portland clean energy fund when opens up the possibility of scaling benefits across the city.

Warner: The council adopted the central city in motion implementation plan in 2018.

During the climate challenge aberdeen we will be implementing four central city motion projects. One is the southwest madison dedicated bus lane which opened last month. A second, the northwest everett dedicated bus lane then phase 1 where we'll be dedicating bus lanes coming this fall. Then burnside phase 2, dedicated bus lane all the way to 12th avenue on the east side coming next fall.

Hardesty: All the way to 12th huh?

Warner: All the way to 12th.

Hardesty: Burnside goes a long way.

Warner: The climate challenge resourceless help improve and expand communications around these projects, highlighting the climate action benefit and capitalizing on the improvements to encourage behavior among Portland commuters. We'll also work with climate challenge partners specifically nelson any guard to learn from the central city in motion experience and inform the development of the enhanced transit priority network pilot which you probably heard called the red lane or rose lane project. On the bicycle side we're advancing three central city in motion projects during the climate challenge window, southwest madison, burnside phases 1 and 2 as well as advancing and planning around the better naito permanent installation and adding dedicated bike lanes on southwest 4th avenue. Our transportation demand management team implements a number of top notch programs that encourages Portlanders to take transit, bike or walk. This includes smart trips, transportation wallet and sunday parkways. Through the climate challenge we'll get focused, deep dive support from ideas 42, who will help develop new tdm tools and messages, test our effectiveness and boost the impact of our existing and future programs. We're also planning to pilot an hov prioritization program that will incentivize multi passenger trips in taxis and tnccs. Finally it will enable us to engage in dialogue around pricing for equitable mobility. You'll hear more about that in a little bit. First I would like to invite our partner from nrdc to say a few words on climate challenge and how they are supporting our work.

Elizabeth Stamp, Natural Resources Defense Council: Thank you, mayor, commissioners. Can you hear me okay? Not at all? Okay. Is that better?

Wheeler: Yes. Thank you.

Stamp: I'm elizabeth stamp with nrdc, natural resources defense council, a city strategist with the american cities climate challenge. I work with Portland as well as five other western cities to help each city advance its climate goals. Portland as you've heard was chosen for its vision and its ambitious goals. We are enthusiastic in our support for what

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you're doing for these actions that you have heard about and also particularly I think in Portland for your thoughtful commitment and approach to equity and transportation justice as part of that work. We are also excited that you, mayor wheeler, will be going to d.c. Next week along with mayors from three other climate challenge cities to demonstrate Portland's leadership on climate on the national stage. Thank you.

Wheeler: Thank you. I'm looking forward to that too.

Warner: We are here to answer any questions you might have about this piece. We have a bunch of folks from both bureaus here if there's any specifics you want. So we can have that dialogue then talk about the value pricing .

Wheeler: Commissioner eudaly.

Eudaly: Dr. Durbin, could you elaborate on what a community solar project would look like maybe everyone in the room knows what it would look like but perhaps viewers at home do not. I think it's more exciting than what it sounds like.

Durbin: Than what I just said.

Eudaly: No, no. Than what the term sounds like.

Durbin: Of course. Community solar program is a way if you don't have your own home isn't well positioned for solar you can benefit from solar being placed in another place where it is available and you can directly benefit from the reduced cost savings because you can participate in a broader program. There are opportunities to really scale solar in communities, in broader communities in thinking about ways to build resilience for communities as well and being dependent on the shift away from fossil fuel dependency towards renewables. Community solar can play an important role in providing that resilience and independence for communities to rely on solar power.

Eudaly: The actual equipment would be cited on one or more buildings but could serve dozens of households?

Durbin: It can serve many house -- multiple households depending on president size. A neighborhood focus as well.

Eudaly: Thank you.

Fish: I have a question. The chart that you showed us, andrea, on Multnomah county carbon emissions, I was struck by the fact that wastewater treatment is listed but it's listed at zero. So why is it listed? Assuming it's slightly more than zero, what are we talking about?

Durbin: That is a good question. I don't know if my staff in the room have an answer to that question or not. I think it's probably listed as zero because it doesn't rank enough to categorize it here, but --

Fish: I have the bes in my portfolio. We're thinking about ways of reducing our carbon footprint --

8 maybe. I would be interested in knowing why is it called out, why are we zero, and assuming that it's rounded down to zero, what is the remaining challenge that you have identified?

Durbin: We'll follow up with you, commissioner Fish. Thank you very much.

Hardesty: Thank you very much for the presentation. I just had a couple of quick questions right off the bat. On your page where you list your community partners you have listed fourth empowering mobility, which is the electric auto company, and sei as partners in this effort. What do they bring to this effort?

Warner: I can certainly talk about fourth. Sei is not the sei we're thinking of.

Stamp: I can talk about that. I'm not sure I can tell you what sei stands for. Stockholm energy institute. Thank you, emma. I can tell you their role. They are doing the modeling calculating emissions reductions from the different actions.

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Hardesty: Thank you. That's an important -- the acronyms make me crazy around here. We do that a lot, but it's a good reminder because immediately I had self-enhancement, inc., when I read that so thank you.

Stamp: I believe the fourth when we're dealing with electric fryification of the transportation system they are a great partner with us in terms of bringing their expertise and their values and their abilities to the table.

Hardesty: I used to participate in their meetings before I ended up here. I agree. I think that they could be a good partner, but the state passed a law to make it easier for low income people to buy electric cars and we spent no money. They met for at least a year and a half trying to figure out how we can do that. We have resources available that we haven't tapped into. How are we going to make them spend that money in lower income communities?

Warner: I don't know. I saw the article in the paper this morning. Hopefully they are making progress in terms I think there was hesitation in terms of the lawsuit by the auto dealers in terms of whether or not they would implement it but it seems to me they do have a contractor on board that can start with that program. You're right that we would love to get that program moving quicker.

Warner: Me too. Especially in east Portland where we need help.

Fish: On the bloomberg app on my phone today I saw an announcement by uber, presumably lyft will follow, saying within five years they want to have a fleet that is completely automated without any operator in their cars. I'm assuming that we're not as a city party to any such discussions with tnts currently and at some point in the future if that does become the new business model that would come to council for robust discussion about whether that's something we would want to see here?

Warner: Absolutely. We talked about doing some possible testing but not with uber or lyft. There are some other companies that may be interested in testing but that's a long ways off in terms -- we are very anxious to make sure we're not number one preempted by the state but two that our values are reflected in any kind of work that any tncs would do in the city. We would be very hesitant to endorse any effort like that.

Fish: That would include a pilot, right? Any conversation about a pilot would come to council for discussion?

Warner: We haven't gotten that far.

Fish: I would like to put a marker down that even a pilot would come to council for discussion. We have to put the infrastructure in with these tncs. I just think we're opening up a pandora's box that we need to have a conversation about.

Warner: I want to clarify pilot tncs, if any other pilot just on automated vehicles would you like that to come to council?

Fish: Anything that doesn't involve a driver in a vehicle in my neighborhood. [laughter] I would like a chance to learn more about it and why we're confident that we can meet certain safety standards. Given the behavior of the tncs in the last legislative session where they worked over time to try to preempt the city of Portland from doing even modest regulations of the industry that's not a confidence building measure for me.

Warner: I think we have taken notes. Taking notes on that one.

Eudaly: It wasn't a confidence building measure for me either but they failed, so --

Fish: They are resilient. They will be back.

Eudaly: So am i.

Hardesty: Mayor, I have one more question. You mentioned something about the solar project. I just wanted to for the public record remind people that the Portland clean energy fund initiative really will be driven by the community proposals and not by what government thinks would be a really cool thing to do. Right? So I don't want to leave the perception that

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somehow we're going to take this fund and put solar all over the city of Portland. That's not in fact what this is about. I just wanted to correct that for the public record. Thank you.

Wheeler: Very good.

Warner: I would love to talk about the pricing for equitable mobility. We can have a conversation on that.

Wheeler: Thanks a lot. Good afternoon.

Cohen: Good afternoon.

Wheeler: Thanks for being here.

Shoshana Cohen, Bureau of Transportation: Thank you. I'm shoshanna kahn. I'm the mobility and government affairs manager in pbots office of the director. I appreciate your time today. As director warner just said we're going to talk about pricing for equitable mobility. As we begin first why are we bringing resolution on pricing for equitable mobility as part of this discussion today? This is the next stage of work that began in november 2017. At that time city council asked pbots and bps to begin to consider congestion pricing also sometimes known as pricing for mobility or even value pricing. We're not sure of the exact name yet. We were asked to work with odot on i-5 and 205 and advocate for a pricing project that supports demand management and a project designed to help improve equity climate and safety outcomes. This request to work with odot was driven by the fact that the city is center city 2035 plans. [audio not understandable] pricing along i-5. These were prepared to ensure design improvements were coupled with policies to use space as efficiently as possible by managing demand and projecting future costs of expansion. More broadly consider how congestion pricing can be used as a congestion management tool to help us deliver on our wider transportation system goals. We were asked to report back to council and so here we are. Before we go into details about what we have been doing and learned we want to revisit briefly why are we even considering congestion pricing. People don't like congestion. The chart here is from a 2019 odot survey on transportation needs and attitudes. When asked how serious this traffic congestion is in your area, 76 said it was either very serious or somewhat serious. Portlanders think congestion is a problem. Not only is congestion a problem now but it's a growing problem. The region is expected to grow by 500,000 by 2040 and as the population grows so will our congestion problem. Put simply more people, more cars equals more misery for those stuck in congestion or experiencing negative impacts of congestion. Congestion does bring with it very significant problems. It amounts to a hidden tax, multiple taxes. There are economic costs to businesses and families for fuel, vehicle maintenance and lost time. It brings health problems that are caused by long commutes and poor air quality and of course there are climate impacts. As you just heard already, about 42% of carbon emissions in Multnomah county come from the transportation sector. Transportation is trending in the wrong direction. Greenhouse gas emissions have increased 8% since 1990. All of the discussion about our various climate initiatives today is because there's urgency to this work. In Oregon we're already experiencing effects of the climate crisis in the form of more extreme weather and forest fires. The status quo and impacts of congestion are inequitable. The median family income of Portland area car commuters is about 73,000 while that of bike and walk commuters is -- 42,000 while that of bike and walk commuters about 42,000 and transit riders 44,700. Communities of color are more transit dependent in Portland. Nonwhite Portlanders make up only 22% of drive alone commuters but 36% of transit commuters. We know that lower income Portlanders have been displaced, some have been displaced to edges of the city giving them longer commutes. Yet as of 2015 almost 31% of black households in Portland did not have access to a vehicle versus just under 14% of white households. An average commute time for black commuters are 20% longer than white commuters.

Hardesty: Is that national or local data?

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Cohen: Portland. I think it's based on 2015 from policy link. City of Portland specific.

Hardesty: Thank you.

Cohen: As the picture demonstrates currently buses are by and large riding in the same lanes as car traffic. We mentioned the rose lane project and other projects we're intending to do to move them out of traffic but still they are getting stuck in traffic behind single occupancy vehicles and having the people on the buses are having a problem of congestion and not causing them. Lastly, for those that do drive it's expensive. Most transportation funding sources like the fuels and vehicle regs station fees are regressive. Transportation is often the second highest household event. Lower income people have to spend proportionally more on transportation. Transportation is also in the midst of big changes in disruption and possibly more. We have the private private hire industry, uber and lyft, have recently entered our city. They are talking about things like autonomous vehicles. The maps that you're looking at here are maps of private for hire rides in rush hours. These include lyft, uber and the taxi industry rides. On the left this shows the origins of rides that terminate in the central city. The yellow areas are the places with the most rides so what we're seeing here are there are many short rides during peak hours happening in close-in areas with a variety of transportation options. The right shows a similar pattern. True for rides leaving central city during rush hour. Many are going just short distances in transportation rich areas. So it's clear that congestion causes many problems but why do we think we need to consider pricing as a solution? The answer is because everything else we're doing is not enough. As a city we have many ambitious plan projects and strategies to get people where they need to go. We're working to provide better facilities and options for transit, to walk, to bike. We're not alone. The regional transportation plan lays out almost 15 billion worth of investments by 2040 yet modeling shows even with all these investments vehicle hours of delay are still expected to go up by 120% by 2027. In other words the status quo is not an option and we need to consider new tools like pricing if we want a more effectively relieve congestion and increase mobility for all of us. So back to 2017 and what we have been doing sis you asked us to consider pricing first the city of Portland did participate in the odot Portland metro area value pricing advisory committee. We advocated during that process for city of Portland values within the process and we're pleased that the first phase of the project finished with an application to the federal highway administration that reflected a commitment to continue analysis of equity impacts and solutions, transit needs and diversion. We have also engaged in peer city learning with other cities and with a variety of national and international associations. We have learned from international cities like london and stockholm who have implemented congestion pricing and we have also learned from a variety of north american cities who like us are grappling with congestion and negative impacts and thinking about how congestion pricing may be a solution to improve mobility, climate and equity out comes. We focused in on questions of pricing and equity. We know pricing can work from a demand perspective. Can it also deliver equitable transportation out comes? Noah will share more details about what we have learned.

Noah Siegel, Interim Director Bureau of Transportation: I'm noah segal, interim deputy director of pbot. Thank you, mayor, commissioners. During this time of our study in partnerships with other cities and organizations such as the american cities climate challenge, what have we learned? On slide 12, this is a pull-out from the recent seattle congested pricing report. We're working very closely and in tandem with them. Number one pricing really works. Congestion pricing in the cities listed here such as stockholm, london, singapore and others have delivered significant reduction in single occupancy vehicle trips, motor vehicle trips in general, significant reduction in greenhouse gases. Time saved for people to be with their families. To get more work done. Quite a bit of revenue as well is generated through this. Just on a technical level pricing really works.

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Fish: Can I ask you a question? Earlier in our power point it says we're poised to invest almost 15 billion in our transportation system by 2040. So that's a big number. I know there's some variables in that. Actually what struck me is that the net annual revenue is pretty modest compared to the needs of our system. Rather than look at it just in terms of the number, I would be interested to know in any of these peer cities what did they do with that net revenue?

Siegel: I'm going to mention that in a little bit.

Fish: They must have invested it in something related to the problem. I would be curious what kinds of investments they made.

Siegel: On the first point you made, the 40 billion is -- 15 billion from the regional transportation plan. That covers the entire region including odot investments, trimet investments, within I believe the financially constrained forecast for the region. That's well beyond the city of Portland. It covers all kinds of modes. The amounts that are generated here look largely at central city area based pricing, cordons around downtowns and heavily congested areas. To these are annual numbers, by the way. On the question of what have other cities done with their revenue, just trying to think, it's two slides ahead. Can you hang in there with me? Second thing we learned, this is sort of an important figure, which is it's small changes that really matter. In our recession in 2008, fewer people were driving to work, the number of vehicle trips on the road declined 3% but the measures of conjunction as a result dropped 30%. It counterintuitive but if you have been on the roads during spring break and certain drivers are pulled off the road the effects are exponential. The small changes in behavior, trips avoided make a huge difference. It's important factor. The other lesson we learned, the link to transit is really critical. Where this has happened there's been dramatic investment in transit across the board. That connection is really vital. To be successful you can't just frame it in terms of punitive effects. You can't drive, you have to pay more. It's about freeing people from sitting in traffic in their cars and giving other options. For instance in london about 90% of revenue went to transit expansion and service. In oslo they recently shifted to 100% of revenue supporting transit. In I.a. The head of the metro I.a. Has talked about congestion pricing making transit free. These are some of the proposals and ideas and uses of the revenue. We have an obstacle in this respect in that the Oregon constitution prohibits use of revenues generated from the road on nonroadway improvements such as transit operations. That's an obstacle that we know about and need to wrestle with. There may be solutions to that going forward, but it's there. In addition there's also the question what you do with the revenue can be a question of exemptions and assistance to low income. We'll talk about that in a little bit. Once you generated that value there's a question of what you do with it and what's important to you. Some cities have exempted electric vehicles because they prioritize clean vehicles. Others have put it towards low income support. We also learned that every place is unique. The political economy, the goals of each place really matter in understanding what drives a place to make what is a very difficult solution is really critical to moving forward. That's how we're arriving at our framing here today. This is the alliance put together in new york between safety advocates, union workers, environmentalists really about saving the mta, the subway system in new york that's been driving the congestion pricing plans there. Madrid was focused on cutting air pollution. Seattle has been focused on climate goals as the motivating factor. It's different in each place. We want to acknowledge the specific challenges in Portland in looking at this. We want to be ambitious but also thoughtful about how we do this. Unlike in other cities many of our commuters into downtown are not wealthy. San francisco, new york have two to 3% of low income people going into downtown ever by car. Makes sense. Parking is exorbitant. Here it's closer to 10% then an additional good chunk over 40% would be median income. It's not as clear cut here who is going into downtown. Gentrification and displacement place additional burdens on low

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income people and people of color coming into the city. It's important to be honest that for many people cars represent the solution to their immediate crises and we heard this directly from community groups we met with that the climate crisis is real, it's important but the daily crisis of getting to work, to child care, solving those problems is what people are dealing with and for many of those people cars are the solution right now. That's our starting place. We need to be honest about that. We also want to acknowledge that it's politically hard. This guy Boris Johnson, probably going to become the prime minister of the United Kingdom this week, started his career in running for mayor of London in opposition to congestion pricing. There was a major backlash against it. It's politically difficult, and at the same time I would point out that he never removed the congestion pricing once he came into office. It worked well. He didn't change it. In addition Stockholm before they adopted had only 30% support for the project after it was adopted they had 70% support for it. According to the same DHM poll we start off in a better place. Portlanders are about 50/50 in support of congestion pricing out of the gate. It's a difficult subject but not impossible.

Hardesty: Is that across the board? Is that based on communities, Portlanders are about 50/50 in support of --

Siegel: No. You mean broken down into demographic?

Hardesty: Do low income and people of color think it's a cool thing?

Siegel: It's the thing we need to dig into as well.

Hardesty: I would suggest that different communities would have a different answer to that question.

Siegel: Yeah, that may be. I think that again focusing on -- it's not easy. That's definitely part of the struggle with this. Keeping that in mind that's absolutely right. Commissioner?

Eudaly: I was just going to say they may have different opinions but congestion and climate change has a pretty similar effect on all of us. We think it's incumbent on us to convey to the public we have really limited options to solving for these problems and one of the things that I'm excited about with this challenge is that we're going to get a chance to show the public that like the Rose Lane project for instance, is one piece of an overall strategy. We can't just give priority bus lanes. We have to improve our overall system. We have to solve for racial equity, accessibility, et cetera. I mentioned in our meeting yesterday I think it was yesterday, I'm not sure what day it is in any more, with few exceptions I agree with all the criticisms and fears I'm hearing about the Rose Lane project. I also have an answer for almost all of them. But they are legitimate concerns given the current conditions on the ground. Noah, where are you in your presentation? I'll probably save the rest of my comments for --

Siegel: We're about two-thirds of the way through.

Hardesty: If I may, mayor --

Wheeler: Commissioner Hardesty.

Hardesty: Thank you for that statement, Commissioner Eudaly. My comment is only about doing it right as compared to just doing it because we have too many examples of saying that we're going to protect lower income people and communities that have been marginalized and pushed to the edges of our city and at the end of the day that's not a reality, so I'm looking forward to working with your office and with the department of transportation and others to make sure that if we roll out a congestion pricing program that we have the best one possible that absolutely protects lower income people and those pushed to the edges of our city. I think it would be criminal to charge people for the privilege of coming back to a city they have been pushed out of, and I would not support something that did that later. It has to be done at the front end, not the back end.

Eudaly: Commissioner, I certainly agree with you and I want to note that this initiative is not called congestion pricing, it's called pricing for equity mobility and racial justice is at the heart of our efforts here.

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Hardesty: But we saw that so often.

Eudaly: I'm saying it.

Hardesty: I'm telling you at the end of the day it has to be at the beginning, not at the back end.

Fish: One thought I want to -- with my luck it's going to be two slides forward. Let me just flag it. One way of looking at this is that we charge people a little more to change their behavior so they don't contribute to congestion. Another way of looking at this problem is working with our employers to create flexible work schedules so that people are not required to go to work during peak times. The city for example could be the leader in saying you don't have to get in line in the queue with your car during the peak congestion periods. We'll give you some flexibility. Are we coupling our work on congestion pricing with thinking about ways of being a leader as a governmental entity in working with our private employers to create more flexibility in scheduling?

Siegel: Thank you for the lead-in. [laughter] just following on what you were saying, commissioner hardesty, when we took this charge in 2017 and we went back I think the traditional path that we have seen other cities take is to write up sort of glossy technical reports and pull in consultants and start with why is this good for everyone. They are not wrong. On a pure policy basis this is the only solution long term to that congestion. You can come to that decision tomorrow or in 15 years but it remains true. How you get there is probably more important than the solution. We have seen many more cities try and fail to implement this than knows that have succeeded. We asked ourselves what would success look like in a Portland context? We actually took a giant step back right when I had the pleasure of joining pbot about a year ago. We said we need to rethink our entire strategic plan. To run out in front and say it's time to price everyone that's not what we're talking about. We're talking about a holistic approach to how we grow as a city together and how we do that fairly. We have launched actually today it's going live digitally our new pbot strategic plan. We look at safety, asset management, then moving people and goods which we look at as a suite of solutions including building new things, southwest corridor light-rail for example, division transit. These are things that's an important part of the solution. Reallocating right of way such as the rose lane project. Then how we do price signals positive and negative. That includes working with employers. We're having a big program effort to reach out this year to start working with employers. So yes, it's the positive and the negative price signals and incentives we want to work on together. I will say that our starting place is actually entirely regressive. We still have a federal tax subsidy for corporate parking spaces in downtown Portland so we encourage people to drive to businesses. That's our starting places. How we start to work with employers to move away from that think about who needs these trips most and how do we work to use our limited road space most effectively that we can.

Eudaly: The driving questions between every solution in that strategic plan are how will this advance racial equity and how will this impact climate change.

Siegel: Right. Thanks. Jump to the next slide. We ran our entire including this pricing effort through those two questions. Again, commissioner hardesty, we came to the decision that what we're doing is not trying to implement congestion pricing. We're trying to get the right price signals in place to make our system more equitable. What are we talking about?

There are a number of different kinds of congestion pricing. You see the pictures here. Freeway tolling, parking kitty, you can do it -- san francisco is looking at dynamic parking. The airport does a form of congestion pricing with uber and lyft currently.

Fish: L.a. Has a lot of toll roads. Is that technically congestion pricing?

Siegel: It's on the continuum. Once you have the willing to, yes, you can manage demand on those roads, but yes.

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Fish: I was in I.a. Recently and I noticed there was a box on my rent-a-car. I would have been charged had I moved four lanes out to get on the high speed lanes that were largely empty as I was stuck in traffic. Is that a kind of congestion pricing?

Siegel: That's the kind that's most familiar to americans, which is what has been called lexis lanes. You get the privilege of going faster if you pay so build another road or reallocate an hov lane. That's a form of congestion pricing. We have not looked at that in Portland because we don't have the extra freeway space that some of those cities do to reallocate. It's not what we're after at the end of the day. We're after managing the entire system. That's how odot and their advisory committee arrived at the two pilot projects. But yes. There's a limited supply of expedited road lanes and you price it. There are cordons around cities, circles around city with an entry fee and finally sort of more futuristic ideas about pricing per mile road user charges which may be particularly applicable as we enter the age of autonomous vehicles.

Cohen: So moving forward we are grouping all of those different types into three buckets of pricing policies. Again with each of these types the question is how could they be implemented in a way that actually increases equitable mobility. These groups are based on who is in the position to deliver and implement these policies. The first are options for high congested areas within the city of Portland and under city of Portland control. The next grouping is ongoing work that odot is leading to consider how pricing can be used on i-5 and 205. Finally there are larger interjurisdictional potential pricing policies and metro is leading this work to begin technical analysis and consider larger system-wide pricing.

Fish: Under any one of these types, one, two or three, is there a permission that we need to have from the federal government?

Cohen: Well, it varies. For things that we'll talk a little more in the next slides, for city of Portland only we're talking about things like variable park being, demand based parking.

Fish: We have control over that.

Cohen: Freeway pricing there is permission needed from the federal government. Odot has already submitted an application to the federal highway administration and received tentative permission or permission to move forward. The state of Oregon has a position in what's called value pricing pilot program so we do need to work with the federal government on the federal facilities but there are things within our control.

Siegel: Just a point of interest we have asked mayor wheeler to deliver in his trip to Washington the message that if the federal government is neither going to pay for our infrastructure nor address our climate crisis they should at least remove the prohibitions on us from managing the freeway system that runs through our city.

Wheeler: That should go over very well.

Fish: Last time someone was that undiplomatic they lost their job in london. [laughter] why don't we send noah to deliver that message?

Wheeler: I intend to deliver it myself. They are eagerly waiting it.

Cohen: Again within city of Portland control we want to look at how we are allocating the space. Consider how we're valuing the space and getting most efficient use out of it. We could consider more demand based variable parking pricing or consider more private for hire fleet management pricing policies or how we prioritize and price high occupancy vehicles on the city of Portland streets.

Hardesty: I have a question about uber and lyft kind of services. We could also regulate them to ensure that they are not clogging up our roads during key hours, right? Are we looking at that as part of this whole what makes sense, right? Because I don't know that if we have people driving two miles or three miles somewhere that that is really helpful as we're looking at the amount of cars currently on the road. As part of this process those are also things we could look at. Excellent.

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Cohen: Yes, definitely. So yes, we will consider all of those that are city of Portland things under our control.

Wheeler: I want to put a time check out. It's 3:00. I'm looking at where we are in the agenda.

Cohen: The second body is to continue engaging with dorks dot on their project and continue advocating for the city of Portland projects including making sure it doesn't harm historically underserved communities, cause diversion and we're thinking carefully about the associated transit needs. Then this resolution directs us to enter into an intergovernmental agreement with metro. They are going to be undertaking a project to do the technical analysis, to understand the feasibility and effects of different congestion pricing tools in the region. These are mostly larger tools. Potential cordon, more robust freeway pricing or future road user charge based on vehicle miles that you travel. These are long term strategies that will take a lot of thought and work but we're excited to be partnering with metro to get them started. New york is moving forward after at least ten years of considering pricing. We need to get going. So we have been saying we want to look at this. Based on what we have learned over the last year we think the answer is in a couple of things. One how you spend revenue and how you carefully design a particular pricing system. Revenue again is most often linked to transit system improvements or potentially fare discounts, better infrastructure for walking, biking and transit. In designing the system for equity the first thing to do is make sure our equity stakeholders and design services we would want to consider particular geographies and rates carefully, provide discounts and exemptions for some drivers, potentially cash payment options and prioritize emissions for lower income communities t. Basically for any particular project we need to ask who is benefiting and who is being burdened. Also who is benefiting and being burdened by the status quo. We know that we have a lot of work. We're just beginning. We want to consider these topics but we have a lot of work to do to get it right. The resolution before you today is asking to convene a pricing for equity mobility task force to engage in this work with us. We want to bring together a range of stakeholders to consider the pricing options study with us and we want to center equity voices in this task force. We're excited to be partnering with the climate challenge and their resources to partner with opal and others in the community. Setting up the task force to report directly to the directors of pbot and bps and thinking about all of the three types of pricing that we just described and really helping advise the work in a way that works specifically within the Portland context. The timing of the work that we're talking about is we hope to convene the task force this fall, get started as soon as possible. Looking to them to provide a first near term set of recommendations by next summer. Then with a final set of recommendations to city council in spring of 2020. We have some invited testimony and we're also happy to take questions.

Wheeler: Any questions? Great presentation. Appreciate it very much.

Eudaly: Thank you. I'm going to call people up for invited testimony. Please come up when your name is called and state your name for the record. We're in a bit of a time crunch. Try to keep it tidy and concise. I want to invite

Wheeler: Good afternoon. Welcome.

Kerry Ayres-Palanuk, TriMet Service Planning Manager: Good afternoon. Mayor, commissioners, i'm carrie ayers palinek, the director of planning and policy from trimet. I'm happy to be here in support of the city's efforts to enhance transit in the central city and support the rose lane project and the study of pricing for equitable mobility. Trimet is excited to support the advanced thinking under way as part of the climate challenge especially as it relates to enhanced public transit. For the rose lane project we appreciate the focus to have in place by the end of 2020 including over a mile and a half of bus only lanes in the central city and kicking off the rose lanes project. In addition we're also excited

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that the trimet board has committed to move forward on a noon diesel bus suite by 2040. By the end of this year trimet will have five battery electric buss on site and five on order. For pricing of equitable mobility we're eager to be at the table to begin the community conversations. It's crucial that we continue to move together to move our bus and streetcar passengers through or reign traffic congestion to improve reliability and improve and expand access for our transit riders to move around their communities. Reallocation of roadway space where one or more frequent service bus line travels is crucial to increase transit ridership and to meet our transit mode share goals within the city of Portland and in the greater metro region. These opportunities in front of us are crucial to highlight how high ridership transit is the most efficient, equitable and sustainable way to move people. We also need to amplify our messaging and awareness to make sure riders see these changes on the ground to help them reach their destinations in a timely manner. Trimet is excited and ready to work with the city on these efforts as we tackle ways the transportation sector can reduce levels of emissions and improve our community together through the climate challenge and rose lanes projects. Many of our frequent service lines are great candidate locations for rose lanes in order to further build upon the investments in service that we have in place through the frequent transit network. We week forward to continuing our work together. Thank you.

Wheeler: Thank you.

Jillian Detweiler, Executive Director Street Trust: Good afternoon, mayor, commissioners. I'm jilian detweiler, executive director of the street trust. We're advocates for safe and convenient walking, biking and public transportation. Everyone regardless of race or income should have safe, easy and affordable transportation options. We were at the legislature calling for congestion pricing. We believe congestion pricing on the freeways needs to happen before freeways are expanded. We were here november of 2017 when most of the council members sitting here today except for commissioner hardesty expressed an intention to study pricing as a way to manage transportation demand. We're here in support of today's resolution to create a task force and contract with metro to study pricing options to manage demand on our transportation system. In the face of climate crisis as well as the immediate term impacts of growth and displacement, we need to consider all the tools and strategies available to make our transportation system work better for people and the environment. Taking a deliberate look at pricing strategies to manage demand is an important piece of work. We especially appreciate the city's intent to think broadly about forms of pricing that might be considered beyond tolling. The task force will need to understand who pays now and how how low income households are impacted by our existing pricing schemes. A 2015 study found the subsidy of car users costs the typical american household \$111 per year over and above what they pay for taxings, tolls and other user fees. Can benefit low income households by lowering transportation costs and reducing the amount of time trapped in traffic. Finally, the task force should compare pricing schemes to regulatory approaches. Pricing should not be a tool that allows people with money to continue business as usual while those of lesser means make the changes we need to make to address climate change and congestion. Options need to reduce unfair burden that low income and communities of color have historically faced in transportation funding decisions. The city needs to provide the resources needed for organizations representing low income people and people of color to have capacity to fully participate in the task force and engage their stakeholders in the process. It's taken 20 months to get to today's recommendation of forming a task force and so we urge the council and the commissioner in charge to commit to ensuring that benchmarks are met leading up to a final report in the spring of 2021. This can't wait. Thank you.

Wheeler: Thank you. Good afternoon.

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Ady Leverette, Business for a Better Portland: I'm ady lefre. Thanks for the opportunity to testify. I'm here on behalf of business for a better Portland to complain to you about traffic. It's only getting worse. I remember when it used to take 15 minutes in a car do get anywhere in town. Freight moves through the region at a snail pace and you never know when your day will be brought to a grinding halt on the road. While traffic might be everybody's favorite to complain about with so many cultural and financial incentives that encourage us to drive solutions are not immediately clear but this idea has gotten attention across the country lately. If you mention tolling the reaction isn't typically enthusiastic. Nobody gets excited about paying for something that used to be free but it's time to take into account the severe toll that worsening traffic is already exacting on our city and our businesses. I'm not talking about just inconvenience. I'm talking about the huge societal costs. These costs include the negative economic impacts of lost time, negative health impacts of sedentary lifestyles and air pollution and the negative impacts of greenhouse gas emissions. Worse, they are not distributed equitably. Low income and communities of colors are forced to travel greater distances. Negative impacts in any one of these categories should be of grave concern to this council. The impact, there's a single issue causing widespread problems means bold action is required. Implementing some form of congestion pricing in Portland as part of a comprehensive strategy that includes infrastructure improvements and significant investment in transit service could make difference. Value pricing can take many forms and has the potential to create unintended consequences so it's paramount we study the impacts. For congestion pricing to be successful and equitable people need reliable, affordable alternatives to driving. What is clear is we cannot afford not to act. Other metropolitan areas provide cautionary tales for what can happen when growth outpaces transportation innovation. But we don't need to make those same mistakes. We know from other cities around the world that growth and mobility don't have to be at odds with each other. Business for better Portland believes business thrives when Portland thrives. Neither business nor Portland can thrive in gridlock. We must carefully consider every tool at our disposal to reduce congestion with particular attention to single occupancy use, reducing greenhouse gas emissions and ensuring we're creating economic opportunities rather than economic burdens for low income Portlanders and people of color.

Wheeler: Thank you very much. Thanks all three of you.

Eudaly: Next up. Welcome.

Maria Hernandez, Opal Environmental Justice: Thank you. Good afternoon. I'm maria hernandez, advocacy and policy manager at opal environmental justice Oregon. In the negative environmental impact shall not disproportionately burden low income communities. While understanding even a well defined value congestion pricing or any pricing can be less burdensome if planned accordingly and if those same communities can be broad in mind. We need to be carefully considering what does that look like and how does that process move forward. Therefore we are here in support of resolution 678-79 pricing for equitable mobility. Key questions must be asked first on issues such as transportation or access of transportation mobility. Initiating conversations around a co-created congestion or in general pricing mechanisms needs to be co-created with community. We also understand as an example congestion pricing can be a good funding source for aging transportation infrastructure and public transit alternatives and to reduce congestion and bring other out comes such as climate benefits to the communities at the same time. However, we must ask the question about who benefits the most and to whom and where the burdens are needed in order to provide robust equity analysis to view the potential unintended consequences. It is important to note that as we continue with this conversation we must also understand what are the current barriers in place for communities before the new system comes in place. A lot of our individuals may not be

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able to afford tolling if we're looking at congestion willing to as a whole. Some high income users are more likely to remain on the highway, pay the fee and benefit from a faster trip. In other terms lower income users may be worse off if they choose less expensive times, routes or other modes of transportation. Some even have ultimately barriers to transportation ownership. Others don't have a credit card. Others don't even have technology to access what a good congestion pricing and willing to system could look like. Those are just a couple of the many barriers our community is faced with when talking about it is they need and what is the current benefit that can come out of this conversation. We appreciate the fact that is not just talking about congestion pricing and asking the core question about what are the other access points to be able to access transportation as a whole because we believe transportation is a human right. We believe individuals have the right to be able to go to their jobs, their school, go to the medical appointments and ultimately also to their home. Housing and transportation are core. We are very happy to partner with you all and continue the conversation moving forward. Ultimately I will leave you with a couple of questions to ask, which is as we're thinking about as equity as a whole it's true we cannot just name equity. We must put equity at the forefront and ultimately bring those conversations forward. One of the questions to is ultimately some parts of our region are growing more than others because that is what is ultimately happening that we continue to see Portland as a unifying city that is connecting everyone to the places that they to be at the right time and ultimately the question is what can we do to make sure that as we're studying this process that we ultimately don't forget the question of what is it that you need and how can we support. I welcome you to ask questions to our communities beforehand and again, super pleased to be part of this and also happy to answer any questions if you have any. Thank you.

Wheeler: Thank you.

Jon Isaacs, Portland Business Alliance: Good afternoon, mayor, commissioners. I'm John Isaacs, vice president of government affairs for the Portland business alliance. Thank you for the opportunity to speak with you today. The Portland business alliance is greater Portland chamber of commerce and leading voice of business in the region. Lines takes direction from our members to advocate on their behalf at all levels of government to support commerce, community health and shared and sustainability prosperity. On behalf of our 1900 members I'm here today to express support for resolutions 678-79, which directs the Portland bureau of transportation to create a task force dedicated to evaluating pricing strategies to reduce congestion. Our support is not an endorsement of pricing at this time but an agreement that pbot must undergo an evaluation of pricing as potential policy tool to help reduce congestion. We strongly endorse the approach of evaluating pricing in partnership with stakeholders. It's clear policy strategies and infrastructure. In January PBA released the results of our survey --

Fish: One thing that caught my eye in your written testimony is what is the Portland area that you polled?

Isaacs: The metro region, tricity region and we sample -- two-thirds of city of Portland proper voters and a third are the region. PBA has partnered with DHM for the past decade as a service to the community in conjunction with our checkup. The clear take away from the 2019 survey that is issues impacting our region's liveability are far and away top priority. [audio not understandable] only issues that registered in the double digits. While a majority of voters felt that the city and region were on the right track two-thirds said the region's liveability is getting worse. Nearly all respondents cited homelessness, housing or traffic congestion as the reason. The survey of the entire community approximately 1900 members, increasing congestion has a significant negative impact on our region's businesses and while the over all economic health is strong we know economic and environment impacts are a threat to the long term sustainability of our region's health.

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Congestion drives up the cost of freight and goods and impacts competitiveness of local retailers. We know too well as many have stated here today the significant negative impacts congestion have on daily liveability of our residents. Pba and our members are ready to partner with the mayor, transportation commissioner eudaly and the council an pbot to develop new strategies to stem. very recently we have seen states and cities such as new york take important steps in over coming historical political divides to adopt policies that include pricing. Research those and you'll see one of the key factors that led to success was willingness of policy makers, community leaders, regulators and the business community to collaborate to identify shared values, agree on the problem and develop innovative solutions together. They further recognize this is a problem that can only be solved through public-private partnerships leverage benefits of innovation and technology developed by the private sector. Our members are ready to get to work to participate in a similarly collaborative process. Thank you.

Wheeler: Thank you.

Sara Wright, Oregon Environmental Council: I'm sarah wright with Oregon environmental council. Thank you for the opportunity to speak today. Oregon environmental council strongly supports development of a task force to study and recommend strategies on pricing for equitable mobility. It's great to see the city taking action and we're pleased to see the partnership is helping move this work forward. We're glad to see the conversation is explicitly centered on equity. Our current system is not equitable, it never was. The city of Portland provides valuable resources our publicly owned rights of way to use for free however these free resources disproportionately provide benefits to those with access to a private car. they disproportionately affect people of color and people with lower incomes as well. Congestion makes the existing problem worse. As Portland grows the impacts become more inequitable. People displaced from their jobs, services a and gathering places suffer most. We cannot fix the system by continuing to do the same things we have done for the last 100 years. Constituent of Portland has innumerable goals about environment health and equitable processes and outcomes. Time to step back and consider how we can solve the problem at hand. How do we make sure we can get people and goods to the places they need to go in a way that meets the goals we already have. We can price our community owned resources and make sure that the benefits of the changes go first to the most disadvantaged communities. If we center equitable outcomes we can build a transportation. we encourage you to take the next step and convene a task force. It can't wait. Hurry up: Thank you.

Wheeler: Thank you.

Eudaly: That's what I said to them too.

Philip Wu, Vice President, Board of Directors Oregon Environmental Council: Good afternoon. Mayor, commissioners, i'm a retired pediatrician with kaiser permanente, currently vice chair of the Oregon environmental council board of directors. My comments are different. They are going to be very specific to the health impacts of congestion pricing on air pollution. I'm going to highlight the outcomes of a study done on the stockholm experience around congestion pricing. That particular program focused on the health of children, specifically childhood asthma. Before I get into that, I want to take a few minutes, a few seconds, and go over a primer or review of the significance of child asthma just so that we are all on the same page. I think this will help set the framework for why child asthma is such an important indicator of over all health even going into adulthood. So as some of you may know, in the united states childhood asthma affects approximately 10% of all children. The increases in incidents and prevalence of child asthma go up as congestion or traffic congestion has gone up. The severity of asthma is affected both by level of pollution and duration of exposure. In other words, pollution has a cumulative effect

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that is not immediately reversed. The corollary is that a short-term decrease in pollution for whatever reason has a very small effect on the long term course of this disease progress. As we heard before around disparities increases in asthma rates are very and perhaps most pronounced for people of low economic status and communities of color who disproportionately live in and around severe traffic congestion. Asthma is the most chronic inflammatory disease in children and the leading cause of hospitalization. For developing lungs, this has significant long term impact since deficits during long growth and development can be permanent. So as we all know, there's a very strong correlation between child asthma and adult chronic obstructive pulmonary disease, copd. Children with asthma have a 12% higher risk of adult obesity, young adults with asthma as children have had as much as 50% increased rates of absenteeism from school and work. Most authorities now believe that the seriousness and impact of childhood asthma must be thought of in a similar fashion to other major childhood conditions such as low birth weight, adhd, and adverse childhood experiences. What about the stockholm experience? Stockholm put into place a trial initially, a trial of congestion pricing between january through july of 2006. More than a year later, the city implemented a permanent plan around congestion pricing in august of 2007. The first initial trial was studied by a group of researchers from university of california and princeton and others to look at what happened to air pollution and the impact on childhood -- rates of childhood asthma in stockholm. They looked at nitrogen dioxide and particulate matter or pm10 levels as indicators of pollution from automobiles. The latter, pm10, is especially damaging to lung growth and function in children. Congestion pricing during those seven months resulted in nitrogen dioxide levels falling by five to 7.5% and pm10 else will falling by 15 to 20%. This resulted in a decrease in outpatient and inpatient visits for acute asthma by up to 15% depending on the length of air pollution reduction. So more improvement in asthma was seen as congestion pricing was in place longer. Those results, up to 15%, are likely to be understated because the body takes time to respond to these lower levels of pollution, so it's very likely that as time went on those improvements would actually have been higher. It's important to note that stockholm was already experiencing low levels of air pollution even before congestion pricing went into place, and even in that particular setting, congestion pricing had a very significant impact on asthma. So, we could imagine that in any other city environment where pollution levels are higher, those kinds of impacts would even be greater. So in conclusion, we have hard, medical evidence that demonstrates the impact of congestion pricing on a population that I think that everybody in this room cares about. Thank you.

Wheeler: Thank you very much. Thanks all of you for your great testimony. Keelen, how many people do we have signed up for item 678 or 678?

McClymont: One person, phil richmond.

Wheeler: Very good. Two minutes, please.

Phil Richmond: I didn't bring you any poetry today but thanks for having me. I am phil richmond here on behalf of the street trust. I am also here to urge you to support commissioner eudaly's effort to curb the epidemic that the ubiquitous reliance of our citizens on single occupancy vehicle -- vehicle mobility. The obvious need for changes Came years ago, but little has changed. Climate change is real but without real leadership to help inform and guide our citizens and enacting changes in their day-to-day mobility choices. We may just as well burn, all burn coal. We need this task force in order to Portland to look critically at the mandate for spending half a billion dollars on freeway expansion on i-5 and 205. Without consideration of whether or not such projects illustrate a history of success for its citizens, particularly, those from marginalized communities. Isn't it true much of the traffic we have seen in recent years is from out of state, and in many cases the contract workers for one of two for profit corporations. We need a transformation

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of the pricing mechanisms for mobility because they are backward. Just this weekend I was driven downtown where the parking was free, but it cost almost \$6 to get home on an e-scooter. What does the carbon-free -- why do the carbon-free options cost so much more? Why is downtown parking ever free? It's not free, why so cheap? As the city we cannot continue to induce demand for unsustainable travel modes by keeping parking-free dedicating 100% of the roadway to motor vehicles only who are providing no curb space for anything but the private vehicle storage. What we have is anything but equitable or sustainability. Please pass this resolution. Thank you.

Wheeler: Thank you very much. Any further discussion? The first item is a report, I will entertain a motion for six, seven, eight. We have a motion from commissioner Fish, second from commissioner Hardesty. Further discussion? Please call the roll.

Hardesty: Aye.

Eudaly: Well, we did not make much of a big deal about this when we were selected, so I just want to take this opportunity to let everyone know that 100 cities, 100 of the largest cities across the country were invited to apply to participate. 25 were selected, Portland is one of them. As was noted, we were selected based on some of our history and also current leadership. But, I feel like I have to call the city out a bit. I don't, necessarily, think that we deserve our kind of green badge of honor. We are in Multnomah county. Multnomah county has the worst air quality of any county in the state. So, I would say that we cannot rest on our laurels, Portlanders. We have to live up to our green reputation and we really have to solve for congestion and climate change. We also have an increasingly, racially and economically segregated city, and low income households and communities of color bear the brunt of the impacts that we are trying to solve for. It's my post-it note speech again, and Noah didn't say something, which is one of my favorite things that came out of this, is that we are already paying a tax or a toll. It's our time. I figured out my toll. If I were to value the -- my free time, commensurate with my pay, I would be spending -- I spend -- I carpool to work. I spend about 45 minutes a day longer getting to and from my home than I did years before this congestion really began. It is costing me 12,480 a year. It is costing me over 200 hours of my time I could be spending with my family and friends and taking care of myself, and in therapy, and whatever the case may be. There are numerous things that I would rather be doing than sitting in a car, although I do get to sit in a car with my executive assistant, Robyn Mullins, and I love and enjoy her company. So I want to thank [inaudible] philanthropy, BPS, and PBOT, Mayor Wheeler, our invited guests and the community who is supporting us and informing us, guiding us, and is going to hold us accountable throughout this process. I vote aye.

Fish: Well, commissioner Eudaly, thank you for bringing this matter forward. Thanks to your team for an excellent presentation. I love.

Eudaly: The mayor is in on it, too.

Fish: He gets a trip to D.C. Next week.

Eudaly: Well, I am going to London.

Fish: He gets all the glory and I want to give you your share of the credit. Thank you for the printouts that I can read.

Eudaly: I knew you would like that.

Wheeler: There is one factoid that jumped off the script, vehicle hours of delay are still expected to go up by 2027. That means as bad as it is today, it's going to be twice as bad in the not too distant future, so we have got to act -- this seems like a prudent thing to study. Thank you for the thought and care that went into the presentation. I vote aye.

Wheeler: The report is adopted. To the next item 679, resolution, please call the roll.

Hardesty: Notwithstanding my concerns about insuring that we protect the people who have been most impacted by gentrification and the lack of a quality public transit system, I am excited about the potential of this task force and want to be very appreciative of

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commissioner eudaly, odot, and all of the folks who have been involved in making this process a reality. I also want to take a moment to really appreciate the folks from and irene because they have worked their hearts out to really engage communities who aren't traditionally engaged in these conversations early on. This, for me, is much about -- I believe that this is as important, the process, that we take as the policy that we end up with. If the process is equitable and just, from the beginning, the policy will naturally reflect that. So, I am voting yes. I look forward to the task force tackling these huge issues, and as commissioner Fish said, if we are going to increase traffic by over 100%, we have got to have a plan, and we have got to have a plan in place very soon. I vote aye.

Eudaly: Aye. **Fish:** Aye.

Wheeler: Aye. The resolution is adopted. [gavel pounded] thank you, everyone. Next item is item 680, please.

Item 680.

Wheeler: Commissioner hardesty.

Hardesty: Thank you, mayor, and thank you city council, colleagues. I want to appreciate that this will be a unanimous resolution because all members of the city council have signed on to it. I want to take the opportunity to, also, to invite up our first panel that will include a pro choice Oregon, kimberly, planned parenthood advocates of Oregon, michelle riffin. We will have two panels. I will say a bit more before reading the resolution. Welcome. You may start.

Wheeler: Good afternoon.

Kimberly Koops, Pro Choice Oregon: Good afternoon. Honorable mayor wheeler and commissioners eudaly, Fish, Fritz, and hardesty, I am kimberly, the policy director. As one of the seven in ten Americans who support access to safe and legal oh, and as many of the -- one of many of the rural Oregonians who personally relied on abortion care in the city of Portland, I am here to testify on behalf of resolution 680. We would like to recognize jo ann hardesty and her staff for working with us to bring forward today's resolution, which is central to our organization's mission. And we are dedicated to developing and sustaining a constituency that uses the political process to guarantee every person the right to make personal decisions recording the range of reproductive choices including preventing unintended pregnancy, bearing [inaudible] children and choosing legal abortion. We believe everyone, especially those from communities of color, lgbtq plus folks, trans, people from lower income levels, deserve to make those decisions. States like alabama, ohio and georgia are signing, blatantly, unconstitutional bills into law to restrict abortion with the explicit goal of overturning roe versus wade. 27 abortion bans have been enacted across 12 states so far in 2019, and just this may, alabama's governor signed the most restrictive abortion ban in the country into law. With a tax like these, we should take action at the national level, but we should also remember last november's measure 106. Dress to safe and legal abortion in Oregon are as real as anywhere else. This legislative session alone, anti-abortion lawmakers introduced 11 bills to create dangerous barriers to reproductive healthcare access. As Oregonians, we believe that everyone should have the right to make their own personal medical decisions, and Portland already plays a critical role in abortion access. 67% of all the abortion services received in Oregon were performed in the Portland metro area. Growing up on the rural Oregon coast, I know first hand how important Portland is for abortion access. Just over ten years ago, I seriously questioned whether I would be able to graduate from high school. When I did, I realized that I had overcome the odds. The odds were an abusive relationship that started when I was 15. The reason that I am here today and how I was able to attend college, law school, work in d.c. And run for offers was because I was able to have an abortion after I was sexually assaulted and leave my abusive partner. That abortion was so much more than one procedure. It was a cry that I deserved to make my own decision. That I deserved to

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be economically stable, to be safe, and to have children when and if I wanted to. That was my right, and that is a human right that we all have. Similar thankful to the city of Portland for continuing to support these rights for all. In addition to folks from across The state, our city also has welcomed those who may face bans in their state. Of the 844 people who traveled from out of state to have an abortion in Oregon, 771 of them, 91%, received services here in Multnomah county in 2017. That is why this resolution is so important. It will support the people most impacted by two of the most egregious bans passed this year in Alabama and Ohio. Alabama just enacted a complete abortion ban that would also make performing an abortion in Alabama a felony. It even defines a fetus as a legal person for homicide purposes and compares abortion to the Holocaust. Under the Ohio ban, doctors who perform abortions after a fetal heartbeat is detected could be found guilty of a fifth degree felony and face a suit for civil damages along with up to 20,000 in fines. The threats are real. We applaud and support our local leaders in putting forth this important resolution that will send a message of solidarity along with an amicus brief to support the people living in states most impacted by these abortion bans. Thanks to your leadership, Portland can continue to be a beacon for people across our state and the entire country. All people can access the full range of reproductive healthcare, including safe and legal abortion. Thank you all.

Wheeler, Commissioners Eudaly, Fritz, Hard Security Services and Fish. I am Anne, I serve as a political director for Planned Parenthood Advocates of Oregon. On behalf of the 60,000 Oregonians we serve, Planned Parenthood supports the resolution 680 and the move to file amicus brief in opposition to state abortion bans. One in four women in this country will have an abortion in her lifetime. A patient's health should drive important medical decisions, not a politician's belief. These issues are between individuals, their families and doctors. Abortion is safe and has been legal in this country for more than four decades. Now our rights and freedoms hang in the balance. Since 2011, politicians have passed more than 400 new state abortion restrictions that shame, pressure, and punish those who decide to have an abortion. Just this year an unprecedented number of extreme abortion bans are being enacted across the country and these bans would allow the state to investigate miscarriages and jail providers, and one case for up to the 99 years. Simply for providing care. Meanwhile, in Missouri politicians have tried to deny a license to the state's only health center that provides abortion care. These bans go beyond rhetoric. They have dire consequences for individuals and families across the country. They are starting to land on the governor's desk at a rapid pace. This is no coincidence. After a decades' long strategy of chipping away at access state by state the bans sweeping the country are an attempt to ban abortion outright. This is not just an attack on the people who live in those states. This is an attack on all of us, on every person who might and can get pregnant. There are 13 abortion cases that are just one step away from the Supreme Court. If *Roe v. Wade* is overturned, one in three women of reproductive age lives in a state where abortion would be outlawed. That's more than 25 million people. This includes more than 4.3 million Hispanic and Latina women, 1.5 million Black or African-American women, 800,000 Asian women and 300,000 American-Indian, Alaska Native women of reproductive age. This is discriminatory public policy, people of color, queer people, face significant barriers, there has been cultural misinformation used to target African-American women's access. Latina and Black women are less likely to have access to family planning services which can result in significantly lower rates of contraceptive use. As rates of unintended pregnancies have dropped substantially in the past 30 years, women of color are still roughly twice as likely to experience an unintended pregnancy as white women. Marginalized communities that have been most impacted by the United States' vast income inequality are more likely to access healthcare through federally funded insurance plans, which are barred by the [inaudible] amendment. For too long the amendment has been

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banned medicaid coverage of abortion, pushing access to healthcare because abortion is healthcare out of reach for low income individuals, especially people of color, young, and queer people. It is clear in a world where abortion is illegal, those who face the greatest barriers to accessing healthcare will further bear the brunt of the harm. Politicians are passing bans in direct defiance of the people who support access for safe, legal abortion is at an all-time high and growing. And in fact, 73% of americans say that they do not want to see roe overturned. If the politicians value life, they would get to work solving an actual public health crisis, such as a national maternal mortality rate that outpaces other countries and disproportionately impacts black women. Banning abortion makes a bad situation worse and puts people's lives in jeopardy. Our bodies are our own. If they are not, we cannot truly be free or equal. Now is the time to unite, voice our opposition, and fight to ensure that each of us has the ability to define our own past and the opportunities to live lives that are healthy and full. We will not tolerate this assault on our health and rights. Portland has acted as a hub for reproductive health care access with people traveling from around the state and across the country to receive care in our city. With this resolution, the city of Portland has the opportunity to send a message to the rest of the country. We value an individual's health. We value their autonomy, and will not permit an erosion of those fundamental rights. Planned parenthood advocates thanks you for your support of resolution 608, to protect abortion access here in Portland and across the country. We thank you for your time, leadership, and consideration in this critical matter.

Wheeler: Thank you for your leadership.

Michele Ruffin, Forward Together: Hi. Mayor wheeler and commissioners, thank you very much for having me. I am michelle russell, and I am the Oregon advocate manager at forward together. Forward together works in Oregon and nationally to win rights recognition and resources for all families. We work at the intersection of race, gender, and sexuality and are a women color led organization. This includes reproductive access, including abortion access, recognition of their families, and live in safe communities. I am here to testify in support of resolution 680. To file an amicus brief, we are really pleased to see the city commission's actions to affirm the right to an abortion, and as Oregonians, we believe everyone should have the right to make their own personal healthcare decisions. Regardless of whether we are black, brown, who we love, and how much money we make or how we are insured. We have seen the efforts they made across the country to introduce the abortion bans, that would be blatantly unconstitutional. These bans already were for [inaudible] racism that places barriers for pregnant people and women of color to access high-quality healthcare. Last year's measure 106 reminded us that the threats to abortion in Oregon are as real as anywhere else. The legislative session, this legislative session alone, anti-abortion lawmakers introduced 12 pieces of legislation that would create dangerous barriers to reproductive healthcare access here at home. People of color, especially queer and transgender people of color, live at the intersection of a multitude of disparities and structural barriers. Structural barriers that lead to higher likelihood of being in a low-income job, low-wage job, medicaid eligible, and subject to the harmful amendment which bans federal funding for abortion. People of color are disproportionately without access to paid time off to address their health needs. These factors combined with the existing abortion restrictions that require people to find transportation, often in the Clinics that are far away from them, and secure childhood, or childcare means that abortion bans make it more difficult for people of color to access abortion care. In a world where black women die at three or four times the rate of white women due to pregnancy related issues, and where one in five transgender people are denied healthcare access outright because it's who they are, we know that more restrictive laws and accessing healthcare especially reproductive services is the wrong direction to go. Oregonians rely on Portland to be a beacon of reproductive healthcare access. People

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travel from around the state and the country to receive these services in our city, and as kimberly said, 67% of all abortions performed in Oregon were in the Portland metro area. With more than 300, well over 300 abortion bans introduced this year alone, it's important that we take a step in the right direction. We know abortion is healthcare. By standing up to these bothering bans, we are sending a message that we stand with women of color and all pregnant people. Thank you very much. I appreciate your action on this. Of course, we support this resolution and urge a yes vote.

Hardesty: Excellent job. I will call up two other invited speakers. We have ivy major mcdowell from apano, and beth. Please come up.

Wheeler: Good afternoon.

Ivy Major-McDowall, Asian Pacific American Network of Oregon: ted wheeler and commissioners. My name is ivy mcdowell, and I am the legislative coordinator for the asian and pacific american network of Oregon, which is a statewide grassroots organization that works with asian americans and pacific islanders across the state of Oregon to advance social justice. I am here to testify in support of resolution 680 to file amicus briefs in opposition to state abortion bans and to affirm the city of Portland's commitment to protect our right to safe and legal abortion. Apano, when we started to engage the members around reproductive health, against reproductive justice was deeply linked to other issues, our community space. In particular, the impacts of healthcare exclusion and barriers amongst low income families, and lgbtq folks, immigrants, refugees, and citizens of the compact free association nations of the marshall islands and the federated states of micronesia. That's why we support the reproductive health equity act in 2017, to ensure all Oregonians, regardless of income, citizenship, status, race, gender and sexual orientation have access to health insurance coverage for reproductive healthcare, and we helped defeat 106 along with the no cuts care campaign, so our work is clearly not done. The urgency and need to work on reproductive justice is as true today as when we started. This year alone 378 abortion bans were introduced, moved, or enacted in 15 states. Many of them are states with the fastest growing api populations in the u.s. Including the states of georgia, north dakota, and texas, where the api community has grown over 116% to 130% since 2000. During our own legislative session, we saw 11 anti-abortion legislation introduced by local lawmakers that would create dangerous barriers to reproductive healthcare access, proving that the threat to safe and legal abortion is real in our own state. We know that our communities are less likely to have affordable healthcare coverage and access to reproductive health services. We know that it is our communities often excluded or the first to be left behind. Finally, I would like to say that these issues are deeply personal to me. As a trans-national adoptee born in china, my biological parents did not have rights to reproductive justice and access to resources to raise me. They had to give me up. While a beautiful life here in Oregon, the knowledge of my history and this reality inspires me to ensure that everyone has access to reproductive healthcare, and families are not forced to make such difficult choices. We must protect and ensure that all families have the power to choose, to make the decisions about their own bodies and families in the ways that they want. Here in Oregon and across the Nation. I thank the leadership of commissioner hardesty and the city council for introducing and supporting this resolution and for accepting is a message to the rest of the country that we won't go back. We will remain a sanctuary to modeling the range of reproductive healthcare that includes safe and legal abortion. Thank you.

Hardesty: Thank you.

Beth Vial, NW Abortion Fund: wheeler, commissioners, my name is beth, I live here in Portland and I am a board member at northwest abortion access. The northwest abortion access is a fund serving Washington, Oregon, idaho and alaska. We help people pay for their abortion care, to and from the clinic and people traveling for care have a safe place to

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stay. We are a 501c3 nonprofit and member of the network of abortion funds. A membership organization with 70 funds across the united states. We are a mostly volunteer organization and we move over \$300,000 each year to people in our region who are facing logistical barriers and accessing abortion. I am here to testify in support of the resolution, to file amicus briefs in opposition to the state abortion bans. The justice, with justice kavanaugh's recent appointment, the fight to protect abortion is more important than ever. We cannot do this work without you. Last year we filled out over 2,000 calls from people facing barriers to abortion. We know that Portland and seattle are access in our region, people travel from around the state and the country to receive abortion services in our city. That being said, we still have gaps. Even in Oregon, we have a shortage of providers and limited access to abortions that happen later in pregnancy. In fall of 2017 I needed an abortion. Chronic health conditions made it hard to tell that I was pregnant and there was a series of events that led to doctors feeding me with misinformation. My doctor's medical assistant referred me for a crisis pregnancy center, and I was bounced getting false counseling. When I realized what was happening, I went to ohsu and they told me that I was 26 weeks pregnant. They informed me that they had the ability to help me but chose not to. Because I was actually six months pregnant, the decision to provide me with healthcare was left up to a panel, and they voted no. They said they were not comfortable with my case. So instead of being able to receive healthcare in my own city and sleep in my bed those nights I had to fly over 1,000 miles and spend over 10,000 to receive healthcare from people who would help me, including the northwest abortion access fund. The details of my story are rare but the experience of having Trouble outside of Oregon for abortion care is not uncommon. Oregonians are still denied based on gestation and geographic positioning, and Oregonians deserve better. Stigma and people's opinions are the only things that stood in my way, and legislation is not everything and rights don't always equal access. The fund is thrilled to see this resolution declares the city of Portland remains committed to eliminating stigma surrounding abortion so every person in our city who makes the choice to access safe and legal abortion care will feel supported, welcome, safe in doing so. Our colleagues in new york city have worked with their city to make a historic investment of 250,000 in the state's abortion funds. Last week when I shared my story in seattle, [inaudible] said she would like to see the same access made in the northwest. [inaudible] the resolution cannot pass. The aforementioned reasons, I ask you to protect the abortion access here in Portland and across the country. Thank you.

Hardesty: Thank you.

Wheeler: Thank you for sharing your story.

Hardesty: How many people do we have signed up?

Wheeler: Public testimony, how many?

Moore-Love: Ten people signed up.

Wheeler: Very good. So the microphones move around. Two minutes each, and if you could just state your name for the record. We would appreciate it.

Hardesty: While they are coming up I want to make a point so people understand what the resolution will do. It, actually, does two very specific things. This resolution, actually, allows the city attorneys to file an amicus brief to ensure that both alabama and ohio, that we will follow a brief in support of legal abortions, and so that we will be at the forefront of that, but the second thing that I think is really key is that it directs our city attorneys to build a coalition of other city attorneys so that we have a big impact across the country to make sure that other communities will believe like we do, will stand up and, actually, fight back against these draconian actions that are being taken. So, just wanted to make sure that that was on the record. Welcome, and thank you for being here.

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Sahar Yarjani Miranovic: Hi. Commissioner Hardesty, Commissioner Eudaly, Commissioner Fish. And Mayor Wheeler, thank you for having me. My name is, for the record, as the new executive director of the Oregon chapter of now, the national organization for women, I am here to lend my support for resolution 680. Since 1973, anti-choice extremists have been creating a myriad of financial and logistical barriers to chip away at abortion access. With the current state of our judicial branch, our fundamental rights are under attack right now. Abortion is healthcare, and healthcare is a human right. Every person should have the right to determine if, when, and how, and with whom to grow a family. Abortion bills sweeping our country are not about family values or about the sanctity of life. They are about power over the bodies and lives of marginalized communities and are rooted in white supremacist patriarchal ideology. When undertaken by a professional, abortions are one of the safest medical procedures, safer than childbirth. Restrictions and reproductive healthcare don't stop abortions. They just make them unsafe. Abortions will always be available for the rich and powerful. Anti-abortion laws directly and specifically target historically oppressed communities. These laws target people like Marcia Jones in Alabama charged with manslaughter after being shot in the stomach while pregnant. Thankfully, those charges were dropped after public outcry. People with low incomes, teenagers, Black and Indigenous people and people of color, migrants and refugees and queer and trans folks are hit hardest by these restrictions. Intentionally so. Abortion is a trans, a class and race issue, it is important to stake a stand. The world is watching. Thank you.

Marilou Carrera: Good afternoon, commissioners, Mayor Wheeler. I am Marilyn Cabrera. I am a Filipino and Japanese American queer individual, an organizer, facilitator and nurse, and I am the community health equity manager at the Oregon Health Equity Alliance. We are a people of color-led collaborative organized center to uplift our communities of color through racial justice and form health equity policies as part of the movement to dismantle white supremacy and shift the imbalance of power. I am here because this is a health equity issue. Equitable access to healthcare is our work yet we recognize that there are many ways in which systems intersect to create barriers to access, particularly so for our people of color, LGBTQ+ people and those at the margins. Who gets hired and paid what and insured and has access to transit options and gets time off? These all matter when basic healthcare is needed, including abortion. I am also here today because I was 20 years old when I had my abortion. I didn't know then that my abortion would lead me to become a nurse. Which led me to hospital care and outpatient abortion procedure care or that even later as a public health practitioner this would lead me to advocate for racial and health equity as tools for reproductive justice. For many the tools for a success are not merely handed to you, a myriad of factors are always at play and always inform one another. I was fortunate I could take time off from work and school to get an abortion. I had caring and financial support from friends, and I had a way to the health center and back home, and which was necessary because of sedation medication. I also knew that I needed to count on a provider to be there with medically accurate information. I needed to know the healthcare organization that provided my abortion was not just looking out for me but was proactively insuring that I was safe and had options at any point in my journey whether that was parenthood or not. It was and is a privilege to make important decisions about my own body, about my abortion, and there is no reason that we should expect -- we shouldn't expect to have autonomy of our bodies today. Thank you for supporting this critical resolution and your time.

Wheeler and Commissioner Eudaly and Hardesty, my name is Reyna Casey, and I live here in Portland, Oregon. I am here to testify in support of the resolution to file amicus briefs in opposition to the state abortion bans. I am also here to tell my mother's story in her absence. My mother had my older brother when she was 15. When she went to the doctor

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for My brother's appointment she was told that she was pregnant again. She wanted an abortion but my grandmother didn't believe in it, and she had a, you made your bed, lay down philosophy, and this is punishment for having teen sex and out of wedlock. She went so far as to have my mother stand in front of the church to admit her shame, like many faced with similar circumstances. My mother attempted to take matters into her own hands and threw herself down a flight of stairs in an attempt to terminate the pregnancy. She sought other resources but was not able to receive care, and a month and a half later she attempted suicide. When I was 11 my mother shared this story with me because she wanted me to know the pain that people go through when they are not able to have control over their reproductive healthcare. I think that she also wanted to somehow explain why our relationship was difficult at times. Well, I would not be here today if it weren't for the barriers that she faced. It took an emotional toll for years with those reproductive rights being taken away. I am here today and believe a woman should have a right to do what she wants to do with her own body. Everyone should have the right to terminate -- everyone should have the right to have the healthy means to terminate their pregnancy if they so choose. By standing up against abortion bans, the city of Portland is Sending a message to the rest of the country. We won't go back, and we will remain a sanctuary to access the full range of reproductive healthcare, including safe and legal abortion. Thank you, mayor wheeler, and city commissioners for your support of 608, and thank you to commissioner Hardesty for your leadership on this issue.

Wheeler: Thank you. Thank you all.

Hardesty: Mayor, I made a mistake and did not invite the city attorney, Tracy, to come up and make comments, so if it's okay, I would love to give her an opportunity to come up. Thank you. My apology.

Tracy Reeve, City Attorney: Thank you, commissioner Hardesty, mayor, commissioner Eudaly. We are thrilled to have the opportunity to participate as an amicus and support access to healthcare rights and access to abortion rights. One of our office's goals is to support the equity policies this council and the city establishes, and we have done that often in cases where we are partnering with other cities and other jurisdictions that have like-minded policies whether it has been our sanctuary city cases, some of our DACA cases or a change of other things. We look forward to both participating on behalf of the city of Portland but also working with other cities to build, as you say, a national coalition to address this, and we appreciate the resolution authorizing us to do this. So thank you.

Hardesty: Thank you, and Tracy I want to say I appreciate you and your support and vision around this resolution. Without you, being as enthusiastic as you were, we would not be here today. So I want to thank you.

Reeve: Thank you. It's exciting work to have the opportunity to do, commissioner, thank you.

Wheeler: Good afternoon and welcome. Good to have you here.

Dacia Grayber: Wheeler and commissioners, I am Stacy Graber, here as a private citizen, a mother of four, a healthcare provider, and an advocate for safe, accessible reproductive care. I am here to testify in support of the resolution to file amicus briefs in opposition to state abortion bans. As you heard today 27 bans were enacted across 12 states, so far in 2019 alone. Alabama's governor signed into law the most restrictive abortion legislation in the United States, banning abortion in nearly all circumstances, including rape and incest. The only exception to the ban are cases in which a woman's health is at serious risk. We may think that here in Oregon we are safe from these threats. That these draconian and cruel laws won't ever apply. Last year's measure 106 reminded us that there continue to be threats to safe and legal abortion in Oregon. This legislative session alone, anti-abortion lawmakers introduced 12 pieces of legislation that would create dangerous barriers to healthcare access. Oregon can do better. We must not only hold the line but be

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a beacon of reproductive healthcare access. Furthermore, we must not be afraid or fearful to state that we will never compromise safe and legal abortion care access, not only for the women of this state, but for the country. In Oregon, Portland is the region where women come for safe, accessible abortion services. 844 people in 2017 traveled from out of state for abortion care, and of those 844, 771, or 91% chose to come to Multnomah county. Here's a powerful opportunity for the city of Portland to send a message to the nation. We respect a woman's right to choose and care for her body as she decides. We refuse to return to the back alley procedures where women died seeking a safe haven and help in their greatest moments of need and vulnerable. We believe in the power of a woman's choice and we will remain a proud sanctuary to a full range of reproductive healthcare, including safe and legal abortion. Thank you.

Ellie Schmidt: Thank you. Mayor and commissioners Eudaly, Hardesty and Fish, I am Ellie Schmidt, I am a third year medical student at Oregon Health Science University here in Portland. I am here to testify in support of the resolution to file amicus briefs in opposition to state abortion bans. As a medical student, I know that abortion is healthcare, and healthcare is a fundamental human right. In fact, when we do our -- do our rotations we learn about labor and delivery, and about providing abortion care because just like carrying a pregnant to term, abortion is an option that should be available to all those who can become pregnant. As a medical student, I have seen first hand that there are, indeed, many reasons that women seek abortion care. The only consistent theme that I have noticed is that each decision is personal. It is essential that people who become pregnant have access to care which is safe, dignified and allows them to retain their autonomy. Abortion bans like those passed in Ohio and Alabama stigmatize abortion and an inflammatory false narrative about reproductive healthcare. I am thankful to Commissioner Hardesty for her leadership in this resolution and to Mayor Wheeler and every commissioner for their support because it's time that we not only protect abortion care, but we normalize it. We should be expanding the reproductive rights, not taking them away. With policies like the reproductive health equity act and no restrictions on access to safe and legal abortions, Oregon is the most pro-choice state, pro-choice state in the nation. A beacon of hope for those facing unprecedented attacks. I applaud the commissioners for not only fighting against Ohio and Alabama, but for insuring that Portland continues to be a leader in protecting reproductive healthcare access. Thank you.

Wheeler: Thank you.

Kristin Almy: Hello. Mayor Wheeler and commissioners, my name is Kirsten, and I am a member of the steering committee for the leadership and advocacy team of Planned Parenthood Advocates of Oregon. Our organization fights to ensure all Oregonians have safe access, access to safe, accurate healthcare, including abortion, regardless of your race, gender identity or socioeconomic status. I am here to testify in support of the resolution to file amicus brief and in opposition to state abortion bans. This is so important because of the 27 abortion bans that have already been enacted across 12 states, so far in 2019, with potentially more 20 come if Roe versus Wade is overturned. And as we saw with Measure 106 what's year, we're not safe in our state, either. As an advocate of accessible and medically accurate healthcare, we can see the impact that these bans have on medical providers as well as the folks that need access to abortion. In both Alabama and Ohio, doctors who perform abortion have the -- may face felony charges, meanwhile, health centers in Georgia and Alabama have been flooded by women calling, afraid that they will lose their appointment or no longer have access to abortion, so many calls are received during this time, that they had set up additional lines just to be able to manage the volume. In asking the city resolution, will ensure that Portland will continue to be a beacon of reproductive healthcare access, and by standing up against these abortion bans, the city of Portland is sending a message to the rest of the country, we are not going

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back. We will remain that sanctuary of access to the full range of reproductive healthcare including safe and legal abortion. I stand before you not only as a representative of the leadership and advocacy team for planned parenthood advocates but a person who believes abortion is healthcare. I urge you to support this resolution and protect abortion access here in Portland and across the country.

Wheeler: good afternoon

Katrina Doughty: wheeler and commissioners, I am karina dowdy, I use he, her, and hers, and I was elected to the Multnomah education service district board of directors.

Wheeler: Congratulations.

Doughty: Thank you. I live in Portland, and I am here to testify in support of the resolution to support amicus briefs in opposition to state abortion bans. In my day job, I work for two on one information as a maternal and child health coordinator, helping Oregonians to determine what resources are available and what reproductive healthcare options that they have. I get calls every day from folks Across the pacific northwest, calls of people who are lacking access to the care that they need and deserve. As Oregonians, we believe that everyone should have the right to make their own personal medical decisions. The gender, who they love, and how much money they make, and their field of work, and how they are ensured. However, we have seen the recent headlines. Legislators across the country are introducing bills to restrict abortions that if passed would be blatantly unconstitutional. These bills have a disproportionate impact on the most vulnerable and targeted americans including those who already face the most significant barriers in accessing reproductive healthcare. Queer people need abortions. Reproductive healthcare is a right and a right that everybody should have access to. Lgbt qia, two plus people depend on healthcare services offered by the facilities that provide abortion access. Like planned parenthood. Researcher have consistently found that queer people are more likely to experience poverty than non-queer people, and there is an even more severe disparity for queer folks of color. Because impoverished people are more likely to rely on safety net clinics and healthcare facilities that provide abortions, closing these clinics means severing some of the most marginalized within the community from accessible Healthcare. Oregonians rely on Portland to be a beacon for reproductive justice. I call for your support.

Wheeler: Thank you.

Cordelia Newbury: Good afternoon, mayor and commissioners. Thank you very much for having us. My name is cordelia, a member of the steering committee for planned parenthood advocates of Oregon leadership and advocacy team. I am a ppaolat. We galvanize our communities to fight for reproductive justice across Oregon. Including the assurance all Oregonians have access to safe quality, non-judgmental healthcare, including abortion regardless of race, gender identity or socioeconomic status. I am here to testify in support of resolution 680 and the directive to file amicus briefs and the opposition to safe abortion bans. This is so important. We believe that everyone should have the right to make their own personal medical decisions. We have seen the recent headlines mentioned earlier. Legislators are introducing bills to restrict abortion, that would be unconstitutional, so should alabama's governor who signed into law the most restrictive abortion legislation in the united states. This legislation bans abortions to nearly all circumstances, including rape and incest. Planned parenthood providers need this resolution enacted so we can continue to serve our Communities with medically accurate, safe, economically accessible and non-discriminatory medical care. Abortion bans are also racial lgbtq plus and economic injustices. People of color live at the intersection of a multitude of structural and economic barriers, including disproportionately living without access to paid time off to address their needs. These factors combined with existing restrictions make it even more difficult for people of color to access abortion care. Also, researcher have consistently found that queer people are more likely to experience poverty

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than non-queer people and because impoverished people are more likely to rely on healthcare facilities, closing these clinics means severing the most major marginalized within our community from accessible healthcare. Enacting resolution 680 would ensure that Portland will continue to be a beacon of reproduct of justice and medically accurate healthcare. As stayed in 2017, 844 people traveled from out of state to have an abortion in Oregon, and 91% came to Multnomah county. Our city needs to take a resolute stand protecting access to safe, medically accurate and economically affordable reproductive healthcare and do this to serve Oregonians, to provide access to our neighbors and stand proudly as a beacon of reproductive justice. Thank you all for supporting This critical resolution, and protecting abortion access here in Portland and across the country.

Wheeler: Thank you.

Samantha Gladu: All right, I am samantha, I am the executive director of the bus project, and I am here in my role as a board member of the northwest abortion access fund. I've been a volunteer since 2012 and a board member since 2015. You have heard from beth, my colleague, about funds and what we do and from everyone, the great points so I will keep it brief. We know abortion access elsewhere impacts access here in Portland, Oregon. Bans in other states contribute towards confusion, barriers to care, and the necessity for people to have to travel from their homes to places like Portland and seattle to get abortion care, and by passing this resolution, the city of Portland is affirming values of love, compassion, autonomy and collective power. By directing the city attorney to monitor and engage and build coalitions around abortion bans, the city is telling Portlanders and all women and people who can become pregnant you have their back. So, I want to thank you, commissioner hardesty, and the city attorney for bringing this forward today, and to the rest of the council for your unanimous support. We are pumped to see you pass t thanks.

Alyssa Bang: Hi, everybody. I am alyssa bang, pronoun she, her, and I am trans, indigenous, and a queer, I mean, I can't Have kids so, yeah. I am the co-founder of Portland's liberation, the reason that I am speaking before you all today is i've been asked to deliver a message from the people of Portland. We are sick of the ineptness of our leadership whether it comes to anti-fascist domestic terrorist groups.

Wheeler: This is off subject. You are out of order.

Wheeler: Any further public testimony? Thank you.

Eudaly: True city council experience.

Wheeler: Indeed, authentic.

Wheeler: It just wouldn't have been a complete day without it. [laughter]

Hardesty: It was a smooth day, and I was beginning to feel like people liked us or something. [laughter]

Wheeler: Does that complete the public testimony?

McClymont: Yes.

Wheeler: Very good. Colleagues, any further discussion or questions prior to calling the roll on the resolution? Keelen, please call the roll.

Hardesty: So the resolution is as follows -- declaring the right to safe and legal abortion and affirming the city of Portland's commitment to act in support of that right by authorizing the city attorney to participate as an amicus and forthcoming federal lawsuit challenging abortion bans around the country. Whereas state governments across The nation are passing laws that expressly or effectively ban abortion in those states. Whereas, Oregon is the only state with no additional statutory restrictions on abortion, and whereas the city of Portland has a history of supporting the right to abortion, predating roe versus wade, and has continued to lobby at the federal level for increased access to abortion services, and whereas, the city of Portland provided to the city employees municipal insurance coverage for abortion services prior to the passage of the Oregon reproductive health equity act

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which required that insurance cover abortion services. And whereas, the city of Portland has been a champion of progressive measures dedicated to increasing access to the full range of reproductive health services such as mandated employer provided paid sick leave prior to it being codified by the state and protections against discrimination based on pregnancy and gender identity, and whereas Oregon h.b. 3391 is, the reproductive health equity act of 2017 codified the right to safe and legal abortion and the -- in the state of Oregon, and whereas every person who can become pregnant needs access to the full range of safe, affordable, and comprehensive reproductive healthcare services throughout their life, including but not limited to screening for cancer and sexually transmitted infections, contraceptive services, abortion care, prenatal care, labor and delivery services, and Post-partum care. And whereas various states have proposed legislation that would prevent a person who could become pregnant from obtaining an abortion, as early as six weeks after the first day of their last menstrual period when a person is often yet -- not aware of their pregnancy. And whereas, some of this legislation also threatens healthcare providers with prison time, of up to 99 years and fines for performing abortions in their capacity as medical professionals. And whereas, such legislation will have profoundly negative impacts on the health of people who can become pregnant by violating long-held constitutionally protected rights and effectively eliminating access to all safe and legal abortion services. And whereas, since 1976, federal legislation known as the Hyatt amendment has prohibited the use of federal funds specifically Medicaid funds for abortion services, and due to systems of structural racism, socioeconomic inequality, and low income and people of color, are disproportionately likely to be insured by Medicare, which therefore, means that they are disproportionately liable to be subject to the restrictions of the amendment limiting their access to safe abortion and -- wow: [laughter] whereas the lack of consistent and affordable access to health quality contraceptive services and low income communities and communities of color reinforces this disproportional impact of Restrictions on safe and legal abortions and whereas such laws while simultaneously eliminating safe and legal options for abortion, and potentially driving people to become pregnant to illegal abortion providers for unregulated and subject to no safety standards, further risking the health of people who are pregnant. And whereas Oregon voters rejected the measure 106 in 2018, which would denied insurance coverage for abortion to the most vulnerable Oregonians and including those who served the city of Portland and other public employees as well as those who rely on the Oregon health plan. And whereas, opposition to abortion has long been entrenched with sexism and misogyny and the right to an abortion and control of one's own body remains one of the few ways that people who can become pregnant are able to effectively exercise control over their lives and reproductive health. And whereas the passage and implementation of policies that have no basis in medicine are reflective of a hyper-focused on birth and compulsion to control people able to become pregnant but which do little to [inaudible] the physical, emotional, and financial burden of child rearing, and whereas policy-makers should instead focus on the maintenance and expansion of supportive services whose aim is the reduction of unintended pregnancies, preventing sexual violence, and promoting individual bodily autonomy, and the success of all families by investing in Comprehensive sexual health education. Access to a full range of reproductive healthcare, paid family and medical leave and high quality affordable childcare. Therefore, be it resolved, the city of Portland unequivocally condemns any attempt to restrict, prohibit, or otherwise impede access to safe and legal abortion care, access to safe and legal abortion services is vital to the health of people who can become pregnant in our broader community, and be it therefore resolved that the city of Portland remains committed to eliminating stigma surrounding abortion so that every person in our city who makes the choice to access safe and legal abortion care will feel supported, welcomed and safe doing so. Likewise, the city of

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Portland will continue to stand with healthcare providers and organizations that provide essential high quality and affordable reproductive healthcare and sexual health education to thousands of Portland residents with or without insurance coverage and regardless of citizenship status. And be it therefore resolved that the city council directs the city attorney to monitor the suits that may arise from the Ohio Senate Bill 23 and Alabama's state expansive legislation restricting abortion rights as well as other restrictive abortion legislation, and if suit is filed, directs the city attorney, evaluate opportunities to participate as an amicus and Authorizes the city attorney to think to participate as an amicus in litigation, challenging the legality of these laws at the time and in the cases the city attorney believes to be the most effective and strategically valuable. Additionally, the city attorney is encouraged to reach out to and work with attorneys representing other states and local governments across the country to build a coalition of amicae, is that right? Willing to participate in legal challenges to these and other limiting access to abortion services. And be it therefore resolved the city council requests the office of government relations deliver copies of this resolution upon adoption to the governor of Oregon, the speaker of Oregon state house of representatives, and the president of the Oregon state senate. And to any other interested parties. Therefore, adopted by the council, by us that is the resolution. We should be proud to be a city council that is playing a leadership role and passing the legislation -- a resolution of this sort.

Wheeler: Thanks.

Hardesty: Thank you.

Wheeler: Please calling the roll.

Hardesty: I have got to talk again. [laughter] I have got to vote. I don't know, should I vote yes? Thank you. I want to take a moment, though, To thank all of the brave people who came and shared their personal story. You know, it takes a lot of guts to share stories that are so personal, so publicly, and I want to thank each and every one of you to took the time to do that. This is a very emotional issue, but everybody spoke with compassion and empathy and love. I just want to acknowledge that and appreciate that, and I wholeheartedly vote yes.

Eudaly: Well, colleagues, I know it has been a long day, and we want to get out of here but this is an important moment, and I have a few brief remarks, but I will talk a lot faster than usual. Reproductive freedom and justice is essential to bodily autonomy, to full equality and our destiny. After all, some of us would not be here had our own mothers not had the choice of when and how they wanted to become parents. Some of us would not have the beautiful children that we do have, had we not had the right to choose when we would become mothers. Some of us would not be here at all had we been forced to carry dangerous pregnancies to term or endure the trauma of unwanted -- of enforced motherhood. Is you don't have to like abortion to support reproductive freedom. If you don't like it, you can support proven methods of preventing unwanted pregnancies. From comprehensive sex education in schools to affordable, easy to access birth control, to raising your sons to take as Much responsibility for unplanned pregnancies as you do your daughters. Reproductive freedom -- sorry, with that, I would like to encourage anyone, and this is really more for the benefit of anyone who might be watching, who hasn't already done so, to read the essay by gabriel blair, a "new york times" best-seller, designer and mormon mother of six, called men cause 100% of unwanted pregnancies. I was not convinced when I started but I am pretty sure it's true now that I read it. Which challenges the placement of the burden of the responsibility on women and provides women and others who can become pregnant and provides a much needed perspective shift in reality check that should leave everyone questioning their assumption about responsibility. I also want to thank those of you who came today to share your story. It has broken my heart over and over again to hear and read people sharing incredibly painful and personal

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stories as part of our defense strategy and imploring the public and policymakers to not take our way -- away our rights. I am grateful for the reproductive freedoms that I have been guaranteed by my mothers, including abortion, and I am looking forward to the fast approaching day when I will no longer have to manage my own fertility, but I really am, believe me, I can't wait. I will continue to fight like hell to my end of my days to protect those rights for the generations coming up behind us. I vote aye.

Fish: I think it's worth noting that we are having this hearing today while a panel of federal judges is contemplating whether to set aside obama care, and particularly, the pre-existing conditions, protections that those of us living with chronic illnesses enjoy, so it's a perilous day for healthcare in america. To our newest colleague, commissioner hardesty, thank you for taking the lead on this resolution. I am proud to be a co-sponsor with all my colleagues. To [inaudible] and planned parenthood, northwest abortion access fund, and all the other groups that came out today and the individual voices who testified, thank you for being present today, to lend your moral weight behind what we are doing. I am proud to live in a state that protects a woman's right to reproductive healthcare. I have a 26-year-old daughter. I want her to live in a country where she has the freedom to make her own healthcare choices. Today is a small step in the direction of making a large statement about our values. I am pleased to vote aye.

Wheeler: I usually end my remarks with thank you's to the council members who lead and to the members of the community who are directly involved. Today I want to start with both a thank you and an acknowledgment. With commissioner hardesty's tenure, we now have for the first time a city council that is majority women. The fight against reproductive rights and reproductive help is most notably led on the other hand by [inaudible] gendered men who seek to control both women and people who can become pregnant. I believe that we have not listened enough to the stories and the voices of women and people who can become pregnant, so I am very appreciative that we have had this opportunity here in our chamber to do so. I would like to thank first and foremost commissioner hardesty for the hard work you put into this in bringing this forward. City attorney tracy reeve for what I know will be excellent legal representation going forward, and pro choice Oregon, and apano for working to go to bring this resolution before the Portland city council today. As I look at the makeup of the council, I think that it's very important to note that this initiative, this resolution today has been led by a woman, and accordingly I want to keep my remarks as brief as I possibly can. I don't think it's necessarily appropriate for the airwaves to be crowded by male -- voices, but there are a couple comments. First, I think as men, we need to find the opportunity to speak up in support of women and people who can become pregnant. It's also important that we acknowledge that we are not immune from the ramifications of restrictive abortion laws that are fundamentally about insuring birth at all costs with little and in some cases, no regard for the quality and health of the lives impacted. A person's right to safe and legal abortion services has been enshrined in constitutional law in this country for over four decades. We are seeing that the landscape in 2019 is fundamentally different than in previous years. In previous years there were bills introduced intending to restrict abortion rights, those measures, for the most part, failed, but as testimony indicated today, what we are seeing is completely different is measures passing in multiple states, including complete outright bans on abortion as in the case of the state of alabama. Left out of some of the abortion analyzes are the following considerations -- the number of children who live in poverty in this country, childhood I want security rates, which continue to grow, the percentage of household income that goes towards childcare, and according to the federal government, anything beyond 7% is considered unaffordable. Childcare costs relative to the cost of rent. Access to prenatal care not just across states but across the counties. And infant mortality rates, and whether these states -- have maternity or family leave laws. These are issues completely left out of

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the conversations, and advocates steal themselves against criticism by claiming cynically that these bills are in the defense of human rights. The threats being levied against the right to safe and legal abortions, they are real. They are dangerous. Collectively, we need to continue fighting back. I want you to know that I will continue to be a fully engaged ally, and I will do my part. I vote aye. [gavel pounded] the resolution is adopted. Thank you. [laughter] colleagues, do you want to take a two-minute break? Five-minute break it is. We are in recess. Can you can read 681, 682, 683.

Items 681, 682 and 683.

Wheeler: Colleagues, these ordinances are related to the city's employee benefits program, the set of contracts of health insurance providers are the result of an rfp process, and the negotiations of the bureau of human resources carried out over the course of the past year working with the city's benefit consultants and members of the labor management benefits committee. Cathy bless is here, the deputy chief human resources officer who will walk us quickly through these ordinances. Good afternoon.

McClymont: I am sorry, I don't mean to interrupt be we will need to read the next two, as well.

Wheeler: Did we not get -- I apologize. Please. Go ahead.

McClymont: Sorry.

Wheeler: My fault, not yours.

Wheeler: That's much better, thank you.

Wheeler: We are going to do 684 separately at the end. Good afternoon.

Cathy Bless, Deputy Chief Human Resources Office: Good afternoon. I am cathy bless, deputy chief human resources with bhr, and I will tee it up, three ordinances within this time certain, and then we will offer our balance of the time to the fire bureau, and commissioner hardesty for the next ordinance. 681, authorizes the contracts with vision service plan, moda health plan -- plan, Oregon delegates insurance and standard insurance. 682 authorizing a contract renewal with aon consulting to ensure the continuation of consistent actuarial support and negotiation on behalf of the healthcare plans, and the last is item 683, which amends the city's plan designed and document for the 2019 and 2020 plan year. This is the portion in which labor management benefits committee makes recommendations to council. We include those changes within the planned document, and there were minimal changes this year. We did wave all mental health co-pays under all plans, so that we could remove barriers and support the mental health initiative that's rolling out next week, and we also implemented a telehealth option through ohsu at a \$10 co-pay. If you have any questions, I am here to --

Wheeler: Any questions. Is there any public testimony on 681, 682, or 683?

McClymont: We have one person signed up.

Wheeler: Welcome, and thanks for being here.

Yasmin Ibarra: Good afternoon. This is my first time, actually, providing testimony.

Wheeler: Welcome.

Ibarra: I am usually behind the scenes. My name is -- good afternoon, mayor wheeler, commissioners -- my name is yasmine, I am with local 49, and I am here today because you all are voting on a large contract with standard insurance, and we believe that this company is not aligned with the city's commitment to providing good, great jobs for our community. The standard insurance owns the standard plaza and the standard insurance center buildings in down, and up until earlier, or up until this month, those buildings were being cleaned by a union janitorial company, and those union jobs allowed for workers to have fair wages, and affordable healthcare and worker protections. And unfortunately, they decided to go with a non-union company, laying off 15 workers of who we represent. The company decided to go with is millennium building services, and in my testimony, I provided a couple of examples of the problems that workers have encountered with this

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company. We believe that standard insurance, switching from union company to a non-union company is really undermining the work that janitors in our region have fought hard to raise. I have a picture of Adella here. She is the janitor who is a leader in our union, and she worked for the standard insurance building for nine years, and with a union janitorial company for 19 years, and she's one of those people who will lose their job, and I am here because I believe that the city should be prioritizing and working with companies that provide good jobs for our community and are reflective of the city's values, and on behalf of the 15 workers and their families, I am asking that the city reach out to the standard insurance company and asked them to restore the contract with the union company and be more in alignment with the city's good jobs.

Fish: I have a couple of questions. So, first of all, this is your first testimony? Nicely done.

Ibarra: Thank you.

Wheeler: She was right on it.

Fish: Right on-time.

Ibarra: I was trying real hard.

Fish: We hope that you set an example for some of the people here. They have come here and get the testimony while the thing is going. So your request is that we reach out to the standard to discuss this decision and you know this council is on record as strongly supporting justice for janitors and the campaign to bring fair wages and benefits, whether it's a union or non-union context to janitors in the city of Portland, and so I think that that's a fair request. We don't have -- I don't have a formal statement from the standard on this issue. I will check my mail when I go back, so we have your appeal, and I think that this is an emergency item because we are required to put into place these things, so that we have continuity in the healthcare, and I think that it's perfectly appropriate for you to put this marker down, and I see no reason why the city can't pursue this on a dual track basis, which is proceed with the recommendations from our committee while also engaging the standard on this issue of who they choose to hire as janitors, and we are also collectively aware of the fact that if the percentage of people providing services in Portland falls below a certain amount, it affects everyone's ability to get healthcare. This is an issue near and dear to my heart. You have my commitment that I will work with SEIU to engage this, and appreciate you have decoupled the two issues that you have not said no, don't proceed with the recommendation today, but at the same time, you said, could we make an overture, and you have my commitment to do that.

Ibarra: Thank you.

Hardesty: Wonderful.

Wheeler: Commissioner.

Hardesty: Could we bring -- what was your name?

Bless: Cathy.

Hardesty: Cathy back up so we can get Cathy on the record to find out what she is going to do as she's moving this contract forward.

Fish: Cathy doesn't have anything to do with the janitors.

Hardesty: But she's going to be the one negotiating the contract, right? What we're doing is approving this, and they will be moving it forward. I want to know how much time we have between the time we approve this and it's signed. July 1, is it passed that? I guess it is. July 10. So

Bless: You have my commitment to absolutely take this forward and work with the commissioner and the mayor's office is to address this with standard insurance.

Hardesty: I appreciate that, but I want us to be really proactive, I believe that we, as a city council, have been really clear that we value union employees, good wages and we value healthcare, and etc., et cetera, and why are you getting a little nervous over there?

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Fish: Because we cannot dictate union employment. We advocate for standards of, of wages and benefits, when we intrude into the conversation by insisting that it be union, versus non-union, we have gone beyond the scope of what we have done historically. That's interfering with the right of workers to make that judgment.

Hardesty: I appreciate that but we can advocate for a living wage and healthcare and vacation and all the things, all the things that are negotiated with taking care of employees, right?

Fish: That's why, commissioner, consistent with seu's previous overtures to us on this issue and the request that was made by the organizer, I thought that I was -- I was hoping that I was speaking for the council in saying that, at the leadership level we will take this up and engage the standard on this issue, which was the request, cathy provides The healthcare benefit, and I just wanted to keep them separate.

Hardesty: I appreciate that. Thank you very much. I want to make sure that every is on the record having the same value system in place. Thank you very much. Appreciate it.

Wheeler: For somebody who is testifying for the first time, you certainly got everything all riled up, well done.

Hardesty: And she did it with a smile.

Fish: Could you come back weekly and we will put you on first.

Wheeler: Commissioner eudaly.

Eudaly: I have got somewhere to go, people. Similar to commissioner Fish, I need a little more information, but certainly supportive of your concerns and let's follow-up.

Bless: Great, thank you, looking forward to it.

Wheeler: Thank you. Colleagues, any further questions on 81-83? Please call the roll on 681 ordinance.

Hardesty: Aye. **Eudaly:** Aye.

Fish: Cathy, thanks for all the great work you do, and also for putting in place a flexible spending account process this year, which is ten times easier to use and access than the ones we have had in the past, and you have had this, and we appreciate your responsiveness, and the way that you managed this process. Aye.

Wheeler: Great job, Cathy, i've been asked by commissioner Fritz to read her statement as a courtesy, I will. Thank you for reading the statement into the record while I visit my mother in england. I hope my colleagues on the council will support my request to the labor management benefits committee to explore options for improving fertility coverage for city of Portland employees in this upcoming fiscal year. As an employer of choice the city commitments itself to attracting, developing and retaining a competent, engaged workforce providing excellent public services. In my time on the council, we have added inclusive benefit physical city employees, including paid sick leave, paid parental leave, including foster and adoptive parents, cognitive behavioral therapy for autism, and transgender health care. There are often huge financial barriers to fertility care, which is negative impacts on income as well as an employee's mental health as they navigate the complex journey of trying to start a family. At the same time, the cost burden to the city is likely to be minimal. In massachusetts, the state with the most comprehensive mandate for infertility coverage, the cost of coverage was one of the lowest amongst the mandated benefits, just \$2.49 per member per year. And there are also disproportionate impacts of the coverage on single and lgbtq plus parents, in particular, through fertility care needs, sorry, fertility care needs are Not exclusive to these communities. Fertility is a fundamental part of healthcare and should be accessible to everyone regardless of age, sex, sexual orientation, gender identity, expression or marital status, and my staff and I look forward to supporting the pursuit of improved benefit options in this area. That from commissioner Fritz. I vote aye, the ordinance is adopted. 682. Please call the roll.

Hardesty: Aye. **Eudaly:** Aye. **Fish:** Aye.

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Wheeler: Aye, ordinance is adopted.

Wheeler: 683.

Hardesty: Aye. **Eudaly:** Aye. **Fish:** Aye.

Wheeler: Aye. Ordinance is adopted.

Item 684.

Wheeler: Commissioner hardesty.

Hardesty: Thank you very much, I am so excited to have my fabulous intern fire chief here to discuss this new benefit that we are making sure that will be in place in the wonderful partnership that we are creating with ohsu. Take it over.

Ryan Gillespie, Interim Fire Chief: I'm ryan gillespie, and I know that you have had a busy day so I will be brief here. The ordinance today is to add a critical piece of the international association of firefighters', association of fire chief wellness fitness initiative into our health and wellness program. This iga with ohsu will provide Physician oversight and referral capabilities to our firefighters. They will also be analyzing the data to determine risk factors and to suggest mitigating practices to reduce injuries and illnesses within the workforce, and beside me here I have janet woodside, our ems program manager, and she has been with Portland fire and rescue for close to 20 years and has been taking the lead in our health and wellness program for our firefighters. She's done an incredible amount of work. In moving us forward. And we would be happy to take any questions that you have.

Fish: One question, can you think of any reason this council should not support this ordinance?

Gillespie: No.

Fish: Okay. I am ready to vote.

Eudaly: All right. Moving right along.

Wheeler: Any other questions? Commissioner hardesty.

Hardesty: Nope.

Wheeler: Any public testimony on this item?

McClymont: No one signed up.

Wheeler: Call the roll.

Hardesty: Aye.

Eudaly: Very happy to support this, we all need to take better care of ourselves, especially our first responders. I vote aye.

Fish: Aye.

Wheeler: Aye. Ordinance is adopted and we are adjourned. [gavel pounded]

Council adjourned at 5:07 p.m.