



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **18th DAY OF DECEMBER, 2019** AT 9:30 A.M.

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Robert Taylor, Chief Deputy City Attorney, and Linly Rees, Chief Deputy City Attorney, from 10:03 to 10:34 a.m.; and Brian Murphy and Tania Kohlman, Sergeants at Arms.

On a Y-4 roll call, the Consent Agenda was adopted.

The meeting recessed at 11:46 a.m. and reconvened at 11:52 a.m.
The meeting recessed at 1:32 p.m. and reconvened at 1:47 p.m.

COMMUNICATIONS		
1158	Request of Stan Herman to address Council regarding getting a straight answer from City Council members (Communication)	PLACED ON FILE
1159	Request of Craig Hamilton to address Council regarding proposed zoning changes that will affect the NW Industrial District (Communication)	PLACED ON FILE
1160	Request of Chris Crever to address Council regarding proposed zoning changes that will affect the NW Industrial District (Communication)	PLACED ON FILE
1161	Request of Evan Madden to address Council regarding proposed zoning changes that will affect the NW Industrial District (Communication)	PLACED ON FILE
1162	Request of Greg Madden to address Council regarding proposed zoning changes that will affect the NW Industrial District (Communication)	PLACED ON FILE
TIMES CERTAIN		

December 18 – 19, 2019

<p>1163</p>	<p>TIME CERTAIN: 9:45 AM – Consider the proposal of Portland’s Bureau of Environmental Services, applicant, and the recommendation from the Hearings Officer for approval of a Statewide Planning Goal Exception and associated Comprehensive Plan Amendment, River Violation Review, and River Review to authorize the construction of, and repair or replacement of, odor treatment equipment and vaults and appurtenances associated with the Ankeny Pump Station within the River Setback area (Hearing introduced by Mayor Wheeler; LU 19-160084 GE RR RV CP) 45 minutes requested for items 1163 – 1164</p> <p>Motion to adopt the Hearings Officer’s recommendation to approve the application with conditions: Moved by Hardesty and seconded by Fritz.</p> <p>(Y-4)</p>	<p>ADOPT THE HEARINGS OFFICER’S RECOMMENDATION TO APPROVE THE APPLICATION WITH CONDITIONS</p>
<p>*1164</p>	<p>Approve a Statewide Planning Goal Exception and associated Comprehensive Plan Amendment, River Violation Review, and River Review to authorize the construction of, and repair or replacement of, odor treatment equipment and vaults and appurtenances associated with the Ankeny Pump Station within the River Setback area (Hearing; Ordinance introduced by Mayor Wheeler; LU 19-160084 GE RR RV CP)</p> <p>(Y-4)</p>	<p>189804</p>
<p>1165</p>	<p>TIME CERTAIN: 10:30 AM – Adopt the recommendations within the Connected Centers Street Plan (Previous Agenda 1128; Resolution introduced by Commissioner Eudaly) 30 minutes requested for items 1165 – 1166</p> <p>(Y-4)</p>	<p>37469</p>
<p>1166</p>	<p>Amend the Comprehensive Plan, Comprehensive Plan Map, Zoning Map, Title 33-Planning and Zoning, Title 18-Noise Control, Title 30-Affordable Housing, Title 32-Signs and Related Regulations to revise the Multi-Dwelling Residential designations and base zones (Second Reading Agenda 1150; Ordinance introduced by Mayor Wheeler; amend Code Title 33, 18, 30 and 32)</p> <p>(Y-3; N-1 Fritz)</p>	<p>189805 AS AMENDED</p>
<p>1167</p>	<p>TIME CERTAIN: 11:00 AM – Accept report from Portland United Against Hate Coalition on outcomes for FY 2017-18 and FY 2018-19 Special Appropriations Grants (Report introduced by Mayor Wheeler) 30 minutes requested</p> <p>Motion to accept the report: Moved by Fritz and seconded by Eudaly.</p> <p>(Y-4)</p>	<p>ACCEPTED</p>
<p>CONSENT AGENDA – NO DISCUSSION</p> <p>Mayor Ted Wheeler</p> <p>Bureau of Planning & Sustainability</p> <p>*1168 Accept a grant in the amount of \$10,000 from the Kinsman Foundation to support a Belgian Block salvage and reuse project (Ordinance)</p> <p>(Y-4)</p>		<p>189796</p>

*1169	Amend Prohibition and Restrictions on Single-Use Plastic Code to reflect changes required by State of Oregon House Bill 2509 to maintain enforcement authority over the single-use plastic bag ban (Ordinance; replace Code Sections 17.103.210 and .220) (Y-4)	189797
City Budget Office		
1170	Adopt the Budget Calendar for FY 2020-21 (Resolution) (Y-4)	37467
Office of Management and Finance		
1171	Reappoint David Shaff as the Presiding Officer of the Civil Service Board for a term to expire on December 18, 2022 (Report) (Y-4)	CONFIRMED
*1172	Authorize a grant agreement with East Portland Neighbors in an amount not to exceed \$11,900 to develop language and cultural knowledge skills among low-income, refugee families (Ordinance) (Y-4)	189798
*1173	Pay bodily injury lawsuit of Robert Smith in the sum of \$150,000 involving the Portland Bureau of Transportation (Ordinance) (Y-4)	189799
*1174	Pay property damage and bodily injury claims of Erin Weeks and Justin Weeks in the total sum of \$15,000 resulting from a motor vehicle collision involving the Portland Police Bureau (Ordinance) (Y-4)	189800
Portland Housing Bureau		
1175	Establish 2020 sale price cap for the Homebuyer Opportunity Limited Tax Exemption Program (Resolution) (Y-4)	37468
Commissioner Chloe Eudaly		
Bureau of Transportation		
*1176	Accept a grant in the amount of \$4,646,372 from Metro, authorize Intergovernmental Agreement for the design and construction of specific priority projects identified in the Central City in Motion plan and appropriate \$95,652 in FY 2019-20 (Ordinance) (Y-4)	189801
*1177	Authorize the Bureau of Transportation to enter into an agreement with Union Pacific Railroad Company for preliminary engineering and other related services up to the amount of \$50,000 to construct a bridge on NE 42nd Ave over the Union Pacific Railroad (Ordinance) (Y-4)	189802
Commissioner Nick Fish		
Bureau of Environmental Services		
*1178	Authorize an Intergovernmental Agreement with the University of Washington to model projected changes in precipitation extremes due to climate change not to exceed \$44,300 (Ordinance) (Y-4)	189803

<p>1179</p>	<p>Authorize the Bureau of Environmental Services to reimburse the property owner at 4637 NE 38th Ave for sewer user fees paid to the City in the amount of \$3,897 (Ordinance)</p>	<p>PASSED TO SECOND READING JANUARY 8, 2020 AT 9:30 AM</p>
<p>City Auditor Mary Hull Caballero</p>		
<p>1180</p>	<p>Approve Council Minutes for July - December 2018 (Report) (Y-4)</p>	<p>ACCEPTED</p>
<p>REGULAR AGENDA</p>		
<p>Mayor Ted Wheeler</p>		
<p>1181</p>	<p>Approve further amendments to Plan for the Portland Committee on Community-Engaged Policing (Resolution) 20 minutes requested (Y-4)</p>	<p>37470</p>
<p>Bureau of Development Services</p>		
<p>*1182</p>	<p>Adopt the State of Oregon 2019 Editions of the Oregon Structural Specialty Code and the Oregon Mechanical Specialty Code (Ordinance; amend Code Titles 24 and 27) 10 minutes requested (Y-4)</p>	<p>189806</p>
<p>City Budget Office</p>		
<p>*1183</p>	<p>Create the Citywide Obligations Reserve Fund (Ordinance; add Code Section 5.04.590) 15 minutes requested Continued to December 18, 2019 at 2:45 p.m. (Y-4)</p>	<p>189808</p>
<p>Office of Management and Finance</p>		
<p>1184</p>	<p>Authorize a Price Agreement for campsite cleanup services for \$4,528,000 annually, over a five-year period (Procurement Report - RFP No. 00001288) 15 minutes requested</p>	<p>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</p>
<p>*1185</p>	<p>Amend contract with SAP Public Services, Inc. to increase the not-to-exceed value by \$2,821,024 for software licenses, maintenance, and related services through June 2021 (Ordinance; amend Contract No. 30005309) 15 minutes requested Continued to December 18, 2019 at 2:45 p.m. (Y-4)</p>	<p>189809</p>
<p>1186</p>	<p>Amend Revenue and Finance Code to streamline the procurement and contracting process (Second Reading Agenda 1142; amend Code Chapter 5.33, 5.34 and 5.68)</p>	<p>REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION</p>
<p>Portland Housing Bureau</p>		
<p>*1187</p>	<p>Approve \$200,000 subrecipient contract with African American Alliance for Homeownership for Homeownership Asset Preservation Pilot Program (Ordinance) 15 minutes requested Continued to December 18, 2019 at 2:45 p.m. (Y-4)</p>	<p>189810</p>

Commissioner Chloe Eudaly		
1188	<p>Accept report on Year 1 of the Universal Representation Project through the Equity Corps of Oregon (Report) 30 minutes requested</p> <p>Motion to accept the report: Moved by Fritz and seconded by Hardesty.</p> <p>(Y-4)</p>	ACCEPTED
Bureau of Transportation		
1189	<p>Create a local improvement district to construct street, sidewalk, stormwater, utility undergrounding and water main improvements in the NE Couch-Davis Street Local Improvement District in support of high-density transit-oriented development in the Gateway Regional Center (Second Reading Agenda 1134; Ordinance introduced by Commissioner Eudaly; C-10068)</p> <p>Continued to December 18, 2019 at 2:45 p.m.</p> <p>(Y-4)</p>	189811
1190	<p>Amend Transportation System Development Charge 2017 Capital Improvement Plan (Second Reading Agenda 1145; amend Ordinance No. 188619)</p> <p>Continued to December 18, 2019 at 2:45 p.m.</p> <p>(Y-4)</p>	189812
Commissioner Nick Fish		
Bureau of Environmental Services		
1191	<p>Authorize a competitive solicitation and contract with the lowest responsible bidder and provide payment for construction of the Hillsdale Crest Rainfall Derived II Project No. E10941, for an estimated cost of \$5 million (Ordinance) 10 minutes requested</p> <p>Continued to December 18, 2019 at 2:45 p.m.</p>	PASSED TO SECOND READING JANUARY 8, 2020 AT 9:30 AM
1192	<p>Authorize the Bureau of Environmental Services to acquire certain permanent and temporary property rights necessary for construction of the Carson Basin- SW 39th Ave Project No. E11116, through the exercise of the City's Eminent Domain Authority (Second Reading Agenda 1147)</p> <p>Continued to December 18, 2019 at 2:45 p.m.</p> <p>(Y-4)</p>	189813

At 2:32 p.m., Council recessed.

December 18 – 19, 2019

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **18th DAY OF DECEMBER, 2019** AT 2:30 P.M.

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Matt Farley, Senior Deputy City Attorney, and Lauren King, Deputy City Attorney, from 3:11 to 3:27 p.m.; and Daniel Sipe and Ian Williams, Sergeants at Arms.

1193	TIME CERTAIN: 2:30 PM – Amend Motor Vehicle Fuels Code to move authority to establish, revise as necessary and enforce standards for biofuels sold in the City to the Director of the Bureau of Planning and Sustainability (Ordinance introduced by Mayor Wheeler; amend Code Chapter 16.60) 30 minutes requested	PASSED TO SECOND READING JANUARY 8, 2020 AT 9:30 AM
*1194	TIME CERTAIN: 3:00 PM – Readopt remanded Ordinance No. 188142 to restrict bulk fossil fuel terminals (Previous Agenda 1082; Ordinance introduced by Mayor Wheeler; amend Title 33, Planning and Zoning) 90 minutes requested Motion to amend Finding 27 to correct a reference to LUBA decision, and change reference to Exhibits to reflect today's date and decision as amended in the following motions: Moved by Eudaly and seconded by Fritz. (Y-4) Motion to Adopt the revised Findings of Fact Report with findings that respond to the public testimony: Moved by Eudaly and seconded by Fritz. (Y-3, N-1 Hardesty) Motion to adopt Remand Report as amended December 18, 2019 to respond to the public testimony: Moved by Eudaly and seconded by Fritz. (Y-3, N-1 Hardesty) Motion to move the amendment fossil fuels terminal zoning amendments ordinance for a vote to approve: Moved by Eudaly and seconded by Fritz. (Y-4)	189807 AS AMENDED

At 4:04 p.m., Council recessed.

December 18 – 19, 2019

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **19th DAY OF DECEMBER, 2019** AT 2:00 P.M.

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

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Molly Washington, Deputy City Attorney, and Lauren King, Deputy City Attorney, at 3:30 p.m.; and Daniel Sipe and Ian Williams, Sergeants at Arms.

The meeting recessed at 2:40 p.m. and reconvened at 2:47 p.m.
The meeting recessed at 4:08 p.m. and reconvened at 4:14 p.m.

Motion to hold an evening session on Thursday, January 16, 2020 at 5:00 p.m. for the Residential Infill Project public hearing to ensure that more community members can attend: Moved by Wheeler and seconded by Fritz. (Y-4)

*1195	TIME CERTAIN: 2:00 PM – Authorize an Intergovernmental Agreement with Multnomah County for the Earthquake Ready Burnside Bridge Project for staffing services in the amount of \$1,489,469 (Ordinance introduced by Commissioner Eudaly) 45 minutes requested (Y-4)	189814
1196	TIME CERTAIN: 2:45 PM – Accept the Building Healthy Connected Communities Along the Division Transit Corridor Report, including the identified opportunities and actions needed to grow more complete communities along the Division Transit Corridor and through East Portland (Resolution introduced by Mayor Wheeler) 1 hour requested (Y-4)	37471
1197	TIME CERTAIN: 3:45 PM – Update on the Inclusive Business Resource Network (Report introduced by Mayor Wheeler) 1 hour requested Motion to accept the report: Moved by Fritz and seconded by Hardesty. (Y-4)	ACCEPTED

At 5:05 p.m., Council adjourned.

MARY HULL CABALLERO
Auditor of the City of Portland

Karla
Moore-Love

Digitally signed by
Karla Moore-Love
Date: 2020.05.11
16:30:35 -07'00'

By Karla Moore-Love
Clerk of the Council

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

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.**

December 18, 2019

9:30 a.m.

Wheeler: This is the december 18, 2019 meeting of the Portland city council. Karla, please call the roll.

Eudaly: Here. **Fritz:** Here. **Hardesty:** Here. **Wheeler:** Here.

Wheeler: Now we will hear from robert on the rules of decorum. Robert?

Robert Taylor, Chief Deputy City Attorney: Good morning. 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 the city council meeting 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 reading of ordinances. Your testimony should address the matter being considered at the time. If it does not, you may be ruled out of order. When testifying, please state your name for the record. Your address is not necessary. Please 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 and 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. Please remain seated in council chambers unless entering or exiting. If you are filming the proceedings, please 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 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: Thank you very much. First up is communications. Karla?

Item 1158.

Wheeler: Good morning. Welcome back.

Stan Herman: Good morning. This is going to be a bit better information, taking a bit of nick Fish's advice a few months ago. To start with, I was treated to council with respect even though we may agree to disagree on some things. I am not a negative person but I want to get something off my chest. Commissioner eudaly, we met, crossed paths in the hallway, and I greeted you with a hello. With no response. I again said hello, a little louder, and maybe you did not hear me, with no reply. No reply or response was so unprofessional of you as a commissioner.

Eudaly: Excuse me, excuse me. Excuse me. I got some very bad news that day, and wasn't in the mood to talk to anyone in the hallway. I am a human being. This is childish.

Herman: Robert king does not return emails. Yes, my question to the city of Portland, should have investigated the hit and run to my building on the river street. Yes, it caused 1.5 million of damage. If you disagree with me that the city police department had the

December 18 – 19, 2019

responsibility for this hit and run, just email your response. Yes, the fine on this property was the result of the city not doing their job. Yes, I was told the homeless people camping under my building to call the police, they would remove the campers. Yes, that happened four times. Yes, the city of Portland police were called the fifth time, and nothing was done, and it set my building on fire. Yes, it cost me over \$100,000 a year income. Yes, the current value of that property today would have been over \$8 million. Yes, the epa spent over 8.2 million for the cleanup of this burned down site by the homeless people. Yes, I have a meeting to discuss a park at this site for the committee and provide river activity access for the community. And yes, I have property that I will be discussing regarding the srh, which stands for shared recovery housing for people in the drug and alcohol recovery community. Yes, I currently run five successful homes, housing 27 people in recovery, and I am in the planning stages to build six more homes to house up to 60 people, perhaps, plans for a -- 120 unit project to house many, many more people in recovery. With that said I have nothing else more to say, nothing else more to add. You will see some positive results in the future. Thank you.

Wheeler: Stan, a couple things, number one, I look forward to hearing how the housing program works out. I think it's ambitious, an ambitious vision, and I wish you the best. I will just say what I say every month, that I have said probably for the last three years every month on the month straight, which is we have responded. If you would like me to dig up all the emails again and send you the emails again, I will, but we cannot help you here, and commissioner Fish, I think, was very eloquent in his statement, the items which you have discussed have been investigated. You have been responded to. You have met with my staff, with many other people. We cannot help you, and we are just being honest with you at this point, so please understand that. If you wish to keep coming back and reading the same statement you can do it, but honestly, I have told him that we have responded to you with the same statement over and over and over again, and at some point, you really just are taking time away from other important -- there are people who we can help, and who really need our help, and we have limited staff, and we cannot keep sending you the same information every month over and over. At some point, you have to embrace it. You have to read it. You have to understand it. And you have to take the very good advice that people have given you. I appreciate it. I am sure we will see you next month.

Herman: The only reason I came to this level is because I could show you names of 20 people that couldn't get answers that I thought that I would get some communication with.

Wheeler: Okay. I am just telling you we have done everything that we can for you within the bounds of the jurisdictional responsibility. There is nothing more than we can do for you here on that point, but I wish you really in the housing project, and I would love you to keep us updated on that. That's really impressive, and I appreciate you being here. Thank you. Next -- it looks like some folks would like to come up together. Would the next four like to come together?

Moore-Love: Yes.

Wheeler: Why don't you call the next four individuals, please, Karla.

Items 11589, 1160, 1161 and 1162.

Wheeler: Good morning. Thank you for being here.

Greg Madden: My name is greg madden. First of all, thank you for having us here today, and allowing in a my friends and colleagues and neighbors. Evan madden, chris crever, and craig hamilton to be with me today. I am president of the madden fabrication in the northwest industrial area. My company employs 20 people, and we furnish custom metal fabrication and welding projects throughout the city and state for the last 28 years. For decades the industrial area has been an invaluable industrial resource for many heavy industrial manufacturers like myself. In 2001, there was a consolidated effort by the city, northwest industrial neighbors and businesses to recognize the value of preserving the

December 18 – 19, 2019

land for industrial use by creating the guild's lake industrial sanctuary, also known as the glis. It was created to enhance and preserve the unique benefits of this land for these living wage jobs, and businesses. In a bit, evan and chris will help to explain the industrial land benefits in more detail, and craig will talk about the zoning and construction issues impacting our neighborhood. The bps report -- oh, sorry. For my part, a quick history, the adoption of the glis resulted in the preservation of 1625 acres of industrial land between the st. John's and the fremont bridge. The resulting value of jobs in the glis is documented in a recent Portland bureau of planning and sustainability report, which we have included with to council. This shows in 2017, the glis contained 479 businesses and 12,150 living wage jobs with a total payroll of over 768 million. This report also shows the average wage in the glis has grown to 68 -- or 66,000 a year, while overall district wage jobs in other areas of the city have only stagnated at a level of 62,000 per year. In the same nine-year period. Compared to other types of business districts, industrial district jobs help to moderate the region's growing wage and inequality because industrial jobs provide middle wage income that is require little or no college education. It is very needed right now. The bps report, in my experience, shows this exceptional quality of jobs growth is restrained by the limited amount of industrial land in the glis and how it is protected. So in summary, I want to reintroduce our industrial neighborhood and share the statistical and personal fact showing the northwest industrial area benefits the entire city, as well as our businesses, the lives of our families and employees. We also ask the opinions -- our opinions be heard and considered concerning the bureau and council policies that positively and negatively affect the glis. Thank you very much, and I submit my notes for your record.

Wheeler: Thank you. Appreciate it. If you would like to -- we have it. We have a copy, okay. Thank you.

Madden: Thank you.

Wheeler: Good morning.

Evan Madden: Good morning, mayor wheeler, and city council. My name is evan madden, and I am here to talk about the industrial sanctuary, as well, or glis. It was established in 2001, and I have worked in the glis for six years, and I am proud to be a part of this hard-working community in northwest Portland. Our business association has had meetings averaging 20 to 30 people with an active email people of 300 people who participate in food drives, trash pickups and volunteer with charities. Our members represent a wide range of businesses that require industrial land. And we are here representing these people who want to preserve the glis as intend in 2001. The industrial sanctuary land provides space and extended hours of operation to perform the most important jobs. This type of work provides an opportunity of a true living wage job and the ability to learn new skills and trades that can lead to high paying careers, working swing and night shifts and employing people around the clock, industrial jobs have a high demand for employment. This type of work requires a large footprint, a place to make noise and easy access to highways and other transportation. Portland's industrial land is located for business to succeed, and has a long history of doing so since the 1920s. Portland's industry has kept the city a float during the recessions, and has allowed Portland to compete with the largest cities on the west coast. I represent the Portland restroom, a product manufactured in the guild's lake industrial sanctuary, and my company has manufactured this since 2008 and work to improve the restrooms for the city of Portland, as well as implementing it in 20 states and three countries. Relying on a network of vendors in the glis, the restroom is sourced locally from vendors within the city. Not only is it made in Portland, but 8% from each sale goes directly back to the city to keep up with maintenance and cleaning of the restroom. Industrial manufacturing jobs have been in decline and there will be right back. One of our valuable resources is the glis. We ask you recognize the importance of industry in the city of Portland and maintain the industrial sanctuary, strictly for industrial zoning,

December 18 – 19, 2019

this vital part of the city needs to be protected from encroachment and recognized for its economic importance. Thank you.

Wheeler: Thank you. Good morning.

Chris Crever: Good morning. Members of council, mayor, thank you for your time today. My name is Chris Crever, I own and operate a photography studio in the GLIS. We've been serving the needs of our clients since 1994 and relocated to the industrial sanctuary zone in 2018. We were located five blocks from the current location at Northwest 26th and Northwest Upshire for two decades. In the past several years, that section of Northwest Portland, which was established as a more commercial, industrial area, went through a series of zone changes that prompted several new development opportunities. What was commonplace and straightforward, to have our department and crew vehicles show up for work, and park in front of my building or in my private lot, became increasingly difficult to manage and navigate and to regulate. An increase in the residential opportunities combined with the decrease in the commercial and industrial businesses in the same area created a loss of business, neighborhood conflicts, and difficulty in running our daily operations. Since relocating to the GLIS, over a year ago, we have avoided all these issues, and however, there is deep concern that what happened to my business five blocks away can happen again at a new location. And this time not affecting one but multiple businesses in the industrial sanctuary zone. The safety is another concern when addressing the zone changes, and the two-block buffer zone encroachment that surrounds the GLIS. On any given business day, there are rail cars, forklifts and semi-trucks that navigate the streets on a consistent basis. Drop boxes and semi-trailers are temporarily stored on the streets and parking strips as they are designed to do in this area. Introducing zoning changes that allow for multi-family housing within the two-block buffer zone will ultimately create more traffic and parking issues. In an area that's not designed for this type of increased traffic flow. We are here today not asking for financial assistance, not asking for policy change, not even asking for a political agenda, but rather, we are asking you as representatives of the city and of the Northwest Industrial Sanctuary Zone to complete the unfinished business of your predecessors from 2001. That is to formally implement and record the two-block buffer zone as it is originally stated in the 2001 GLIS Comprehensive Plan. Thank you for your time.

Wheeler: Thank you very much.

Craig Hamilton: Good morning, Mayor Wheeler and City Council members. My name is Craig Hamilton, president of the Northwest Industrial Business Association and general manager at Galvanizers Company. The company has been in business at the present location in the GLIS for 78 years. We provide living wage jobs for 40 family units, and in the course of those years we have made incredible contributions to the infrastructure of the Portland community and beyond. On November 21st of 2001, the City Council voted unanimously to pass one amendment, Ordinance 176092, which adopted the GLIS and amended the Comprehensive Plan and Zoning Code. The purpose of the plan is to maintain and protect this area as a unique place for a broad variety of industrial land uses and businesses. The plan recognizes the unique role of industrial land in Portland's economy and the importance of industrial business in providing a living wage job as Greg pointed out. We wish to point out the industrial land uses can be hard to site because they are associated with impacts such as noise, odor, and 24-hour activity that can negatively affect nearby non-industrial areas. Land suitable for industrial use is a valuable finite resource within the city of Portland, and any loss of industrial land, therefore, represents the loss of an irreplaceable component of the city's economy. Industrial and mixed use areas near the GLIS are being redeveloped or planned for long-term non-industrial use. As Chris pointed out the existence or expansion of the nearby residential and mixed use areas creates potentially huge land use and traffic conflicts with industrial operations in the GLIS. In 1999,

December 18 – 19, 2019

the northwest industrial -- the northwest sanctuary working group coalition reached a consensus on recommendations for a criteria and boundaries of industrial zoned areas, including establishing a buffer zone as Chris alluded to between industrial and residential and mixed use areas. The SWG made a recommendation to the city of Portland that whenever possible and appropriate, the two-block buffer zone should be, should exclude new residential zoning. This recommended buffer zone was never included in the former, current zoning codes. Over the course of the past year, one block from my facility at the southern border of the industrial sanctuary, plans were put in motion to build a 200 unit apartment complex, 144 unit apartment complex, and 14 row houses, and now a new location for the Northwest Children's Theater. Additionally, the Montgomery Park complex has sold and has potential plans for extensive residential development. Each of these permit applications go against the policies and principles of the Guild's Lake Industrial Sanctuary. The concern is that this appears to be industrial erosion of irreplaceable land sanctioned under GLIS. Hopefully our testimony educated you as to the value of the Guild's Lake Industrial Sanctuary. As Chris stated our request is that you would finish the work begun by your predecessors, to implement and record the two-block buffer zone as stated and recommended in 2001. Thank you for your time.

Wheeler: Thank you. Commissioner Hardesty.

Hardesty: Thank you, Mayor, and thank you, gentlemen, for the historic nature of your preservation. My first question was, can you give me the resolution number again?

Hamilton: 176092, yes, and that was included in the sanctuary plan sent to the clerk.

Hardesty: And I am a little confused. If it was passed and it was -- the city council said this is a great idea. We should do this, and they passed the resolution and said they were going to do it. What happened?

Hamilton: The two-block buffer zone was never formally recorded, and it's a mystery as to why it wasn't, so it was introduced, it was agreed to by the city council members at the time.

Hardesty: When you say never recorded, what does that mean?

Hamilton: It means it was never implemented in the final 2001 comprehensive plan, and we are unsure as to why even though it was approved. By the city council at the time.

Madden: The GLIS, when it was being developed by the neighbors, NWDA and whatnot, they were in agreement of that buffer zone at the time, so there is documentation of the fact that it was a highly required and requested buffer zone, which is very helpful for -- as we mentioned with all the facts today.

Hardesty: Clearly, this is not something that you expected us to be able to right now say something meaningful that would --

Crever: I think it's more of just making, making you guys aware of what's going on. The reason it landed in our lap, within the two-block buffer zone we are seeing development that, by code, as we understand from 2001, isn't -- we're not supposed to have these new developments happen, so as we look at this, somebody like Craig's business, the challenge will be multi-family housing goes in, and they complain about the noise and the construction, and we have a problem, so we are trying to be proactive and preemptive to kind of bring you guys up to speed where we stand and see if anybody --

Hardesty: I appreciate that, but that was 2001. We are now in 2019. There was a slow effort to come and talk to us about what you sauteing place?

Crever: Well, first off it's important to understand not all of us have been in the GLIS very long, myself, included. And number two, it's only because of recent development that has now occurred in the last, within the last year that we are seeing permits come in for new developments. And our understanding was that the two-block buffer zone was in place but if the permits are allowed to develop here, it appears that it's not.

Wheeler: Commissioner Fritz.

Fritz: Thank you for coming in. There was an extensive discussion of this during the 2016 comprehensive plan map amendments, and I think that I lost on the votes because I was concerned about exactly this. The majority of the council thought that we need more housing, we need more housing, we need more housing, and so they allowed the multi-use zones, and so really, what you are highlighting is an early warning sign that, in fact, that was a mistake. So, I think that that's the conversation that this council needs to grapple with. It will be a trade-off, do you want more housing or do you want good industrial jobs because as you so rightly point out, the two cannot peacefully co-exist. Mayor, you will need to talk to the planning and sustainability bureau to do that.

Wheeler: I will put it on the listing. [laughter]

Fritz: When community members, who are, you know, doing the right thing and providing these jobs and come to us saying, oops, this is not turning out as was hoped, I believe the council should take another look at it.

Wheeler: This is, actually -- I am really glad that you guys came here today. Like commissioner hardesty, I share the interest in sort of the historical perspective here. I was taking some notes as you were speaking that the I know you are bringing forward is really at the forefront of a lot of conversations that are already taking place around the city, not just the comprehensive plan amendments, but just, just in the last year, as I was writing this down, we have had conversations around terminal two. We have had conversations around swan island. We have had conversations around the expansion of residential areas and the decline of industrial space in the south waterfront. I am heavily engaged in conversations right now in the central east side industrial area. The columbia corridor association deals with this throughout the columbia corridor area, and maybe in a smaller way, wapato, the wapato conversation becomes a discussion about the needs of the community at large versus industrial land, and of course, all of this is under the umbrella of the urban, the urban boundary conversation, the urban growth boundary, the conversation that we have every five years through the metro regional government. Another part of the conversation is the definition of industrial is changing before our very eyes, so we used to think of industrial being more, you know, metal manufacturing and the like, but now, industrial also is becoming more like office work, and we are seeing that, particularly, in the central east side, so there is this blending of what really do we mean by industrial versus other types of commercial uses. You also hit on something that's near and dear to my heart. I have no problem with housing being close to industrial areas. And I agree with you that it is problematic, that when people move into housing and they start complaining about the industrial uses, which were there previously, and so there is something about a communication and a disclosure requirement that we have never really addressed head-on, some living around the manufacturing areas, the pearl district is surrounded. There is a lot of noise, we hear noise complaints but also the need for commerce and industry in that area, so these are all very timely issues. I don't know how to solve this problem right now, and that's why I was chuckling. I am not sure that you know how to solve this. It's one that we are going to be dealing with for quite some time, and I appreciate you coming here and shedding light on this particular area.

Madden: The industrial land is, you know, it's a very valuable thing from the standpoint, and very few cities have that, like evan mentioned, and everything is close, and that's very lean, a leed, certified program. We get a lot of leed certified programs because we buy locally, and it doesn't travel far, so we have that, just like we have one of the largest inner city participation, and we have one of the largest inner city industrial areas, and we are fortunate to have that.

Wheeler: That's right.

Madden: We are, and I appreciate you bringing the economic development, the workforce component to the floor, as well.

Wheeler: I appreciate that.

Madden: And just a second, I think that solves the homeless issues.

Wheeler: Right.

Madden: And idle hands, and we need the bodies, so when I drive by the camps, I think about how many people that I can hire tomorrow.

Wheeler: Thank you, it's a provocative conversation, and thank you for this. Commissioner Hardesty gets the last word.

Hardesty: I was going to appreciate the other historic nature of the dialogue is that commissioner Fritz was, actually, in a deep dialogue about this conversation before. I absolutely agree with the mayor. We are having this conversation all over the city of Portland because the reality is that a lot more people are moving here. Right. And so far, we haven't figured out the right mix, right, but I hope that you will continue to work with us and find ways to, actually, make sure that you are engaged as we move forward. I don't think we are going to do the development perfect, but we are going to do it better the more people who are at the table trying to figure it out. Rather than being confrontational and telling us that we are not smart enough to be doing what we are doing.

Crever: We appreciate that, and I think it's super important to understand that we are not against housing and multi-family development. We understand we are going through some massive growing pains in the city. I think we all recognize that. I think it's just important to talk about what's happening here, and we can kind of see this coming our way.

Hardesty: See the train coming.

Crever: And how do we combat that. If we can't enact and formally have this two-block buffer zone, which is what we are here to hopefully, you know, have amended, but if it isn't maybe it's something where, you know, when you issue permits, for development, those specific multi-family housing developments, the builder has to create a, an extra layer of soundproofing or something that, you know, people can't complain about when Craig's business is working at 2:00 in the morning because we are established for that. So I think that there is ways to solve this problem, and we very much want to be part of that.

Hardesty: If you could leave a copy of your testimony, all of you. I think that I have -- is there a packet? I may have them all, but yeah, I think that I do, thank you.

Hamilton: Can I make one last comment? Mayor Wheeler, I appreciate your final comment. We hired legal counsel to approach the developers at the land use meeting to propose, can we at least have a notification that you are moving in next to an industrial sanctuary. There will be issues you may face. You acknowledge that. And that was turned down, the developer said yes, we are willing to do that, and then it came back and said no. We are not going to do that.

Wheeler: Okay. There it is. Thank you, gentlemen. A great presentation. I appreciate your coming in. Next up is going to be items 1163 and 1164. I am sorry, thank you, commissioner. Have any items been pulled off the consent agenda, Karla?

Moore-Love: None have.

Wheeler: Call the roll.

Eudaly: Before I vote on the consent agenda I want to help clarify confusion about 1177. As many of you know earlier this year, a u.p. Train derailed and caused damage to the Ross Island, we are working to fix the damage caused and once it is complete, the city will have a full assessment of the compensation we will be asking for from the railroad. In the meantime, we have several discreet projects that need to keep moving forward and the item 1177 is about a commitment we made to replace the seismically vulnerable bridge that serves the Cully neighborhood and over 24,000 jobs in the airport district. I just want to be clear this project is in no way related to the derailment nor can we hold up one project while we negotiate what may be owed on another, and I vote aye on the consent agenda.

December 18 – 19, 2019

Fritz: Once again I want to state my objection to 1180 approving six months of council minutes from last year in one vote. So many later. Aye.

Hardesty: I also wanted to comment on 1177, and I appreciate commissioner eudaly articulating what I wanted to put on the record. I just wanted to make sure that the city was in no way giving union pacific money when we know that they will owe us tens of millions of dollars in repair. I certainly understand us keeping our commitment to another project, but I will be making sure that any time that the union pacific's name comes up, that we will be having a conversation about it. I vote aye on the consent agenda.

Wheeler: Aye. The consent agenda is adopted. 1163 and 1164.

Items 1163 and 1164.

Wheeler: We all know this is going to be riveting, hey, Karla? [laughter]

Eudaly: I think, for the record, you just read the longest title.

Wheeler: The entire viewing audience, you cannot see it in the chambers but people are literally trying to scramble out the windows. [laughter] all right, first the city attorney will make some announcements about today's hearing.

Linly Rees, Chief Deputy City Attorney: Equally exciting, I assure you. This is an evidentiary hearing. This means you may submit new evidence to the council in support of your argument. Testimony will be heard as follows. We begin with a staff report by bds staff for ten minutes or less. Following staff report, council will hear from interested persons in the following order. The applicant will go first and will have ten minutes to address the council. After the applicant, council will hear from individuals or organizations who support the applicant's proposal, and each will have three minutes to speak, and next council will hear from persons or organizations who oppose the proposal, and again, each person will have three minutes to speak. If there was testimony in opposition to the proposal, the applicant will have five minutes to rebut, and council may close the hearing and deliberate. Because this is an emergency ordinance the council may vote today. If it is tentative, council will set a future date for adoption of findings but if they take the final vote on the findings and recommendation today that will conclude the matter before council. I would like to announce several guidelines for those addressing the council today. First any letters or documents you wish to become part of the record should be given to the council clerk after you testify. Similarly, originals or copies of any slides, photos, drawings and maps or other items you wish to show to council during the testimony should be given to the clerk to make sure that they are part of the record. Second, any testimony, arguments, and evidence you present must be directed to the applicable approval criteria for this land use review or other criteria in the comprehensive plan or zoning code you believe apply to the decision. Bds staff will identify the applicable criteria as part of the staff report to council. Finally, you must raise an issue clearly enough to give the council and the parties an opportunity to respond. If you do not, you will be preclude from appealing to the land use board of appeals based on that issue. Done.

Wheeler: Very good. Do any members of the council wish to declare a conflict of interest? I don't see any members of the council declaring a conflict of interest, do any members of the council have ex parte contacts to declare or information gathered outside of the hearing to disclose? I don't see anybody who is declaring that, and have any members of the council made any visits to the site involved in this matter?

Eudaly: I don't think so. I would like to visit underground vaults, but maybe not where we house the odor treatment system.

Wheeler: We will take that as a no. [laughter] do any council members have any other matters that need to be discussed before we begin the hearing? Very good. Staff report. Come on up. Thank you for being here today.

Stacey Castleberry, Bureau of Development Service: Good morning, mayor wheeler and commissioners. We are the bds land use services staff who reviewed this proposal

December 18 – 19, 2019

against the zoning code. To my left is rodney jennings, he's the comprehensive plan amendment reviewer, and I am stacie castlebury, the greenway reviewer.

Wheeler: Excellent. Thank you, both, for being here.

Castleberry: The applicant -- excuse me, the applicant requests a greenway goal exception review for retroactive approval of an underground odor control, of underground odor control facilities for the ankeny pump station that were installed in 2008 during renovations to tom mccall waterfront park in the vicinity of the Portland saturday market. Technically, the underground odor control facilities trigger a greenway goal exception review because they do not meet the definition of river-related or river-dependent, and they are within the river setback area. Goal exceptions require an amendment to the comprehensive plan. The underground vaults were constructed without the required land use review, and upgrades to the vaults require approval through river review. Is the goal exceptions are not subject to the 120-day review clock, so there is no specific deadline for the city council decision. In addition to the state approval criteria and Portland's zoning code approval criteria for goal exceptions, state law requires a goal exception to be reviewed against the city's comprehensive plan, and to ensure that the exception remains consistent with the comprehensive plan goals and policies, and this is not an amendment to the comprehensive plan map. The proposal is subject to all of the approval criteria listed on this slide, and in the interest of efficiency, I will not read through each of them today. Both the project area to the north and the mitigation area to the south are within the open space-based zone and the river general and design overlay zones. The project area is also within the river environmental overlay zone. As well as the river setback area, which is 50 feet from the top of bank. The underground vaults are located immediately north of, and on this slide, to the left of the burnside bridge, in tom mccall waterfront park, and temporary and permanent impacts to construction the vaults affected approximately 2,500 square feet in this area. Approximately 3,700 square feet of mitigation plantings are proposed at the battleship Oregon memorial, which is about 1,000 feet south of the work area for the project. Existing conditions on the ground appear as mowed lawn and the waterfront greenway trail, as you can see in this photograph. This is a planned view of the existing vault areas. It's difficult to read. I will highlight some things with the mouse. This shows you the location of the two existing vaults relative to the burnside bridge that runs up and down through the center of the slide and the willamette river that runs right to left at the top of the slide. The line immediately north of the vault area represents the sea wall, so it creates a very firm separation between the river and the park area, or the vault area. This is the current condition of the mitigation area at the battleship Oregon memorial. It will receive approximately 3,700 square feet of mitigation plantings, consisting of native trees, shrubs, and ground covers. The hearings officer adopted bds's staff report and incorporated it into his recommendation of approval with conditions to the city council. Only bds staff, the applicant, staff from Multnomah county bridges, and Portland parks and recreation staff attended and testified at the hearing and all were in support of the project. So, the alternatives facing the city council today are adopt the hearings officer's recommendation to approve the application with conditions, which we hope that you will do, and adopt the hearings officer's recommendation to approve the application with modifications, or overturn the hearings officer's recommendation, thereby, denying the application. I know that was brief, so I will be happy to answer any questions.

Wheeler: Colleagues, any questions? Does that complete your presentation?

Castleberry: That completes staff presentation.

Wheeler: That was short.

Fritz: I have a question, I am not going to do this, but supposing we were to over-turn the hearings officer decision, what would happen? Would they have to take the vault out?

Castleberry: I believe that they would. I believe that that's the answer, yes.

December 18 – 19, 2019

Fritz: Which would not be a pleasant thing.

Castleberry: That would create a huge mess, in my opinion.

Wheeler: Very good, so according to my notes, the applicant is up next. Good morning. Thank you for being here.

Chris Selker, Project Manager Bureau of Environmental Services: Thank you. Good morning, mayor and commissioners.

Wheeler: Good morning.

Selker: I am Chris, the project manager for the -- for the bureau of environmental services, for the Ankeny pump station odor treatment system rehabilitation project. I will tell you about the project today. Stacie has covered a lot. So, I will try to skip through these quickly. This is the Ankeny pump station located near Waterfront Park downtown Portland. It's a historic building built in 1928. It is an important part of the city's wastewater collection system. This is looking east towards the Willamette River, the Waterfront Fountain is in the foreground there. A time line, the pump station was built in 1928, in 2008, we put in two odor treatment vaults to handle odors from the pump station and east side CSO pump which runs under Waterfront Park, and to determine the vault location, they worked with Parks, Multnomah County, and the Portland Development Commission to determine the location. In 2015, the odor treatment system flooded, and not because of the river flooding but because there was a water leak in the equipment vault, so we went to BDC for early assistance, and they informed us, surprise, we had never had a land use approval for those vaults when they were installed in 2008. It turned out that part of the facility is in the Greenway, within the Greenway. So, now we started this project, the current project is -- the construction will be simply replacing the equipment and the media in the vaults, we will not be replacing the vaults themselves. And we will enlarge one hatch at the top of the media vault by about 12 square feet, and it will go from being 4-by-4 to 6-by-6 feet. We are not replacing the vaults, and Stacie said in 2019 we had approval of the land use application by the hearings officer. This is a, basically, the same slide that Stacie showed, so I won't discuss that any more unless anybody has any questions. Again, Stacie showed this slide. This is the existing facility, how it stands right now, and this was construction in 2008 of the vaults, and they are nine feet deep, the lower is 18-by-18 feet, at the top the media vault is 25-by-27 feet at the top. Again, they are both nine feet deep. This is how the facility looks now. The stack and the tops of the hatches is all that is seen. And the stack is 11 feet tall and two feet wide, stainless steel, and designed to be simple and unobtrusive. The proposed construction, so again, the only permanent change that will occur in the vicinity of the vault is going to be increasing that one hatch size. So that's the only difference that will be there, and that's the crosshatched area there. We anticipate we will be on-site for three to four months. The earliest that we could start would be spring of 2021, but we will work with the local Saturday market and other neighbors to make sure that we stage it for the least public interference. This is just another few, and that's the hatch that may be enlarged by 12 square feet, the media hatch. This is mitigation area, Stacie already showed this, and Battleship Oregon Memorial Marine Park, and we will be doing -- yeah, 3,700 square feet of native plants and shrubs, and at that memorial, and that, that site was chosen by Parks. So, yeah, and the mitigation area is larger than what the permanent changes were from the first and second projects. And I want to say so far, we are working for permits, and at this point, we have had good cooperation between Parks and BDC, and we will continue with that cooperation, hopefully, as we move into designing and construction. And regarding the outreach, we have begun outreach to local stakeholders, and we will continue to work with them through construction and design. Thank you.

Wheeler: Thank you. Commissioner Fritz.

Fritz: I have a question, how does an odor stream vault work? What's the mechanism of the odor removal?

Selker: It's carbon, so the odors, basically, kind of get stuck on the outside of the carbon.

Fritz: So similar to, in a home?

Selker: Yes.

Fritz: Thank you.

Wheeler: Very good. Any further questions? Thank you for the presentation. Appreciate it very much. Thanks for the photos, as well. All right. Supporters of the applicant. How many people do we have signed up, Karla?

Moore-Love: They seemed to sign up on the same list. I show three people. This is for supporting the proposal.

Edith Gillis: I have mixed feelings. My name is Edith Gillis, and I am really grateful for the native plantings, the simple, elegant art, and the -- and the function following -- the following function, and I am grateful for the safety of those on the land. What I like to know is how far up from the highest projected sea level rise causing the rise of the river are the vaults and how secure are they from climate emergency failure of the sea wall. I would like to have bioremediation with and algae and fungi before the carbon so there is less need for carbon and for less odor. It would also produce better oxygen, and better care of our facilities. So, it's -- yes, and improvements.

Wheeler: Thank you. Good morning.

Maggie: I am totally with Mimi. This is about sewage, right? So what I want to know is why so many homeless people go to get or the Baptist church or Trinity, and there is no bathrooms or one bathroom. So, this is about sewage. So, if, if there is no place to go to the bathroom where you eat, where are they going to go? I guess that they are going to go in the street and that's going to run into the ocean, right. It's going to cause odor, right. I mean, I guess you are talking about sulfuric odor, they say, because it's not broken down enough to be methane gas. But, I am just saying, you know, there are other sewage-related issues in terms of the marginalized populations not being able to go to the bathroom because of the homelessness, and if you solve the homelessness, you are not going to have as much sewage running off into the river. So, there is another aspect of it. And Mimi, you have great ideas.

Wheeler: And you were speaking for or against?

Lightning: Just so you understand I signed up on both items that you had out there, and I wish that you would have just combined them both, but you put both out there, and I signed up for and against.

Wheeler: This is a formal land use hearing. Go ahead.

Lightning: For and against, and you will understand where I am coming from. My name is Lightning, I represent Lightning Super Karma. I am for this if it's done legally. If you go through the proper procedures, which you did not in the past. You skirt around, you used a change order application to avoid public scrutiny. You illegally put the vaults in, illegally went around the public and illegally when it broke down you refused to fix it. What is the point of having that there if you refuse to fix a broken pipe for three years? What is the point? Again, I am for this if you legally do this. Now, for health concerns, you, basically, missed everything here. Is it not true, if I might ask the commissioners sitting up here, how close are you to food carts from this pipe that comes up out of the ground, which spews things up into the air and lands wherever it goes? How close are you to the food carts and to the food and to young kids eating food, drinking coffee? Again, I am for this if the health inspectors approve this. I can't see them approving this under any means. This is too close to where people eat food. Too close to young kids, and that's my biggest concern. Adults, over 18, do what you want to do, but when it comes to the kids, comes to young kids, having the chance of having something come up out of that pipe, and going into their food before they eat it, and as you know, Commissioner Fritz, how close are we to the food carts there? Within ten feet? Five feet? 15 feet? This is not safe for the kids. And for you to

December 18 – 19, 2019

laugh and almost smile at me, I am offended by that, commissioner Fritz. You being a health professional, kids need to be taken care of at any cost, and I don't care. I don't care. That's my position. So I am for this if it's done properly. It's looked at properly. And we understand that I have studied numerous other ones located in other areas of the states. They have problems with what comes out of that pipe and where it floats and drops down, and there's been serious lawsuits on people's public health and especially I come back to the kids, who need to be taken care of in this city at any and all costs. Thank you.

Wheeler: Very good. And that concludes supporters of the applicant. Do we have opponents of the applicant, Karla?

Moore-Love: No one else besides the last three.

Wheeler: And I assume that there is no rebuttal.

Lightning: I will rebut.

Wheeler: You are going to rebut yourself?

Lightning: I am going to ask to rebut the project, and that's why I am going against as I signed up for.

Wheeler: So legal counsel, because these are narrowly tailored land use questions we will have to be explicit on the sign-up sheets, people need to be supportive of the narrow issue.

Lightning: It says oppose or support.

Wheeler: Okay. Fine.

Lightning: Now I am going to show you why I am absolutely against.

Wheeler: Good, let's hear it.

Lightning: Again, my name is lightning, and I represent lightning super karma. I am absolutely against this project. Number one, when you originally put this in you did it illegally. You knew you did it illegally. There should be penalties for that. I am asking whoever approved that to be fired immediately. Number two, when this broke down, where the pipe broke down in 2015, you did not fix it. Yet, you knew the odors would continue to be there, and again, you know where this vent is, where this stackup, 12 feet high, it's a 24-inch pipe, and you know how close it is to people eating food. And there is no possible person that could ever approve that being that close to the food carts. One of two things this, you do this, the carts go. Now, what I am saying, this is just a pump station, a lift pump station that pushes the sewage to another location. Shut it down. Shut it down. I think that they can do it, keep it out of there, and again, I want to also have approval from all of the business owners close to there, when that smell starts to sift over into your business, will that hurt you economically? Yes, it will. Will it hurt tourism, economically? Yes, it will. And shut it down. It's a public health safety issue, especially for the kids, and I am surprised that you think that you can have this located somewhere else or is it even necessary if they have other pumps and other systems and other areas. I don't think it's necessary on the waterfront. It's a public health concern, safety issue, and shut it down, and it's illegal to begin with, and don't approve bad conduct, and let me tell you something, this should have never been there. It was back in the 1900s, and we have so much population now, over a million people go to that waterfront park. Over 8 million is brought into there with tourism. And we have millions and billions of dollars of businesses behind it where that smell will float into their businesses. It's not necessary. This is not necessary to be there. Shut it down, and let the business owners come forward, and don't approve this, and leave it at that, thank you. You did not say what the overall cost would be. It's 1.7 to 6 million for the public. Trust me, that's way too much.

Wheeler: If the applicant chooses you have the opportunity for rebuttal. You really need only rebut items -- to the land use question that is the subject of the question.

Paul Suto, Bureau of Development Services: I am paul with bds, manager. Just some components on the land use, so the approval, I have not discovered the details of how,

when it was constructed, who approved it, and to authorize it, back in 2008. That was done as part of a parks effort to make the area available for the Saturday market. So, the ankeny pump station had more property around it, and that was shrunk back to give more opportunity for that space, so as part of that, we did want to address the odor there. Just to comment on that from a time line. The point someone made about bioremediation versus carbon, I want to make a technical point. The existing facility installed, uses, uses biomed. It was -- we were trying to be greener there, but what we have learned is with the sewage pump stations, that they are challenging to keep the bio-organisms work productively, and efficiently, since the sewage varies, we found we are more successful with the carbon, so it was a technical reason. We tried it but it hasn't work quite as well. We can follow up on the sea level rise, and Chris, I don't know offhand if you recall where we are in terms of the river elevation, the flood level, but we can follow up on that and make sure that we are above that. Was there anything else mentioned that I may not have spoken to?

Wheeler: Thank you. So we are now at the council discussion section here, and unless there is any objection, I would like to close the evidentiary record. Is there any objection to that? The evidentiary record is now closed, and that means the council will accept no more oral or written testimony on the land use appeal. Commissioner Hardesty, and then commissioner Fritz.

Fritz: Thank you. I would like to ask the city attorney, can we move to adopt the findings?

Rees: Yes, and I think the mayor has -- I think this could be finally decided today.

Fritz: Thank you.

Wheeler: Okay. Does anyone wish to make a motion to adopt the hearings officer recommendation in item 1163?

Hardesty: So move.

Wheeler: We have a motion from commissioner Hardesty and second from commissioner Fritz, and is there any further discussion on 1163? Please call the roll.

Eudaly: Aye.

Fritz: Particularly nice, this happened in 2008, when none of us was here, aye. Thank you for your work.

Hardesty: Aye.

Wheeler: Aye. And therefore, the -- where is my brilliant writing here, my language. Make sure that I read it right. I don't have the language, can you state it again, please?

Fritz: The hearings officer, the decision is now final.

Rees: The council adopted the hearings officer recommendation on that.

Fritz: Thank you, that's what I meant to say.

Wheeler: Very good. We will call for the vote on the emergency ordinance, item 1164.

Item 1164.

Wheeler: Is there any further discussion on that item? Please calling the roll.

Eudaly: Aye.

Fritz: I appreciate that the mitigation is being done at the battleship memorial, which we invested in ADA improvements at so I am trusting that the plantings will not obscure the memorial, and thank you to park staff as well as the environmental services, and to the development services, aye.

Hardesty: Aye.

Wheeler: Aye, the ordinance is adopted. Thank you, everybody, and thanks for the good staff work on that. We are going to take the next two items slightly out of order. Could we read 1166. First, Karla.

Item 1166.

Wheeler: We are back for a final vote on better housing by design. To reorient everyone the intent of the better housing by design amendments are to expand the housing options

December 18 – 19, 2019

and address housing affordability and improve the design in Portland's multi-dwelling zones outside of the central city. Today will be, we'll be voting on adopting the better housing by design ordinance, and as amended, and we will ask the project manager, bill cunningham, here, can you walk us through the agenda?

Bill Cunningham, Bureau of Planning and Sustainability: Thank you, mayor, and commissioners. Glad to be back to you with the better housing by design project. Just one moment here. We need to grab the materials at the subject for today.

Hardesty: Now that's in order.

Cunningham: It is in order. There is only a single item specific to the better housing by design code amendments before you today. Also, there is a thing about a companion project that connects the inner street plan, but what is the subject of the session right now, is a final vote on the better housing budget design ordinance as amended by the city council. I believe you received the ordinance, itself, and I do want to highlight the fact that it's not just the ordinance. It's all the exhibits associated with it, and which you received components of in previous packets that includes the code and map amendments, and including the amendments that you passed on november 21. So, just to be clear, adopting the ordinance will also mean you will be adopting the code and map amendments that you have discussed in the past. After your votes, I will be discussing next steps for the better housing by design project. Any questions about the -- the one thing that you will be voting on is the adoption of the ordinance, better housing by design ordinance, and including the exhibits that amend the zoning code, and other sections of the code, as well as the comprehensive plan and zoning map. I think with that, I will be turning things over to the mayor.

Wheeler: Okay. Very good. So unless there are further questions, I think that we are ready to take up our votes to adopt the better housing by design ordinance as amended. Is there further discussion? Karla, call the roll.

Eudaly: Aye.

Fritz: When I asked for this project to be done 20 years ago, when I was serving on the planning commission, I never dreamed I would be serving on the council and be able to vote on the package. I've been looking forward to this day, and I am disappointed that I am not able to vote yes. Staff planners, bill cunningham, tom armstrong and specialist Shannon have done compensational work, and I am grateful for your help. And I particularly appreciate their willingness to work with me on amendments leading to the proposals on which the bureau was willing to support or stay neutral and am disappointed they were not passed. I am grateful to andrea durbin and the bureau of planning and sustainability for your partnership, and susan and chief planner joe zendo deserve a lot of credit and thanks. This project is titled "better housing by design." it is supposed to be about the quality of the multi-family and mixed use housing. Hot to make multi-family dwellings more livable for the residents, and instead, it's become a push for more units no matter what. The council is voting for quantity over quality as if we need to add more housing capacity. The four-year comprehensive plan map review led by mayor hailes looked to every lot in Portland to see where it makes sense to encourage more development and where it doesn't. As a result of that work, we have the zoned capacity to built 249,000 new homes in Portland. In the 2016 map amendment process we added 39,000 more units, including 10,000 in the central city, which has the best services. An Oregonian article recently stated 31,000 new units were built in the past six years, and that projection shows it will outpace demand in the next two years. We don't need more capacity. We need more livable homes. These amendments don't accomplish that goal. We also need the city regulations that all Portlanders can understand. The zoning code amendments continue the trend to make title 33 incomprehensible to anyone except professional planners, developers, and lawyers. the old zoning code had designations like

December 18 – 19, 2019

R2, even a neighbor like me when I was using this 27 years ago could understand that r2 meant one unit per 2,000 square feet of site area. R3, meant one unit per 3,000 square feet of site area. Now we have designations like rm3 and rm4, and instead of a simple site area to density ratio, there are floor area ratios, or fars, with terms like three to one or four to one to indicate something but not density. I challenge anyone on the council to explain what a designation of rm3 with a 2-1 far on a 10,000 square foot lot allows the property owner to build. I could not tell you. The change to far makes our complicated zoning code more difficult for most Portlanders to understand. There are some improvements, particularly, requiring common outdoor space. Actually, that's the only zoning code improvement from my perspective, and even that is marred by allowing half the open space to be inside. For six months of the year it's best for children and adults to spend time outside, and outdoor reaction needs more space than indoor, I am grateful to commissioner hardesty for supporting my amendment to require a small amount of shared indoor space for residents to gather and socialize the six months of the year when it is not pleasant to be outside in Portland, either because it's too cold or too rainy or hot. I appreciate Habitat for Humanity's testimony in support of my amendment. Some people say that they expect market forces to create good design. That's the very reason that this project started. Market forces have not created good design. Some people say that affordable housing property owners find managing indoor open spaces too arduous and don't want to manage the conflicts between the renters. It is a paternalistic and denigrating of renters to assume that nobody renting the housing would step up to organize and self manage common open space. 40 years ago in my 20s when I was a low income renter, I didn't need a property owner to supervise me in leading the management of the indoor and outdoor spaces where I lived. The council approved changes to bicycle parking in multi-family buildings, to require shared indoor spaces for bicycles, and I supported that. The council is saying bicycles need more consideration than people, particularly those of middle or low income. People in large multi-family buildings need spaces to gather together to hold community meetings or family celebrations. Failure to adopt a required indoor space, a required space indoor space will continue to perpetuate the social isolation of people living in multi-family apartments, and which is especially problematic for the seniors. We have adopted policies striving to be an age friendly city, and this is a missed opportunities to achieve that goal. When council appointed new and returning members to the historic landmarks commission, we stressed our appreciation of historic resources and commitment to historic preservation. With today's vote, the council supports changes in the zoning, height bonuses and transfers and that will adversely affect the historic resources. Like a stable climate, once the historic resource is gone, it's gone. I appreciated commissioner eudaly supported the amendment offered by staff to discourage the demolition and conservation districts. I missed the fact that today, bonuses and transfers in the conservation districts are not allowed. With this vote, the council will allow the bonuses and transfers. Demolitions may be slowed for a time, but the character of the districts and their ongoing viability will be affected by this change. Historic resources are irreplaceable. I particularly thank the residents in goose hollow, northwest district and the irvington for your advocacy and working with my staff and bureau of planning and sustainability on these crucial issues. Historic resources are supposed to be co-equal with housing needs in Oregon's statewide land use planning rules, this vote does not uphold that state law. We are honoring two historic projects, amending the zoning map on the annaman house and jacob h. Cook house so they may achieve the highest and best use. I am sad once again, the council is missing the opportunity to right size the height far and zoning of the historic districts, particularly in goose hollow and kings hill district. Those who continue on this council in 2021 will undoubtedly be asked to make choices only design review and experts are qualified to make when your, you are tasked with appeals due to this lack of clarity in

December 18 – 19, 2019

the zoning. Perhaps, this is the new course of the council, to vote in favor of quantity over quality every time. As a result Portland will no longer be the Portland I chose to make my home for more than half my life. Two weeks ago, we voted to transition from the city's use of gas powered leaf blowers due to the impact on the climate crisis. Council members expressed concern about the climate crisis. Today at the council, the council is voting to add more homes where the residents cannot walk to transit, in fact, can't walk or cycle anywhere safely due to the lack of sidewalks and bike lanes. I appreciate that the project we are about to hear about would add those, my amendment said that whereas those facilities exist, it's appropriate to add more density, and where they don't, it's not. Only 10% of the multi-family housing is located in these places where automobiles are the only safe option for the transportation, yet the majority of council refused to prohibit density transfers and far bonuses in locations where residents will have to drive. This will contribute to continuing the path to climate catastrophe. Our planet is on fire. We should be making every vote based on whether it addresses that reality or whether it makes it work. 50 people have been killed on Portland streets so far this year, encouraging location of more homes where people cannot use the sustainable transportation makes the climate crisis worse and the tragedy of human loss on our streets worse. I am sad to vote no.

Hardesty: We have a history of planning that has not been equitably benefited from, in the city of Portland. The city of Portland, of course, is not any different than any other city that had areas that were designated and red lined, and that prevented african-americans, asian-pacific islanders, and others from being able to create wealth for their communities that they could then transfer over and over again. What we see today is that we continue to live with that legacy of redlining, racism, exclusion, and what we are being asked to vote on today, better housing by design, won't, in and of itself, fix that historic reality that we live with here. However, it is one piece of insuring that the pain of growth is shared by every single community. No one should be exempt because they have owned their home for 30 years. No one should be exempt because their home was passed down by their parents to them. This is about insuring that even though none of us vote Oregon's racist past, that we get to write a new segment in our future. We have this presentation is, historic contest of racist planning, and that the bureau of planning and sustainability put together. And it's not the complete picture but it's a great picture. It is of what we have promised, and who has benefited from those promises. I want to make sure that as we move into the future, every decision that we make, and I hope that, from this council, and in every bureau office, that the decisions are based on, who will be negatively impacted by this decision. We are going to be asked later today to vote on infrastructure improvement, that really concern me because of course, we have a history in Portland. And in Oregon, and around the country. Once we make those investments and improvements, we walk away and allow market forces to dictate what comes next. We have an obligation to make sure that not one individual is involuntarily displaced as we move forward with these big plans. As I mentioned every time, you folks have been in front of me, I think that there is a sense of urgency around putting together the anti-displacement committee. I can tell you that the moment that we pass better housing by design, the moment that we pass the next set of priorities around transportation, infrastructure improvements, developers will be out there redesigning the communities the last communities that we have left to protect folks who don't have many options. The next time that we push people of color, we will be pushing them into new cities. So, for me it is important that I am very clear that there is no way, better housing by design will fix what systemically is broken around racial policies and the implications that continue to play out today. I have absolute confidence in the personnel, starting with the top, andrea durbin, who has been absolutely phenomenal. Your entire team has been very responsive to every request, every request, every challenge, and I can't tell you any other place where a bureau that is not mine, all mine are wonderful, of

December 18 – 19, 2019

course. Where a bureau has been so open, so transparent, and so honest about the failures of the past, and the commitment that I feel deeply about making sure that as we move into the future, we learn from our history and from the big mistakes that we made in the past. I appreciate a bureau that owns the mistakes made in the past, and even if they were not personally involved. I want to do a special appreciation for Bill Cunningham. I have got to tell you, there is a man that I spent -- it would not be an exaggeration to say I spent 60 hours with him from the beginning to end of the process over the last year, and I can tell you that's a man who wears his heart on his sleeve. That's a man who absolutely understands what harm has been done to communities over and over and over again. That's a man who I have absolute confidence in will do what he tells me we will do with this process. Will this better housing by design end our housing crisis? Not even close. No way. But is it one piece of the puzzle to ensure that no longer are some communities relocated over and over and over again, and other communities are left to flourish where they have been. I moved here January 1, 1990, and the changes in Portland bring me to tears. There is some neighborhoods that I cannot walk in any more without having a burning sense of anger. The anger is because not because of the people who live there now, the anger is because of the failure of our government to do better when people that look like me were living in those neighborhoods. In fact, it appears that the government was working counter to the people who lived in those neighborhoods. So, we have a lot to do. We have a lot of acknowledgment that needs to take place, but I want to encourage the bureau to prioritize making sure that no decisions are made without it going through a lens of who will be displaced if what do we need to do to mitigate that. This brings out a host of emotions because there are always winners and losers when you are changing zones. I want to ensure that this time the winners are communities of color, low income community members, and those who have never, quite frankly, gotten a fair shake from this council. I vote aye.

Wheeler: Well, first of all, I would like to thank my fellow commissioners for their work on the better housing by design proposals. I think it's, actually, a healthy thing that we can have an honest disagreement of opinion on this issue because it is an intense issue. It is one that will shape the long-term of this city. We are speaking not only to the needs of the community today, but we are speaking to the needs of the community many years from now. We can have these disagreements, and yet we will still work together, and we will still be professional and still push for it on a host of other issues. When I think about the better housing by design project, and I think about last week's work session that we had on the residential infill program, and I thought it was a very good work session. I think the housing opportunity initiative, which encompasses both rip and better housing by design, is helping us to answer -- well, frankly, to ask and then answer the right questions about how we're going to grow as a city in the coming decades. The reality is that we cannot maintain the status quo. For people like me, who are born and raised in this city and, in fact, my family has been here for several generations, there are aspects to this city that I don't want to lose, that I mourn in terms of the passing. But I also acknowledge that our city's dynamic, that it is changing, it is growing, that people are continuing to move here, companies are continuing to locate here. We are on the global map. So, it's going to change. The question is not how do we stop growth, how do we stop change. The question is how do we manage it so that -- so that we maintain the things about our community we love, and as commissioner Hardesty said, we address the things we got wrong previously to make sure that we are not passing those wrongs onto future generations. The kinds of questions that I've been asking myself as we go through this process, are the changes really going to deliver on providing truly, affordable housing so that the people who work in this community, that provide a lot of the benefits that we like about this community, the food culture, the artistic culture, the service industry, teachers, firefighters, police officers, the

December 18 – 19, 2019

people who make this city go, are they going to continue to be able to live here? Or, are we going to follow the path of some of our sister cities up and down the west coast where the answer is emphatically no. So, I want to make sure that we are really delivering on providing truly affordable housing for the people who work in this community so that they can live here, and I believe that they deserve to do that not only today, but in the future. Are we reducing barriers? To creating flexibility, to increasing housing options at all income levels throughout the city in connection with other investments like parks? The transportation system. Are we helping our region grow in a well, in a way that will help us address the climate crisis? We all know that one of the most forward thinking aspects of urban planning and development in our state was the decision to put an urban growth boundary around the metropolitan area. That means that there will be increased density. There will be more housing. We will be more densely populated, and that is a decision we made as a state nearly 50 years ago. I think that it was the right decision then, and I think it's the right decision now. We are now at the point where there is a legitimate trade-off. It is between maintaining the you shall -- the urban growth boundary, and it will adapt, but will we maintain the trade-off, which is increased density within the urban growth boundary in order to protect the forests and the wildlands and the farms that are outside of the urban growth boundary. I still believe our forebearers, who supported those strategies were right, and we should continue to support that. That means the work we do inside the boundary needs to be dynamic in changing, as well. Are we supporting livability for people of all ages? And abilities living in multi-family housing? And commissioner Fritz's good remarks, not withstanding, I actually believe that the intentional inclusion of design elements in the better housing by design and some of the work we've been doing in conjunction with the 2035 planning to ensure that we have more family housing that is consistent with the needs of older adults. Is a huge step in the right direction. Are we achieving the right balance between growth and preservation. We have an honest disagreement of opinion on this council as to whether or not better housing by design furthers those goals or not, but I believe that we are all committed to it. Time will tell. Are we being thoughtful about where and how density and housing should be located? Better housing by design addresses that question head-on. Are we being thoughtful about the design and aesthetics? When I first started hearing this debate, and it started well before I got here, commissioner Fritz was involved, and mayor haes was involved, and commissioner Fish was involved, and I heard a lot of arguments about design and aesthetics. People were sick and tired of historic Portland-esque bungalows being demolished and mansions being built in their place that were blown out lot line to lot line. Better housing by design addresses that issue. It addresses the aesthetic while also increasing the diversity and affordability of housing options in the city of Portland. And as I said earlier, are we taking into account the needs of future generations? It's so easy for us here in this chamber and elsewhere across the city to get hung up on our own immediate needs here today. Understand, we are also making decisions this dioce for future generations, and we have to lead with an eye to the future. I believe better housing by design does that, and it does so intentionally and in a thoughtful way. So, in short, I think that the better housing by design proposals are moving us in the right direction on all of these issues. Better housing by design is exemplary land use policy that will allow more people to live closer to the services that the city has invested heavily to put into place, and while also insuring that outdoor spaces and green elements will be closeby. Again, this housing policy does not work in a vacuum. This housing policy works alongside our transportation strategies, our parks strategies and other strategies, investments that we make as a city. I want to take this moment in closing to thank the bureau of planning and sustainability staff, director durbin, I thank you for your leadership, especially to project manager bill culling ham. You have been working on this for a long time, working tirelessly and I want to thank you for the way that you did it. You listened to a

December 18 – 19, 2019

lot of people. You were thoughtful and respectful for a diversity of viewpoints on this and we could not ask anything more from you on that. I thank you personally for and thank you colleagues for that. The work that bill and his team has put into this, attention to important details, their incredible efforts working with community activists, historic preservationist, real estate people, it's a really good example of good government. So with that, colleagues, I vote aye. And the ordinance is adopted. So that concludes our work on better housing by design with regard to the code and the map amendments, now consideration of the resolution in support of the connected center street plan. So Karla, could you read item 1165.

Item 1165.

Wheeler: Hello again. [laughter]

Eudaly: Thank you, mayor. In 2016 as bps, better housing by design multifamily was being developed pbot and bps staff identified the opportunity to coordinate addressing centers with a number of high Multnomah dwelling sites. Portland's comprehensive plan which guides future growth and development calls for establishing an interconnected multimodal transportation system to serve centers and other significant locations. The plans aim to enhance development patterns to create more integrated neighborhoods and introduce new connections for improved access for walking, bicycling and motor vehicles. Both planning, projects carried out public engagement activities in tandem to ensure plans would work together to meet community needs. They held walks with community stakeholders, the jade district and rosewood areas. They were often without basic infrastructure such as sidewalks. In order to create the feasibility of new connections it proposes allowing more options for street connections require a fraction of the streets shared across adjacent properties to increase the likelihood it will fit on constrained sites. As we're taking bold steps, better connectivity improving overall accessibility of the neighborhood and makes it easier for people to walk or bicycle to access nearby places and transit stops. Here to explain the pilot project in more detail is planner denver agard, of course bill cunningham. And the language I was provided is quite vague. I hope maybe you can give us more concrete examples. Welcome.

Denver Igarta, Bureau of Transportation: Thank you. Appreciate the time. I'm here to share an effort led, a complementary efforts to the housing by design process. During council work sessions on october 2 I gave a quick introduction but i'll provide more details this morning. The purpose of the connected center street plan is to realize better connectivity. This is a reason why we collaborated. Focusing on areas that do not meet street connectivity standards today. It's essential to creating safety and healthy environments. Connected neighbors result in shorter trips and especially benefiting accessibility for walking, biking and taking transit. Unfortunately many parts of the city are not connected by our transportation networks. This does not introduce new requirements rather proposes pragmatic approaches to specific sites will miss fewer opportunities when development happens. The comp plan strategy for growth aims at having more Portlanders living in complete neighborhoods. This is a map of the centers within designated within the comp plan. Early on bps and pbot staff decided to focus on comp plan centers in eastern neighborhoods. These are in dark blue on the left of the map. The focus we had was on the jade district and the rosewood glenfair neighborhood centers. We selected them because they are two areas with significant amounts of multifamily zoning as well as they are good examples of kind of book ends on the east and west sides of the east Portland pattern area. As mentioned, we have been coordinating our planning and community engagement together with better housing by design reaching out to community members in a seamless manner through walks, through stakeholder working group and public workshops. There was a strong desire in the community to ensure that as these neighbors become more dense they would get more connectivity and there's better access

December 18 – 19, 2019

to local destinations as you may recall on October 2 at the better housing by design hearing the initiative was invited testimony and emphasized need to catalyze whole, healthy neighborhoods and create better networks to support walking, biking and transit. The photos show typical multi developments in east Portland centers. They are narrow and deep and the result is existing standard treed are often too wide, austin development that is requiring street connections based on connector's do not match are not required and the opportunity is missed. Still the large portion of these sites are dedicated to both access in parking and that the driver ways in some cases are not provided as dedicated right of way which means they do not provide public access over time what you see is that these private driveways create access to their site but don't provide connectivity. Sometimes there's driveways adjacent to one another. These sites will develop as a result the driveways will not provide the connectivity that is needed. This graphic shows kind of a typical large block in these jade and rosewood neighborhood centers, often twice the length of typical enter neighborhood block. On the left you see the existing typical block. The middle graphic shows if the trends continue with more people being added to these neighborhoods they will add more pressure on existing streets. There's not new route options forcing people to walk and bike on busier streets which often feel unsafe. In addition the trends will result in loss of trees and green spaces. The connected center span aims to make connections more feasible more often and improve connectivity by realizing when development occurs. This is on the right graphic. In addition to the zoning code amendments this plan proposes a dramatic approach setting these into constrained sites. Recommendations that when development occurs that where there's not meeting street connectivity standards we would allow for narrower options requiring less space and cost to match the scale of the development, for example if there's not space for a full street connection we would like a ped and bike connection to be considered before no connection is required and that requirement is waived. Also, the plan allows for adjacent properties to share their burden across sites so that there's a better sharing of the cost and the space requirements. This means that allowing streets to be built in phases on these narrow sites will result in future connections. In addition to coming up with ways to get these connections to fit we're leveraging transportation system development charges to require needed connections when infill development occurs primarily to fill the gap as you can see on the graphic on the left oftentimes the termination is that these are not feasible and to make them more feasible we would like to provide the transportation system development fees as a way of leveraging the required connections and extracting these connections when development occurs.

Hardesty: Thank you, mayor. The systems development fees now normally a developer would need to pay systems development charges for street improvements if they are building a project. What will be different from what we normally traditionally do as it relates to systems development charge if we approve this proposal?

Igarta: So what would happen is the projects that we're providing in the charge would allow for the city to contribute to the cost of the project so that it can be determined to be feasible.

Hardesty: What do you mean when you say allow the city to contribute? The city is building affordable housing.

Igarta: It provides capital funding so the transportation system development fund is a project that we can contribute up to 50% of the cost and this map shows specifically the blocks identified the most need for providing connectivity based on pedestrian access analysis of these neighborhoods.

Hardesty: So walk me through a process, right? I'm a developer. I want to build an apartment complex in inner northeast. Pick a street. Walk me through that process today and what change with this proposal.

Igarta: A developer comes in determined to not meet our requirement for connectivity so a connection is required. Depending on the scale of development the requirement has to match their impact on the system, so when they come in we in these blocks where we identified the project we have funding to help to bridge the gap so that we can get the connection within the site that they are proposing.

Hardesty: So we have the money to fill the gap if the developer can't -- the charges that we charge developers to build are significant. So let's just say give me a number, right? Say this is what you would normally traditionally charge a developer to build whatever that they are building as a system development charge. In this particular case when we're talking about connecting the neighborhood streets that have not had these street improvements in the past you're now saying the city could share the cost?

Igarta: No, these are new connections for new right of way. To make sure that we can make the requirement based on their impacts the city has the fund to contribute. Basically it means we can realize these connections rather than determining that they are not feasible then the requirement being waived.

Hardesty: Maybe I'm missing something. It feels like you and I are talking about different things. What I want to know is if I'm a developer and the streets that you're trying to connect, is it going to cost me more or less money to be able to do my development based on the fact that you want to connect these streets?

Igarta: It will cost you the amount of money to build the street will be the same as you would be required otherwise. The difference is we're realizing these connections rather than waiving the connection. Oftentimes because the cost is higher than the impact then we're not able to get those street connections.

Hardesty: When you say realize what do you mean?

Igarta: I mean that today if that development impacts are not determined to be -- it's not feasible to get the street connection that we miss the connection. So we don't -- what happens is we're not seeing any connection being built. Being able to have a little bit of money to contribute from the city gives us the ability to bridge that gap and actually have a connection built.

Hardesty: You're going to give money to who to do what?

Igarta: The money is going to the developer to support the completion of that street project.

Hardesty: Any developer? Are we going to prioritize developers developing houses people can afford to live in? What's the criteria to determine who we should give additional city resources to?

Igarta: This case it's specific to these blocks where the sites are not meeting the connectivity standard.

Hardesty: Even if the development project isn't going to further a city council goal around equity, housing people can afford to live in, whether it's around multifamily housing it doesn't matter what the developer is building?

Igarta: It's going to be eligible to have some funding to support if it's determined to not be feasible, yes.

Eudaly: If I could jump in here -- thank you. We have requirements to do improvements on frontages. These are not frontages.

Igarta: They are not, no.

Eudaly: We're limited in what we can compel developers to do and we often can't compel them to do a fully connected street, connected into our existing system. So this is a creative solution, really, where we're saying without additional burden on you because we can't put the additional burden on them. We just had a land use hearing on this very issue where we use an equation to determine what they have to do. Particularly because this is not an existing street. It's not as much. Does that sound right?

Igarta: That's absolutely right.

Eudaly: I would argue that we are achieving a council goal which is more connected, walkable neighborhoods, especially in east Portland where that is such an issue. It's not a reward to any particular developer. Anyone can walk or ride on this, right? They won't be private. Yeah. I just wanted to clarify that. Thanks.

Fritz: This project is specific to the jade district and rosewood. It doesn't apply in northeast Portland, just there, and I believe market rate housing there is about 80% of median family income so even if it's not -- is that about right?

Eudaly: I think that is what we heard last week.

Fritz: Yes. It's large multifamily developments that have the inclusionary housing requirement, the goal of the council is to get housing as we just discussed. So I think this is as commissioner eudaly said a way to use city-wide system development charges to supplement what the developers are paying for these projects.

Hardesty: My reading of the material that I received was basically that they would not be -- they would not be required to build full streets out but basically they would be building a corner or whatever the percentage was based on what it was they were building. That's not the same as giving developers incentives or money or making them pay less money, so that they have the privilege of building in those neighborhoods. It's either one or the other and as we know about inclusionary housing it's not -- housing still unaffordable for folks who are living at the median income in the city of Portland. I'm not sure that that's as helpful as we want to believe that is. What I want to be clear is that we're not giving more money to people who are making bucket loads of money building housing in neighborhoods that are pricing people out. We are going to be doing transportation improvements which means that now the area becomes much more attractive to folks who can ask for more money with their projects, so i'm just concerned that what i'm hearing today is not consistent with what I was reading in the material I read last night. I do have some greater concerns than I had when I walked in this morning.

Igarta: I think just maybe a simple answer, it will -- we'll be getting more out of the developer because they have to pay and contribute to a street improvement. So just the final finish up, again, the plan does not change city code. It has been incorporated with the better housing by design but we're asking council to adopt a resolution. That resolution will allow us to implement recommendations in the plan and to allow pbot to get better connectivity as the growth we anticipate to occur happens. Thank you very much.

Wheeler: Thank you.

Bill Cunningham, Bureau of Planning and Sustainability: This is bill cunningham with bureau of planning and sustainability. Highlight some aspects of this fits into the bigger better housing by design picture. Some of this followed from the climate action plan. They had some equity based discussions about how does responding to our climate challenges work out in different parts of town. In east Portland one thing called for was to really cultivate more connected, complete neighborhoods where people have better access to services and where it's safer to walk. One thing we have known is that we have not been getting the connections we would like to see in urban areas even as east Portland becomes less dense. Gateway over 20 years there's only one new street connection so much of these multidwelling zoned areas we're getting density but not any connectivity. What we heard from developers including affordable housing developers was it's so costly to provide a street connection and in some cases developers avoid places where they thought a street connection might be required. This folds into that better housing by design picture of really improving development outcomes. One thing we're clearly aware of with your passing the ordinance we're certainly not done. We envision this to be part of that broad your housing by design initiative which includes a big part of our work looking at mitigating and minimizing displacement. All these tools whether it's better housing by

design or connected centers is in the broader framework of what are the other tools we could bring to bear so that as we improve places the people who could most benefit from not having a drive can benefit from the changes. I think that's where the anti-displacement work is going to be pretty critical. We are committed to improving outcomes in east Portland while committed to finding ways people can continue to live in their communities as they improve.

Eudaly: Thank you for that clarification, bill. I think that really helps me. 20 years and we got one connected street. That's 20 years of missed opportunity, 20 years of development in east Portland where basically a weird maze of dead end paths and driveways that look like roads on big blocks which make it extra hard for people to navigate on foot. Just to be clear, this is not a give-away to the developers. We can't make them do what we want to achieve with this policy. We are filling the gap essentially that's left between the cost of a connected street and what they are actually required to build. Is that an accurate characterization?

Igarta: That's correct.

Eudaly: Do you think developers will be influenced by this development and they will all of a sudden want to build places where they can get this added benefit? Again, because this public right of way I don't see the problem with it, but i'm just trying to ferret out all the possible concerns and issues.

Cunningham: I might just provide a bit of an answer to that. Development is happening in east Portland even in places without connectivity. As you saw you're getting new development and they often have that 20 foot wide foot paved area with a walkway. It's just happening without any public connection. This is trying to change the picture so that you could fit in many cases a narrower type of connection that could work in more infill situation so as development occurs which it has been you actually get a public connection versus all those dead end driveways. What we have seen is without that development keeps happening you just don't get the connection. With these new narrower connections and the other approaches along with development we expect to see some more street connections versus today's situation where you go straight from to nothing happening because a standard street width won't fit and it doesn't pencil.

Igarta: We worked hard to try to fit within kind of the space that's already being dedicated for driveway and parking access.

Hardesty: No.

Fritz: I'm really excited about this project. It's very helpful. To clarify what I said the subsidies are available in the jade and rosewood districts or put into the transportation system plan eligible projects there are changes to city-wide regulations. One to provide new options for narrow right of way dedication which I really support and also to allow new developments to dedicate right of way in phases to connect to future development, something we have needed for a long time. Thank you for that. For multifamily several things were part of better housing by design regarding frontages and how you calculate density, et cetera, which I think are good improvements. I really appreciate your work on that.

Wheeler: Thank you.

Hardesty: Thank you. Can you tell me how much money is in this small pot of money that you have for this purpose?

Igarta: So for the gsd projects, the plan recommends --

Hardesty: Is that the 1.26 million?

Igarta: That's correct.

Hardesty: How are you going to track -- is there a checkpoint where you check in to find out if you're actually having the outcomes that you're looking for and then you can correct course if you're not and where is that process?

Igarta: That happens with the transportation system development charge updates. We do regular updates. In fact there's an update right now that's coming as a second reading this morning. We do regular updates then it's a ten-year plan so every ten years we reevaluate. Do we continue this or not.

Hardesty: You could pull your hair trying to understand systems development charges and why we charge what we charge. How we get to the outcomes that we get to. I tried for -- i'm still just barely cracking the surface of that. Clearly these improvements, transportation improvements are absolutely critical to life in east Portland. This is a community that has lacked these improvements for quite some time. I live in that community so i'm not arguing that we do not need these improvements. I'm arguing who is going to hold developers accountable to ensure as these improvements take place that we are a, not displacing people, and b, that we're really putting development in that benefits the community. Basically I can see all kind of scenarios because of how zoning happens now in east Portland, I can see a whole lot of worst case scenario zoning opportunities. I want to make sure that you will be holding developers' feet to the fire to ensure they are adding benefit not just benefit for themselves. Greatly appreciate your answers to my questions. I may never in my life understand systems development charges but I do know equity and I know benefit, and I know people who pay the cost of development. Today it is unequal burden and we keep saying that all these improvements we're making is going to make it better. So i'm going to hold you to it. Thank you.

Igarta: Thank you.

Wheeler: Thank you. Public testimony, Karla.

Moore-Love: We did not get a signup sheet set out for this.

Wheeler: Is there anyone here who would like to testify on this item? It's a resolution.

Moore-Love: Looks like edith and maggie.

Wheeler: Thanks, gentlemen. Waiting for the Portland united against hate report. Thank you for your patience. We'll wrap this up quickly, take a couple minute break and get right back to you.

Edith Gillis: Related to this, I want to commend and thank commissioner Fritz for comments on the earlier item related to this. To commissioner hardesty that we need to we need to solve the problem not cause more problems whereas the accountability accessibility, who is making the decisions, where is the process for the stakeholders to assess to get feedback and to have oversight and accountability. I agree with commissioner eudaly that it's taken a long time to get here. We're making progress. There's only certain things we can provide and we don't want to be stuck in litigation. I propose that we not only talk about quality of development and housing as commissioner Fritz says, and accessibility as commissioner hardesty says, but also appropriateness meeting the needs of the people. We have large families, multi generational families that want to be living together in a culturally sensitive appropriate way. We need environments that are safe. Some communities where you won't have women out at night but we need to have transit, we need to have shopping, things there so we're not only connecting a vehicle to someplace but we need to have fair, free transit for everyone. We need bike lanes accessible for people with disabilities such as i. We need to also have the connectivity of our green ways, pollinator paths, access to solar so that we have local energy production, storage and use, that we're having food production and vegetation not only to cool and clean the air but also to provide fuel, fiber, food and forage as well as a crime prevention. We know that we do far better in reducing crime and reducing violence when we have access to nature and social justice. The way we design it not just boxes along rows and lots. We also need to have more permeable surfaces, not just concrete or asphalt. And we need to be able to have lighting that is safe for folks but not confusing insects, birds and having light pollution making danger for pilots. So i'm really thinking that

December 18 – 19, 2019

at this point there's not enough good to vote yes. There's a lot that we need to put into place and we need to do it very soon.

Wheeler: Thank you.

Fritz: State your name for the record, please.

Gillis: Edith gillis.

Maggie: Maggie, Portland homeless town hall. I would like to add that there's this missing link. You have the shelters then saying what you want to do is take an increasingly small sliver of people who are disabled, aging, have maybe addiction issues or formerly incarcerated and you want to integrate them into this community, a small sliver of them, and have them living next door to each other. Well, what I want to say to you is that would be fine for a few people but for a lot of people who have disabilities, mental or physical or aging or marginalization issues, what would work better instead of shelters or instead of --

Wheeler: Can you bring this back to the subject? It's important but not relevant.

Maggie: It's important. It would be a dorm campus style situation where because you're not dealing with single aging people. A dorm style situation where everybody has their own room and there's a campus-like situation with a community dining hall and we're talking about those community spaces and where the social services --

Wheeler: Sometimes I feel like you're trying to get me to kick you out. I really don't want to do that. I like you. tie it together, please tie it to the resolution.

Maggie: Miss the boat in terms of dealing with certain sections of the population.

Eudaly: This is a transportation item.

Maggie: Okay, the transportation issue is --

Eudaly: Connect it to the plan.

Maggie: Rather than connecting cars why not connect pedestrians, connect --

Eudaly: That's what this is about.

Maggie: Okay. The permeability of the pathways.

Wheeler: You're with us.

Maggie: Yes.

Wheeler: Thank you. We appreciate it. This is a resolution. Please call the roll.

Eudaly: It is sometimes challenging to sit here and listen to community members and even colleagues sometimes talk about issues as if i'm not an advocate, so edith, i'll tell you where the accountability for anti-displacement is. It's right here. And it's right here. I have demonstrated a deep commitment to protecting vulnerable residents from development driven displacement. Before I joined council I was one of many voices advocating for inclusion of anti-displacement measures in the comp plan and this first 30 days of council I passed the strongest tenant protections the city has seen in decades helping to stabilize tens of thousands of Portland renters in their housing. I advanced an anti-displacement directive which was funded and is now in the hands of bps. I'm the loudest voice for anti-displacement measures in the task forces I serve on including the southwest corridor project, the transportation funding measure at metro, and the joint policy advisory committee task force. My office is currently working on developing tenant opportunity to purchase and an adu lending product, two of the top priorities of anti-displacement advocates. I have repeatedly gone on the record saying I won't support rip without strong anti-displacement measures in place. And i'm also running a transportation bureau overseeing a transportation bureau that asks two questions about every project we do. How will this advance racial equity and meet our climate goals. I think that connected center street plan is creative, innovative, resourceful, a move away from an all or nothing attitude in pbob that has prevented us from creating more connected communities. East Portland residents have been calling for sidewalks and bike-ped improvements for many years now. This is a really resourceful way for us to deliver some of that. I'm really proud and thankful of staff from both bps and pbob who contributed significantly to the creation of

December 18 – 19, 2019

connected center street plan and in addition to them from pbob and bellingham from bps I acknowledge mark armstrong, mark asmus and daniel sublink. Of course I want to give a very special thank you to our wonderful community partners who supported this planning effort. In particular I want to recognize the staff of the rosewood initiative and apano for sharing their time and spaces for outreach events and their expertise so this work would better reflect the unique needs and challenges in their community. I vote aye.

Fritz: I appreciate your passion for transportation and this project in particular. Thank you to chris warner, the pbob director. Denver akatia and bill cunningham. You have done something that people have been trying to do for 20 years or more. I'm really impressed if the late bonnie mcknight was here she would also be impressed. She would doubtless point out something I forgot and brought it to your attention. In particular we're going to dedicate city money to the jade district and rosewood and build about half of the streets that are needed in both districts over the course of ten years. This is something a long neglected part of the city where people are already living in affordable housing and more will come because of the market rate of the housing in that area. Thank you to miss son corn who looked into this for me. Claire adamson and tim on my staff. They helped too. Thank you to everyone on my team. Aye.

Hardesty: If the vision that we have for better housing by design and the connected center street plan is visualized, it will mean that east Portland will be a vibrant, multi-cultural multi generational community for generations to come. If it ends up like most of our other development plans, it means that there will no longer be people of color living in the city of Portland. Anybody who takes offense at questions that's on them. It is my responsibility to ensure that when I vote yes for something I clearly understand what it is i'm voting for and who will benefit and who will not benefit. I have an obligation not just to people of east Portland but to all Portlanders but east Portland is my home. Every day I leave this building and go back to east Portland. This time of year I know that we have got kids playing in parking lots because we have failed them as a government. So again, if people take offense because i'm not quite understanding, i'm not connecting the dots, not understanding how this benefits those who have the least voice and the least power in this community that's on them. When I spoke to apano just yesterday in the rosewood initiative they talked about focus group overload. I can't tell you how many governments show up in my neighborhood talking about we're here to help, we want a focus group to hear your voice and put it into blah blah blah. We need to do a better job coordinating within this building before we go out to community so that we're not going out to community over and over and over again talking about the same geographic area. It is important that as a council that we are holding people accountable for what they say. Everybody says equity today. Everybody says inclusivity today. Everybody talks about inclusion. I'm just about outcomes. If I look at the outcomes and they do change that means we're not doing what we say we want to do. I am excited about the potential because i'm one of those people that walks through the potholes and the gravel and all this as I go to businesses in my community, as I participate in community activities. So if this is really going to benefit my community I should see it almost immediately. If it doesn't I will see that as well. I absolutely trust the staff. I know that they are working as hard as they can within the limits that they have. But again, doesn't mean i'm not going to ask questions, doesn't mean i'm not going to hold you accountable. Doesn't mean i'm not going to ask questions from every angle because when I go home and eat in my neighborhood the person next to me asks me questions about it. I gotta tell you if I can't answer it I don't look like much of a representative, do i? So I will continue to do what I do because that's what I do and i'm very happy to support the connective center street plan. I vote aye.

Wheeler: Let's start off by thanking commissioner eudaly. I think I told you this privately the other day, I think you've done an outstanding job as leader of the Portland

December 18 – 19, 2019

transportation bureau. I think you have pushed the envelope on a whole host of fronts, you've really governed with an eye to the future, you've been willing to take the heat and take shots but I think you've done it in the interests of making the city a better place to live. I support the work that your team is doing and the work that the bureau is doing. I think this is great. Commissioner Hardesty does make a good point that all plans have to be followed through on with actual concrete action. I have every confidence that you will do that. I share with commissioner Fritz her enthusiasm for this. Really, this is -- there's nothing in here I can't overtly cheer about and cheer for. So I hope we'll all work together on this if there are problems in the implementation phase. I hope you will come back to us, be straight with us, tell us you need help or support in a different way or an increased way and we'll be here for you because it's a really good vision. I also just want to second what I think it was commissioner Fritz who said that there's a focus here on the Jade District and Rosewood and I think that's terrific that we are taking resources that we're taking a planning action and we're going in like a laser beam to focus on areas of need and rather than just incrementally approaching something we're going in with both feet. I think that's really positive. So good work for all of you who worked on this. I didn't so I can't take any credit for it. But I'm happy to be --

Eudaly: Mayor:

Wheeler: I'm happy to be cheering on commissioner Eudaly and the city staff for their great work. I vote aye. The resolution is adopted. Next item. Oh, can we take just a couple of minutes' break? Why don't we take five minutes then get right back to Portland United Against Hate. We're in recess.

Wheeler: Please read item number 1167.

Item 1167.

Wheeler: Colleagues, founded in 2016, Portland United Against Hate is an 80-plus member coalition of community organization, neighborhood groups and municipal bodies with a mission to track, respond to and prevent acts of hate. Over the past two years 13 organizations have received competitive special appropriation grants totaling over \$550,000 to increase capacity within communities to provide rapid response to hate incidents, pilot an online hate incident tracking tool, increase awareness and skills in interrupting and preventing hate incidents and creating tools and resources to combat hate in Portland. This grant funding has allowed the organizations to collectively hold over 190 training for over 5200 people, provide outreach and engagement to 17264 people in 11 different languages and launch a hate tracking tool that's gathered reports of 251 hate incidents in just the first year and finally to expand the membership of the Portland United Against Hate coalition and the resources that are available to directly target and combat hate in our communities. With that I would like to introduce our presenters starting with Rabbi Deborah Kolodny, program director of Portland United Against Hate. Good afternoon. Good morning. Thank you for being here.

Rabbi Debra Kolodny: Almost afternoon. Thank you so much. It's a pleasure to be with you again. We'll have two panels today. The first will be myself with a bit of introduction in the work and successes and then Andrea will be reporting on data. Then we'll report on the way that the work was leveraged to support the statewide hate crimes bill. Our second panel have community organization representatives talking about the impact of our work. And we have people from the Lutheran Community Services. Then my colleague will bat cleanup and bring us home. We're very aware that we're running late and we'll do our best to keep to our time and maybe if we could hold the questions until the end that would help with that, but whatever unfolds will unfold. All right. This week the phrase I've got a dream has been come to me over and over. You automatically think of Dr. Martin Luther King when I say that but I have been thinking about someone who either mythically or really existed thousands of years before Dr. King. In the portion of the Torah the Jews read this week we

December 18 – 19, 2019

embark on the story of Joseph who said to his brothers -- [speaking in foreign language] here I pray you the dream which I have dreamed. In this portion of Torah Joseph lays out his own prophetic dreams and he interprets Pharaoh's dreams. You may remember the story. He predicts a climate crisis which results in seven years of famine in Egypt and the entire Nile basin. He figures out how to create abundance and sustainability for all those who dwell in that area and those who come from surrounding areas. I have been thinking about this because for me the story is the story about Portland community organizations and Portland city staff and Portland elected representatives like yourselves collectively dreaming ourselves through an age-old but politically massively amplified crisis. We didn't have the seven years to plan that Joseph did. The seven years of abundance. So we have been planning as we go. And the mayor stole some of my thunder but I'll give you a beautiful nugget on our coming with 554,000 of investment and community facing organizations over 22,000 people have been impacted by training or engagement and activation around the work of preventing and interrupting hate. Our data collection tool has not only lifted up 250 incidents in two years, which is I think local criminal justice systems have found maybe 10% of that, so we're clearly identifying and expanding our understanding of the problem, but we also have created a tool that could well be used by the entire state now that SB577 is calling for the kind of data collection that we have been doing. We have also transformed the way property managers do business through the work of the Fair Housing Coalition. Leveraging the work of PUAH to ensure that property managers see hate provocation as unacceptable and they build that into their contracts. We have leveraged the investment to support passage of SB577 through Unite as you'll hear in a short bit. We have supported the transformation of a graduate program for mental health professionals on how to provide care for those targeted by this. We launched ourselves as an independent entity from the city and we have another 135,000 pending with a strong likelihood of success. I would put it at 99.9% likelihood of success. I'm going to breeze through a power point with a few more highlights. I know our time is limited. But I do want to focus on next steps. With our report Hate PDX instrument the users, organizational users of the instrument have provided feedback that we'll be looking in the next two years into creating an ever-improved instrument. We're embarking on a report Hate PDX creating a culture of reporting campaign because we recognize that even though we have 250 incidents reported there's likely at least two a day taking place on public transportation alone yet our communities even though they know that this is a safe way to proceed are still traumatized that they don't have the wherewithal to proceed. We want to get every organization in this city working with targeted communities engaged in the reporting culture. We're going to do outreach at national nights out to engage citizens and residents in learning more about the reporting. We're going to conduct focus groups in targeted communities to find out how the reporting can be improved. I'm not going through all the tools and resources. It's in your report, but take note that we have created two new videos since we last reported on the tools and resources that we have created. The mayor already articulated success in terms of the number of people trained and the number of people engaged. I just want to add a nuance here that in the second year with only 58.3% of the funding we trained 97.2% of the number of people trained in year one. So we're not only doing amazing work and impacting lots of people we're getting more and more efficient as we proceed, which is the way it happened. We also reached out in the second year our outreach with only 58.3% of funding and gave 83% of the people reached in year one. We're seeing great efficiencies over time. I mentioned the Fair Housing Council success, they advocated with Multifamily Northwest, Portland's largest association of professional property managers, to include language of hate in housing agreements which is unheard of before PUAH was launched. The Queer Center responded to a wave of homophobic and transphobic attacks on community members by collaborating with local

December 18 – 19, 2019

lgbtq plus leaders in hosting a town hall meeting providing support to targets and informational resources to the community at large. Over 600 people attended. I'm not going to speak about unite's leveraging its work because sima will. Lewis and Clark developed two training curricula for mental health professionals with the support of the city. With 20 new puah coalition members which means we have 20 new organizations who can be conduits for getting more people to report on hate incidents and who are also engaging in training their constituents on how to interrupt and prevent hate. Our independence on July 1 we became independent with Southeast Uplift as our fiscal sponsor. In August Diego and I were hired. By September 4 we had four grant applications submitted. Mia Memorial where we're already in their cohort for an \$80,000 grant. We have received the first small portion of that and 75,000 will be applied for in January with as I said a 99 I would say percent chance of success. We have a 50,000 grant out to Metro Enhancement, a grant out to Oregon Humanities. 15,000 in donations on hand. We're in conversations with the state for funding pursuant to SB577 and we have a campaign that we are creating to secure business support in its planning stages. The Civic Dialogue program granted \$75,000 to your training arms. We have five now over the course of this fiscal year. We have provided five of the 20 while five trainings each conducted four times so five of the 2015 five of the 20, 15 more to go. Our grantees were approved a month ago so I'll move a fast-forward through that and say our next step priorities are to expand the report hate pdx campaign creating a culture of reporting. To continue to solidify our base outside the city of Portland. To launch a campaign or two to root out hate at its source. To continue working with the Mayor's coalition on combating hate in the resolution against white supremacy and the follow-up group with the white nationalist. If funded we will be working to identify hate hot spots and support businesses and community members in addressing what's happening in the moment, healing from its impact and preventing hate in the future and creating a system for providing technical assistance to historically underrepresented communities to ensure that especially African-American and indigenous organizations apply for grants in the future. With that I'm going to hand it over to our colleague Andrea who will report on data collection for the coalition of communities of color.

Andrea Valderrama, Advocacy Director Coalition of Communities of Color: Hello.

Thanks so much for having us this afternoon. Like Deb said I'm Andrea, advocacy director for the coalition of communities of color. I'm here representing CCA. I want to acknowledge my previous colleague who really led a lot of this work. She has since moved on and actually just yesterday moved to Chicago so I'm filling in the gaps to the best of my ability. I'll do my best to answer your questions. If not I will get you the information later. So I had sent -- do we just click? Sent her some additional slides. Just push down will it -- load? Couple minutes here. Great. So this is just a brief overview of CCA and Portland United Against Hate. Our missions. I won't spend too much time on that. Move to the next one. I wanted to talk about a little bit of the specifics of the platform. You got some of this information during the last presentation to council. It was really based in community need and input and the findings that came from community recommendations in the fall 2017 study that CCC, along with other partners, conducted. The platform includes community vetted survey that recognized communities most likely impacted by hate violence in ways beyond what legal frameworks and understanding recognize and that's an important distinction as we look at why we started with the questions that we did in the survey. We also found that a lot of the types of incidents that people were mentioning in these focus groups that we tried to tailor the survey to identify were incidents that were very complex for both systemic and interpersonal. We tried to capture that these were not necessarily individual incidents but also incidents against systems and institutions. Some of this information also is on the addendum A, page 11 through 13 in the big stack of papers that

December 18 – 19, 2019

you all got. Just briefly to go over the goals we talked about with puah as ccc's -- a grantee that ccc has we want to make sure raising awareness to the general public about what is going on with hate in Portland. We hear in the news Portland in general a seen a rise but want to educate on what exactly that means, what are these incidents happening, where they are happening, to whom and in addition really advocate for legislation around hate violence and policies in general that dismantle racism and white supremacy as it targets -- that target the root of hate, prevention, mental health and policing alternatives. I think the full list is on addendum a, pages 11 through 13. The next couple of slides are a bunch of data. I'll try to go through it as quickly and slowly as I can but certainly feel free to ask questions in general. The first slide is focused predominantly on data we collected between august 2017 through december 2018, and the slide's font is a little smaller but these exact infographics are also in your packets pages 15 through 17. Those are full page infographics. So if it's easier to read there you can certainly refer to. That the total number of incidents from august 2017 through december '18 were 138. We identified the following communities documented by this platform were latinx, black, african-american, african, giambian and somali asian, eastern european, jewish, vietnamese and burmese. 27 were reported as being targets were female. 3% were targeted at transgender or individuals especially transgendered females. 54 documented in the systems were perpetrated against latinx community members and 13% occurred targeting black, african, african-american, giambian and somali community members. In terms of the type of incidents that we collected we found 84% of the documented incidents described verbal hasment, unfair treatment, exclusionary actions, examples islamophobic, race, sexual orientation, place or disability. Talk about the perpetrators both in 2018 and 2019 for this 2019 data or 2017-18 data, 26% of reported incidents were perpetrated by individuals including neighbors, property managers, landlords, supervisors and general public. One incident recorded a deportation incident perpetrated by ice. In terms of location while 60% were not tracked in location we have some data that did identify location four of them reported in north Portland, west of i-5, four of them occurred in northeast Portland, east of 205, four in northeast, three in northwest, then eight incidents in southeast Portland. So again there's a little more information on the infographics in the packet. That's the first set of data. For 2019, move to the next one, this is data collected from january 1 through june 26, so we have a total of 65 incidents through that phase, then there's also between june 27 and october 31 another 48 incidents. So this data reflecting that total 113 incidents that we have collected this year through october 31st. So similarly, who we have found to have reported into the system are middle eastern, caribbean, samoan, african american, african or black communities. 38% were females, two targeted 28.8% targeted white of which 80 identify as female trans, gender, queer or muslim. 27% targeted mexican individuals. 13% targeted transfemale two spirit people. 8% targeted asian and 6% native americans. We have 45% were involved verbal harassment and/or negative tip of insulting comments directed at the target. 43 involved physical threats, intimidation or physical assault. 17 involved land and property damage, graffiti or burglary or theft. 71% of reported perpetrators were individuals and/or groups of individuals then 18.5% reported law enforcement examples being police under ice. Public agencies and other public agencies as perpetrators. More data on the location of the -- that one. A little bit more information on location and a few more slides here of the data for 2019. 15% in southwest Portland, 19% in southeast Portland, 17% in southeast east of 205, 19% was west of 205. Then 29% in northeast Portland. So i'm going to breeze through the next slide. Deb had already covered it. It was some of the next steps. Now that we have this data what do we do with it. We are working with a consultant, i.t. Consultant to really work on 14 identified improvements to the tool basically on the survey which we're really excited about. The full list of the next steps are on page 7 of the packet that you all received. Then the last thing

December 18 – 19, 2019

i'll just plug here is that we are really as we go into this education phase of the campaign and reporting we want folks to report so I put in report hatepdx.com. It would be helpful to have in the back of your mind and your offices as you hear of folks talking about hate, experiencing hate it doesn't have to be something that occurred recently. Can be something that happened in the past. The more data we get is useful. We want to articulate that everyone's experience matters. Important for this to be heard, to get support for us to continue to use it to advocate for the policies that we are working on. So that's a general overview of the data that we have collected thus far.

Wheeler: Thank you. Appreciate it.

Seemab Hussaini, Multnomah County Commission Organizer at Unite Oregon: Yes. Greetings. Hi, everybody. Mayor wheeler, commissioners. For the record i'm sima hassani, Multnomah county community organizer at unite Oregon, here to talk about the powerful statewide impact of Portland united against hate and its second year. As we complete year two puah continues to matter because our communities matter. Because we're in the middle of a shocking crisis of hate based violence across the country directed at jews, muslims, queer folks, trans, nonbinary, immigrants, refugees, black, latinx folks, unhoused neighbors and other communities and the data is heavy as andrea had outlined. Although this hate did not start with the election of donald trump to his presidency his violent rhetoric towards so many communities has made this situation much worse. Puah's work early on identified a powerful need for better tools to deal with hate and bias incidents. We also found that the state's hate crimes law was lacking, having been written in 1981, to better be equipped to deal with older kinds of racist violence. We were especially concerned with the lack of a dedicated place to report, record and track biased based incidents in Portland and statewide. While we were able to create a reporting system for hate incidents within the city of Portland we know that bias and bigotry do not stop at the city limits. So we started to look for opportunities to engage statewide. At the same time, attorney general ellen rosenblum was interested in tackling hate crimes in Oregon and started in january by convening a series of listening sessions in Portland, eugene, and medford to hear from the community about our experiences and our needs. Puah was instrumental in making the Portland session a success. This coalition and our members organized grass roots individuals to testify and submit postcards to the department of justice with their stories and demands. We highlighted how Oregon's existing hate crime laws was working for nobody, not police, not prosecutors, not victims of bias based violence. We demanded that law be changed. We won. This year the Oregon legislature passed the larnell bruce, jr., hate crimes act which changes the name of hate based offenses to bias crime. Makes it possible to charge individual perpetrators with felony bias crimes rather than requiring that two individuals be involved before a felony can be charged. Explicitly includes gender identity to ensure our trans and nonbinary community members are protected and creates resources for victims of incidents which cannot be charged as bias crimes. So individuals are not limited in their ability to seek support and justice. That's the power of Portland united against hate. And keep in mind that this is just one small snapshot of our work. We came together, identified a problem, figured out the right solution and we made it happen. Portland united against hate is powerful. I urge you to continue support for this vital program.

Wheeler: Appreciate it.

Rabbi Kolodny: As we shift panels I want to say since i'll be leaving this table that I hope you feel as we do that the 550,000 investment was well spent and that well leveraged. I don't have the gaze that you do, I don't look at all of the rois on the investments you make but I have to think that we have been amongst the best performing receiver of city funding. We are very grateful and look forward to continued partnership.

Wheeler: Thank you, rabbi.

December 18 – 19, 2019

Fritz: If somebody is watching this and is as impressed as we are how can they donate?

Rabbi Kolodny: You can go to the southeast uplift website donation page. Since their office sponsors, push on the Portland united against hate and be directed through paypal.

Fritz: It's a nonprofit, your tax-deductible.

Rabbi Kolodny: Absolutely. Thank you.

Wheeler: Thank you. Good afternoon. Thanks for being here.

Alan Lazo, Executive Director Fair Housing Council of Oregon: Good afternoon. I'm alan lazo, executive director at the fair housing council board, one of the puah grantees over the past couple of years. Mayor, commissioners, thank you for having us this afternoon. I want to note that we're here talking about civil rights in our community and I just want to note that i'm one of the strongest advocates of civil rights on the council along with all of you is commissioner Fish. We have greatly appreciated his work and his support over the years and just want to wish him well in the journey that he's on right now.

Wheeler: Thank you.

Lazo: So i'm going to start out my comments by bringing forward somebody else's. If you heard our colleague eric ward talk about what it is you have -- if you have thought about what you would do during the civil rights era, then whatever you're doing right now is what you would have been doing at that time. So as he notes we know that this is a time as are the panelists have noted where many community members are under attack, that the rise of hate and harassment is rampant in our communities. We know that under civil rights laws there are specific protections for hate and harassment, one of the reasons our organization is involved is there are specific protections with regard to hate and harassment in housing. We also recognize that civil rights sits on that spectrum that includes law enforcement and as my colleague talked about we're seeing this movement that is really embodied in the sb577 around how communities can help lead on identifying what is needed around hate and harassment. We know that we really need to include front line communities and community centered voices in the work that we're doing in hate and harassment. That's really for us one of the impacts that we have had as an organization. The work that puah does really points to this bridge that we need to build between civil rights, between law enforcement and recognizing that the way that law enforcement, the legal process defines hate and harassment often doesn't speak to the needs that our communities have. Again, I think we see that at the state level with sb577, we're seeing movement as we have conversations locally with Portland police bureau. If you have ever looked at their hate crime or bias crime reporting it included only those incidents that rose to a level of hate crime which significantly underreported the number of incidents that were occurring in the community. So what you see from puah and its hate incident tracking tool really helps capture how that works. How communities are being impacted. We'll hear more from some of our community partners. For us as an organization our partnership with puah doesn't change the fundamental work that we do around civil rights and the legal protections, the legal standards that it requires us to do to move forward in the enforcement and legal process but it really for us has helped add this community centered lens that increases the front line community focus that we have around hate and harassment. Not only in the training that we do, not only in the enforcement but in the training that we're doing as rabbi kolodny mentioned we're one of the trainers as part of the office of civic life's civic dialogues work and getting the opportunity to talk about this history around housing discrimination that has shaped our communities and continues to foster environments of hate and harassment. Really shapes this work for us to look at how front line communities will be impacted. It also reminds me of a story that comes from some of my previous work with law enforcement folks with assistant chief krebs who had a conversation about what community policing was. So many of us think it's getting cops to walk the streets on a beat, to be in the community. But what he explained it to me was the

December 18 – 19, 2019

way he understood it was understanding how a community wanted to be policed and instituting that. I'm not sure we always get there but it was really interesting to change that definition. I really see our work in that same manner. That we really can't do the work of enforcing civil rights laws, enforcing hate and harassment without truly understanding what front line communities are experiencing. Again, it really highlights the need for us, this continuing need for us to change how we focus and that we means lots of different places not just the legal civil rights process but also policy making processes so that we can really have an informed conversation about hate and harassment ensuring that we truly understand the impact on front line communities and when we do have that understanding it can help us better craft the solutions that address hate and harassment in communities including the work you all are doing in public policy. So thank you very much.

Wheeler: Thank you.

Page Smith, Program Coordinator for Q Center and Portland United Against Hate:

Hello. I'm page smith. I would like to thank council for having us here today. I'm the program coordinator for queue center and co-chair of Portland united against hate. The lgbtq to be blunt has faced tremendous hate and violence. Since we joined Portland united against hate we have been committed to increasing community capacity to give survivors and bystanders access to support. Our lgbtq plus community and particularly those who deal with multiple acts of oppression require resources that do not again endanger or traumatize them. Portland united against hate's ability to connect survivors and bystanders to immediate care such as mental health support or medical care as well as legal aid allows community members to focus on healing if something terrible happens. In february after receiving reports from ten-plus community members that they had been physically attacked we partnered with other community organizations and hosted a town hall. Over 600 attended, received items and access to community resources such as more mental health support and advocacy from other organizations there. Since then we continue to host free self-defense classes and community education. We trained over 90 volunteers and 70 community members on how to identify and respond to a hate incident. With the next phase of puah Q center became more of a reporting hub for the community who had experienced hate and biased incidents. When we lost t.t. Gully, a black trans woman found dead in a park in Portland over the summer, her family contacted us for support in getting answers. We provided her family much needed advocacy in the form of getting family interviews with law enforcement, with the media to then get a more speedy response to what had happened to her. There have been many other lives lost. People injured and other harm caused. As most know nikki kuhnhausen a17-year-old trans girl from vancouver missing since june, was recently found dead. A murder suspect has been arrested. Another life has been lost, brutally ended before its prime. She should still be here. We mourn her and so many others. At least 22 trans people have been murdered in the u.s. Since the beginning of 2019. The violence must understand. Survivors and community members need to have access to robust supported resources not only competent but empathetic that advocate for them. Puah sustainability is vital as it provides a platform for the disenfranchised to address and respond to hate and bias. Too often survivors feel left in the shadows to tend to themselves. To have it be known there are community organizations that have the means to help is incredibly important especially since we're constantly cruelly reminded that there's a trend of violence even as we continue to do this work. Thank you.

Wheeler: Thank you. Appreciate it.

Victim Advocate, Lutheran Community Services: Good afternoon, i'm a community based victim advocate at the lutheran community services. The advocacy program provides support to victims of hate incidents free of charge and confidential. We serve regardless of immigration status and we're victim centered. This means we believe our

December 18 – 19, 2019

victims. We strive to be a safe space. We work with participants to identify their needs, develop a long-term community based and culturally specific support systems and assist in accessing system-based resources. Immigrant and refugee communities have been increasingly targeted by hate. We understand that these communities are diverse. Regardless of this diversity, almost every victim that accessed our services not only experienced hate on a regular basis but also witnessed other members of their community suffer from hate incidents. We have a diverse staff of advocates that include refugees and immigrants, such as myself. Despite this, building trust with communities that are targeted by hate remains a challenging task. Our relations with immigrant refugee communities have flourished based on successes we have had in supporting those who have come forward to speak up. Having said this, it is important to ground our notions of success and understand what success really looks like. To illustrate, I would like to share the story of one of our clients who faced discrimination at the workplace. She was unlawfully discharged and accused of stealing time from the company she worked for. She's an immigrant and it's been more than two years since the incident. This period included a prolonged but futile investigation by the bureau of labor and industry, prolonged efforts in finding and affording attorneys, and legal back and forth with the company. The victim finally received a settlement just recently. Our advocates have supported the victim throughout the process. Now, the client deemed the settlement a success. She was happy to finally receive something, anything, besides the abuse and exploitation she's received over the years. The terms of the settlement, however, prevent the client from ever making a public statement about the company. She is prohibited from ever naming the company or disclosing any details related to the settlement. There was no cultural sensitivity training imposed on the company, nor was there any public record of the matter. Instead, all they had to do was throw some money at it. Now, our client identifies her story as a success. After all, she finally received a personal acknowledgment of the injustice she suffered. We honor her perspective and respect it. But perhaps her story of success is not an indication of how much we've done or accomplished. Rather, it is an indication of the distance that we still need to travel to reach our goals of equity, justice, fairness, and equality. Our experiences so far tell us we have only just begun realizing the magnitude of the exploitation and abuse that marginalized communities suffer. Despite progress and increased attention to hate incidents in the city, our experience tells us that there's still much work to be done. Thank you.

Wheeler: Thank you. Thank you, all. Appreciate it. Good afternoon.

David Hernandez, Coalition Director PUAH and State Representative: Mayor wheeler, commissioners, for the record, i'm david hernandez, the coalition director for Portland united against hate. I'm also the state legislator represents outer east Portland. Thank you for having us. I first want to start out just by saying thank you. You all believe in this. Your staffers brought this forward. The community brought this forward. And you all believe in it, invested in it at the very beginning. And as you can see from our years of work, if it wasn't for your investment and your trust in us, we wouldn't have been able to do this work. And this work is innovative. We are setting the example for how a city, a community can organize itself in partnership with government organizations to really track and respond to and provide services to victims and survivors of hate or incidents of hate. So that's thanks to you all. And there's a lot of work to be done, just like a democracy. We have to keep working at it. White supremacy and hate, the goal is to eradicate it, but we know there's been many attempts in our history to try to do that. But we have to continue to work towards combatting it, towards educating, towards training, and doing the preventive work. That is the hardest and takes more investment and resources, but you have a lot of energy and commitment from the community and the organizations that have come forward. There are other organizations that want to do this type of work, too. I mean, for me, it's a

December 18 – 19, 2019

privilege. I'm a public servant, but i'm also in their service to do whatever they tell me to do. But it's a privilege to do this work, and we have a huge coalition committee of 32 organizations that meet monthly, a huge coalition of 80-plus organizations, and there's more and more wanting to join us. And we are in this stage where we are becoming an independent entity, right. That's why I was hired. We're in this phase of trying to figure out how to create a sustainable organization. So we're definitely looking forward to our continual partnership and then asking the question, what is the responsibility of the state, of the counties, of the city in terms of responding to and providing services to survivors of hate and eradicating and ending and abolishing the culture of hate and white supremacy. What is the responsibility? That's the question we are asking and working towards figuring out how we can all work together towards that same mission while simultaneously not just doing the preventive work, the education work, but also providing the direct services needed in realtime and responding to in realtime when stuff has gone down that shouldn't be going down. So i'll wrap it up with that. Thank you so much for your investment, and I hope that you all continue to invest in us.

Wheeler: Thank you, representative. Commissioner Hardesty.

Hardesty: Thank you. We're now in question and answer. Don't go anywhere, representative. I want you to be there too. Thank you very much for the incredible work that you've done. I think you've heard me loud and clear, and every time we've met, improvements have been implemented, the vision has become clearer, the direction has become even clearer. And so I want to start with thanking you very much for your thoughtful approach to putting these systems in place to protect all people in our community. My questions are really very specific around the hate crimes reporting. For you to have 253, and I think the fbi had ten or less, Portland police had two, what is the difference in the approach and the accountability mechanisms and the work that you're doing as compared to the folks who we pay to actually investigate hate crimes?

Rabbi Kolodny: So the police and fbi have this legal standard that was alluded to, which requires that the motivation, the intention of the perpetrator in order for a hate crime to be established. So the police have chosen to use that threshold as a cut-off. If they don't feel like they can prove it, then it doesn't even make it on to the list. At least that's the conversation I have heard. On the other hand, our reporting is did something happen to you? What happened? Somebody used a racial slur, somebody used a symbol that was obviously racist or anti-semitic, et cetera, et cetera. It's the experience of the targeted person who describes what happens. That's the criteria for whether it gets included. So that's, I think, one differential. Another differential is that most targeted community members aren't interested in going to the fbi or the police. They don't trust them. They don't feel safe with them. This is an anonymous tool. They already go to latino network or lutheran services, and they're working with their trusted support resource people and making a report feels like it's just part of the process of getting help. So both the process and the substance is different.

Hernandez: Yeah, i'll just add that -- just two quick points. One is the definition, right, the legal definition but then our definition. We define it. You can find it at Portlandunitedagainsthate.org, our definition of what we classify as hate incidents. That definition came and is from the community. That's one point. The second point is relationships. Trust, right? Deb talked about this. I think the community that is reporting have a sense of safety with the community-based organizations they're working with. They feel more confident when they have a liaison that's there walking them through the reporting system.

Hardesty: And what's the follow-up? So I report on your website that this is what happened to me. What happens after I report?

Rabbi Kolodny: Yeah, I would just say that the vast majority of people who report are already engaged with the organizations who can be of service to them. And because it's an anonymous reporting tool, we can't then send their report to an organization, but we have on the website here are the community-based organizations who are resources for you. So the person can choose to then pursue support from a community-based organization. It's the only way to do the anonymized input.

Hardesty: So representative, are you working on changing the definition at the state level?

Hernandez: I would add that in some ways, the definition at the state level has shifted with sb-577 through not just the change from hate crimes to bias incidents but also through the statute to be broader. As you know, police will now be required to track whether there is a conviction or an arrest in incidents of bias.

Rabbi Kolodny: I also just want to add that it's not just in Portland this is true. The fbi nationally collected about 7,000 hate incidents. The department of justice says that even using that legal criteria where you have to impute motive, there are likely at least 250,000 incidents that are not getting reported or getting heard sufficiently to be reported officially. So it's all around the country, probably all around the world.

Hardesty: I appreciate that. I guess my last question is, how will the information that's being gathered inform the law enforcement agencies that are supposed to be investigating and holding people accountable for this activity?

Hernandez: I was just asked this question. Portland united against hate presented at an east Portland action plan meeting. That same question came up. I would say, you know, it's dependent upon the coalition itself, if they even want to engage. And if they make the choice to want to. I think we still have to identify what is it that we want to focus on when it comes to our policy and advocacy campaigns. If the police or law enforcement is an area that a collective group wants to do, then we're going to have to answer that question how we do that.

Hardesty: I've heard you loud and clear that basically most of the community members that are engaging aren't members who would be comfortable walking into a police station saying, I want to report a hate crime or a bias crime, right. I get that. So I'm not suggesting that Portland would take that information and share it with the law enforcement agencies. What I'm suggesting is we can inform how they do their work based on the information that you're gathering as you're actually collecting this information from community members.

Rabbi Kolodny: Well, when I was last year, you asked if there would be quarterly reporting from puah, which I think is a fantastic idea. I actually think that a conversation between puah and the police bureau and the fbi and representatives from your offices should be in the offing in the next month to ascertain what is the mechanism by which we can report the information and what are the expectations to hold accountable. If you don't have an individual with a name attached to it, but you know there's 250 incidents you didn't know about before, how is the public safety going to be served? So I look forward to having that conversation amongst us.

Hardesty: As do I. I will put on the record I'm very happy to co-convene with any of my colleagues a facilitated dialogue of that nature. I think it's absolutely critical that we are working in cooperation because the reality is that these hate crimes are insidious, and they're happening every single day in our community and not much has changed, even though now we're more educated about it and doing our parts as a community. But we should expect and demand that people are prosecuted for behavior that's inappropriate in this community. So thank you, both.

Rabbi Kolodny: And I will add to that an anecdote that -- a curiosity I have is how can we hold the police accountable for incidents like -- I heard reported that the detective who is working on hate crimes made a comment that, oh, these folks who are claiming to be targeted by hate, they set up a gofundme campaign. They're just trying to make money off

of something that didn't even happen. So if those kinds of statements are being made by law enforcement officials in this city, then what are options for holding those folks accountable and shifting that? So there's a lot of conversations I think we can have.

Wheeler: Commissioner Hardesty, just to add, systemically at the state level through sb-577, the state has a large responsibility of figuring out how to track this data. They still are putting that together through implementation. We still need to figure out is there overlap in the type of points, data points they're collecting through our data points? Could our tracking system be the service for the region here in the metro region? If so, we're going to have to figure all those details out. But potentially, systemically, hopefully our system works in alignment with what the state is going to need to figure out in terms of the data they're going to collect.

Hardesty: Well, I'm going to invite you both to join me at the local public safety council meeting, as they are responsible for actually conducting community meetings around the state data. As you know, there's a requirement that we actually do a community report back. I think it's really critical that as we -- as they start thinking about what that looks like, that they're in communication with Puah and others who have more lived experience on the street than the data may allow for. So I found out recently that I'm actually on the local public safety coordinating council. So I will be talking with my colleagues early next year about how we do this in a way that really engages community at a deep level. Thank you so much for your work.

Rabbi Kolodny: Fantastic. Thank you.

Wheeler: Commissioner Eudaly.

Eudaly: The things they don't tell you when you take your seat. I also discovered some interesting committees and tasks I'd been assigned well into my term. Hopefully Tom Rinehart is listening. My question is around data. I understand the need for anonymity. It sounded like sometimes you're collecting location. Is the location any more specific than the neighborhood?

Rabbi Kolodny: Yeah, all of the data is voluntary. That's why it's sometimes it's collected. It's up to the person collecting. It is neighborhood oriented. I haven't gone into the system recently. Do you know if the location data is intersection or just neighborhood? In the database. It's both? You can identify an intersection. So it can get pretty specific.

Eudaly: It just occurs to me when we're talking about root causes, it could be helpful to see these hot spots emerge and realize, oh, this was really centered around a particular establishment or a school or a home.

Rabbi Kolodny: Absolutely. In fact, when we designed the proposal to metro for their enhancement zone to do focus groups, we were very much intending to find, you know, is there a bar or a park or a school which are hot spots, because there's anecdotal information that says that's so. So we hope there's a deep dive into that.

Eudaly: And my other question is around root causes. One of the most kind of memorable conversations I've had since I got here was with former chief Mike Myers about the root causes of fire. He said poverty, mental illness, and drug addiction, and he feels that part of his job is to address those root causes. So I'm really interested in this root cause conversation and getting a little more upstream from the incidents, which of course we have to continue to respond to. But if we're just stuck reacting to incidents, we're never going to see -- well, we won't see as much of a reduction as I think we're all hoping for.

Rabbi Kolodny: Yeah.

Eudaly: So I'd love to be part of those conversations.

Rabbi Kolodny: Do you want to --

Hernandez: That's the type of conversations we're having as well. You know, we have one partner, one grantee, Resolutions Northwest, who's working within its school system and working with youth. I think that's one area that our steering committee has identified that

they want to look into, preventive work within our education system. The state has taken some steps forward through ethnic studies and native american studies and other resources and standards, but in terms of tracking what we've identified is that our state actually doesn't have a system to track incidents of hate. We have some systems to track behavioral issues or reporting, but for example, if there's an incident of racism or xenophobia and it's from one student to another student and some student gets a referral because of it or a suspension, it's tracked as a punishment and not necessarily a desegregated data point of what that incident was. So we just have anecdotes when it comes to incidents of hate. And we knew there was a skyrocket right after -- or during and right after the election in the state of Oregon and in our school systems. I'm not going to go into detail with that, but we've identified that even within our school system throughout the state and locally. We don't track or have data of what's happening in our school system and what we're doing to prevent it. So we are looking to see if that's going to be one of our campaigns. It's up to the collective, but we've identified that as an area where we can start younger and sooner.

Eudaly: There's a potential opportunity with Multnomah youth commission, especially if we can get youth pass funded and the commission could move on from that issue and dedicate their energies to something else. Is there a restorative justice piece in puah, or has it been considered? When the victims and the perpetrators are known.

Hernandez: Yeah, so we haven't embarked on that. Because of the way we're structured, which is that individual organizations write proposals on the work that they are interested in doing, that's what we respond to. So that proposal has not been made yet, but as diego mentioned, resolutions northwest is a specialist in restorative justice work.

Eudaly: That's what triggered that question.

Rabbi Kolodny: It's absolutely clear, we can gather data until the cows come home. We know traumatized people traumatize other people. Unless we do early childhood intervention and teen intervention that's trauma-informed care so we can heal those people who have been traumatized, they're just going to, you know, escalate, pick up a gun at a certain point, whatever, pick up a bat. So yeah, you're absolutely right. We need to continue to provide service, collect data.

Eudaly: Gosh, i'm not trying to put more work on you.

Rabbi Kolodny: We're chomping at the bit as well. I will add that the meyer memorial grant is structured -- its paradigm is from services to systems. So its intention is actually to move entities that are doing the service provision into systemic analysis and systemic problem solving and root cause upstream work.

Eudaly: Cool. Very exciting. Thank you.

Wheeler: Commissioner Fritz, i'm sorry, we have to move on. We have a motion from commissioner Fritz, a second from commissioner eudaly. It's a fabulous conversation, and it will be continued. I just apologize because we haven't even gotten to the regular agenda, and we have our afternoon council session.

Rabbi Kolodny: Understood.

Wheeler: I'm doing a little air traffic control. So Karla, please call the roll.

Eudaly: I'm just going to quickly thank the rabbi and representative hernandez for being here and for taking on such important leadership roles within the coalition as well as everyone who came here today and all our community partners. It's been fantastic to watch the evolution of puah. I want to thank commissioner Fritz for her vital role, and it was fun to get to shepherd this through a couple years. I'm actually really glad that you're now an independent organization and you can speak a little more freely about your criticisms of us and of the city. Really excited to see the additional funding sources and thrilled to hear your work might expand to statewide. So I vote aye.

December 18 – 19, 2019

Fritz: Thank you for being here. Thank you for mentioning commissioner Fish. I know he's deeply committed to this work. I also wish him all the best as he's watching this. Thank you to all of you who have been here. I see many supporters in the audience here. Thank you particularly to the heroic two moms who have preschoolers here who have been amazingly well-behaved. There may even be more, but I appreciate the young people are here because this really is about the future as well as what we're dealing with in the present, even at this moment as the house is debating the impeachment requests. It was an honor to be the first elected official to sign on with the Portland united against hate. Thank you, commissioner eudaly, for your stewardship and asking for funding for it. I, too, am really happy it's with southeast uplift. It shows the value of our independent coalitions, that they do reach out and are willing to support communities of color and other underrepresented communities with fiscal sponsorship, with a place to be, with support from the staff. So I'm very happy that you're there. And congratulations on the work that you're doing. I had a conversation with folks from the new Portland policy commission who came to visit me. When we had the joint terrorism task force discussions, I had several conversations with the fbi and the u.s. Department of justice. The question of hate crimes was kind of a little bit separate from the terrorism task force, but they did express a willingness to have a forum where they would explain what they do, what they don't do, how the communities could work together and they were really interested in that. So I would be happy to help support setting that up or just encourage you to do that. We need more people in the community to know about this. We also need more people in the white majority community to know how to be better allies. And maybe it is in terms of pushing the state agenda. Whatever it is that we can do to help, I think there's a lot of people who really care that everybody in our community feel safe and be safe and that we don't just report that we then have actual action so the perpetrators no longer get away with it. So thank you very much. Aye.

Hardesty: Well, thank you again for showing up today. Thank you for your leadership in making sure that the majority community understands that everyone is not having the same experience in the city of Portland and the Portland metro area and quite frankly in the state of Oregon. When I came here initially, the fbi said, oh, that's what we do. We investigate hate crimes. You don't have to worry about that. No, we got that. That's why we need the joint terrorism task force. Guess what, we had the joint terrorism task force. There was not much investigation of hate crimes. We don't have it. There's still not much investigation of hate crimes. So that was supposed to convince me that somehow they were necessary. I support my colleague, commissioner Fritz, in saying we should have a community meeting, but the community should own the meeting and invite them to present. My experience has been those are the most dull meetings on the planet if the fbi organizes it, or quite frankly any law enforcement agency. It's better when the community organizes and invites those entities out to provide specific information. I think two years in, you now understand why I was pushing you to become independent because I believe some of the testimony I heard today I would not have heard a year ago if we were still in the same situation where we were totally dependent on the city of Portland to fund your operation. It is important that we get real information here so that we can act in a very informed manner. So it is a breath of fresh air to know that you are building that independence. That independent voice is critical because, again, the formal voices sell us things we simply know are not true. The last thing I will say is I continue to be disappointed that we don't have an african-american specific program because I can assure you that kids in school and community members are having severe incidents of racial intimidation and harassment, and I hope that when you come back to us again, we will have a plan to make sure that the african-american community can also feel safe in a place where they continue to be pushed out of their neighborhoods and their communities and feel like the

December 18 – 19, 2019

city of Portland really will have their back. Thank you for your hard work. There's a lot more to come, but I am very, very impressed with the work you've done so far. And thank you for showing up, everyone, to support this presentation today. I vote aye.

Wheeler: So, first of all, I want to just frankly acknowledge I hold a unique perspective in that I am both a strong supporter of puah and the work that puah does. I was very happy to ensure that funding got into the city budget. But i'm also cognizant of the fact that i'm a frequent subject of puah. And it's not maybe me personally, but it's the position of authority and power that I hold as well as the nexus of the bureaus i'm in charge of, including the police bureau and my role with the joint office of homeless services on housing and homelessness and of course on the housing commissioner. So I come at this at a very unique perspective. And I want to tell you why I support it despite the fact that my name, I think, was the only name of an elected official that showed up on your list of perpetrators of hate. And when we're talking about public safety, I know who we're talking about, at least up here. We're talking about the police commissioner, and we're talking about police accountability and we're talking about the nexus of community with the police bureau. I have a personal responsibility in making sure that those values are embraced. I support you, and I support the work that you are doing because you create the urgency in the same way that other community organizations -- and I don't want to equate these two things, but the fact of the matter is this city council in government generally has been far more responsive to global climate issues because young people keep pushing us. And they come here and call us out by name and they call out our bureaus, and they tell us there are things you could be doing that you're not. And there are ways that you could be acting with urgency that you are not. And it's helpful. It hurts a little bit sometimes, but it's helpful because it keeps the issue front and center. It gives us perspectives and view points we would not have ordinarily, and your coalition provides a level of expertise that my administration needs, particularly this partnership that we now have with many of your members around legal strategies to keep the racists, the white supremacists out of this community who instill fear among african-americans and others in our community. So your coalition is critically important to the work that we are doing here. And I want you to know that. So it does not sting me when I see my name there. It does not hurt my feelings when the police bureau or the housing bureau or the joint office of homeless services is listed here. It inspires me to do more better and faster. And knowing that the community is there in supporting these efforts is tremendously helpful and tremendously important. Rabbi, I was sort of chuckling when you said I hope you like the return on investment because you know that's sometimes how I think. The return on investment is really good here, but it really is a clear statement of values and what our community stands for and what our community stands against. I want to thank you for the leadership that all of you provide. That was a longer speech than I meant to give. I'm very happy with the work you've done. It was a great conversation. I vote aye. Thank you.

Rabbi Kolodny: Thank you.

Wheeler: Appreciate it. So colleagues, here's what I think we can do. First of all, we're going to get right to the this. We're just now starting the regular agenda. I want to remind you we moved the afternoon session back to 2:30. I would like us to be out of here in time for everybody to chill a little bit and eat something. So if you don't mind, i'll push forward, and people, if you need to take a break, just take a break. Does that work or no? We've got one, two, three, four, five, six, seven, eight, nine, ten, 11 regular agenda items.

Fritz: The afternoon agenda is supposed to be done at 4:30.

Wheeler: Correct.

Fritz: Do you think the fossil fuel thing is going to take 90 minutes?

Wheeler: No.

Fritz: So could we move some of the items to this afternoon?

December 18 – 19, 2019

Wheeler: Let's finish this, take a five-minute break, and then let's go for another half hour and see how far we get and where we are after that. Would that work?

Fritz: Let's take a ten-minute break so we can get something to eat.

Wheeler: Let's do this first because we've had people waiting. Karla, could you call item 1181, please?

Item 1181.

Wheeler: Colleagues, i'm extremely proud of the work being done by the Portland community engaged policing, or pcep. They've held monthly meetings at various locations throughout our community since november of 2018. They've established three active subcommittees that are also meeting monthly. Pcep elected officers for 2019 who served a full year and now has elected officers who will serve in 2020. Pcep is comprised of a group of dedicated and diverse community members who devote considerable time, effort, energy, and attention to improving police services and engagement with the community in Portland. Pcep has provided community oversight of the doj settlement agreement and the compliance officers reporting and has contributed to the development of the Portland police bureau's community engagement plan. As you know, some pcep members have stepped down because of a new job or to attend school, and others due to their own individual circumstances. I want to be clear their service has been greatly appreciated. They've been replaced with outstanding alternates, and pcep continues to function very well with a strong group of members. In order to ensure that pcep continues to have qualified alternatives available to fill seats as needed, co-chairs and my staff believe some relatively minor amendments to the election process should be made. That's what we're here to talk about, what I believe are minor amendments to the selection process. In addition, pcep staff in consultation with the co-chairs and others has determined it would be beneficial to expand youth membership from just high school age youth to high school and college-age youth to fully represent the youth perspective. Pcep is well established, and this is an excellent position to function well beyond the life of the city settlement agreement with the u.s. Department of justice to help the city continue and engage with the community on issues of critical importance to all Portlanders. So i'm happy to invite up theo, our program manager with pcep, who's going to kick us off. Good afternoon.

Theo Latta, Project Manager, PCCEP: Good afternoon. Thank you, all. It's an honor to be here. I'm the Portland committee on engagement director. Pcep is operated, as mayor wheeler said, for about a year now, led by community members. Today we're bringing forward to amendments of the approved pcep plan. There are three main components, which include youth engagement, youth inclusion, and the pcep member training. So i'll discuss the first one. The first amendment regarding the age range is currently defined as high school age youth. It's per traditional western academia. We're proposing an amendment to broaden the age range to 16 to 23. Pcep has two seats reserved for youth members, and in order to be culturally inclusive, this age range would allow folks to apply as youth members who may have taken alternate routes of achieving high school equivalency, whether that is through a ged program or high school students that are sometimes over 18, including some of my close friends. Additionally, this would help to empower the voice of college-age students. Pcep members are often appointed for experiences. College students are incredibly socially and politically engaged and may not have the lived experience to be considered competitive adult applicants. This would allow those potential applicants to apply as youth community members. The second amendment would help to streamline the youth application process from two interviews to just one interview. That takes into account the time that youth folks have to take away from school or their extracurricular activities. Applications would still be reviewed by staff and stakeholders. They would still be invited to youth interviews, as well as a representative from the mayor's office. The third amendment, we would amend the pcep plan so

December 18 – 19, 2019

appointed members could vote on recommendations before taking citizens academy if necessary. The citizens academy is only offered sparsely, and in the past, we have had appointed members who were unable to vote on critical issues because of this one training. The citizens academy training would still be taken at the first available or practical opportunity because it is important. It's an important training. Voting on pcep recommendations that are this critical shouldn't be inhibited by one training. So I thank you all for supporting the important work being done by these community members and pcep. If you have any questions, i'd be happy to answer them.

Wheeler: Thanks, theo. Did you have anything?

Judith Mowry, Senior Policy Advisor, Office of Equity and Human Rights: I'm just here to help answer questions if it's helpful.

Wheeler: Thank you, judith. Commissioner hardesty?

Hardesty: Thank you, both. Great to see you, judith. Glad to see you moving around so efficiently nowadays. My question, let me just say that I know that pcep got off to a rocky start. We had people coming and going. We didn't have enough -- we didn't have the appropriate staffing. So my question is really around how are we supporting the success of the folks that we're bringing on to that committee. So that's one question. I have a couple more after that.

Latta: Thank you. This is a volunteer committee. It's also relatively young as a committee. Members who are appointed may not know about the significant time commitment that's required to function as members. These are volunteers who are giving their time. It's a huge commitment. With that said, folks who have left the committee have done so, as the mayor said, due in large part to relocation or work or personal reasons. Folks leaving the committee hasn't prevented the pcep from functioning as a body or the work that's being done. I think one thing we can do is really empower the members we do have to exercise their power as representatives of people that are most affected, which are their communities. A lot of the members have lived experience, and that's why they're appointed. So empowering the voice and making sure to exercise the 60-day requirement for response. I think empowering folks is going to be our biggest ally in retention.

Mowry: I would also add we're looking for folks who can express their lived experience of growing up with a mental illness or where they've been heavily policed because of their race. But we're not able to create a trauma informed base when we're under the glare of the public. We've had some people who have felt they were too fragile to be in that situation, be up front to that. We have sometimes had some unhelpful public comment that's been really frightening for some people. So, you know, that's a push and pull that we work on all the time. We offer peer support services and accommodations to our members, but there's just the nature of being up there until the public with the glare of, you know, all of the stuff. The pcep plan is highly prescribed and hasn't given us the ability to switch it. We're so excited to have theo on board. Claudia is an incredible staff person. I feel like we have a little more bandwidth now. But I feel like it's going to be a continuing issue. As we've often talked about, we want voices from different folks, but we don't necessarily reset the table. The same things that have marginalized previously exist in the new model. I think that's one of the issues.

Hardesty: Thank you so much for that, judith. I certainly know that you have deep knowledge about how these processes work. So that leads to my next question, which is we still have not put a community education component. We require people to go through the police academy, but we don't actually have a community component that is also a requirement. I think what you get when you go through the police academy is one perspective, and I think the community in the hands of either the amac or some other community group who's actually been involved in police accountability for decades in this community could really be helpful in actually providing that mandatory training for new

December 18 – 19, 2019

people coming in. And we're really going to ground them in what the history has been. It cannot be one-sided training. It has to be training that's on both sides of the spectrum. And let me just say that I'm so impressed with the co-chairs of the pccp. It's actually phenomenal how much knowledge they have retained for being on the committee for a little over a year, and what I hear from them is it took them a year to really understand what their role was, to understand the moving components, to understand how they needed to engage the broader community. So I would say that we are probably exactly where we expected to be at this time in the process. I would encourage us not to oversell what pccp will do because, quite frankly, they have not been in this body presenting to this council, and I think that's a missed opportunity. If they want us to know what they're doing, they should actually show up here once or twice a year and give us an opportunity to provide them more support. I was supposed to read a statement from one of the co-chairs of the committee but unfortunately cannot pull it up on my phone at the moment. So with the mayor's okay, I'll submit it later so it becomes part of the public record. But today I understand the urgency of actually getting new blood, but I also hope you will take to heart the need to actually do a full training and not one that just provides one perspective. Thank you.

Mowry: Thank you.

Fritz: Could you identify yourself?

Mowry: I'm Judith, the senior policy adviser at the office of equity and human rights. We had a break in staffing, so I was the interim project manager from November of last year until we hired this summer. And thank you for that, Commissioner Hardesty. I think that's brilliant. My mind just started clicking on all these ways to do that. We do do an orientation where we come in. We have AMC and the Mental Health Association come in and do a presentation on the history. But I think there's a lot of ways to do it. I want to say that Theo has come in and very generously shared a lot of cultural perspective in terms of different ways to bring people together and bringing information forward. We did a retreat where we did a talking circle in a very traditional Native way that was different from anything I'd experienced before. It was very powerful. I think we could really be looking at some of the ways that we can restore a restorative and -- a restorative approach as well as a more culturally, I would say almost indigenous way to how we gather and tell our stories.

Wheeler: Any other questions, colleagues? Public testimony, Karla?

Moore-Love: Yes, three people signed up.

Wheeler: Very good. Thank you, both.

Moore-Love: Edith Gillis, Maggie, and Dan Handleman.

Wheeler: I think we lost Maggie.

Dan Handleman, Portland Copwatch: Good afternoon, Mayor and Commissioners. I'm Dan Handleman with Portland Cop Watch. I think you all know I'm also on the committee of the AMA Coalition for Justice and Police Reform. I'm not speaking on behalf of the coalition. The red line version of this document was not posted until late yesterday afternoon. Apparently there's some problem between the PCCP office and the Clerk's office where the red line has disappeared. So I had to go line by line to see what was actually being proposed for changes. So that was less than 24 hours before even now, as late as it is in the day. So it wasn't a lot of time to look over this. Members of the PCCP expressed last night they did not know these changes were coming. It sounds like they weren't consulted about what the changes were going to be. That doesn't seem like a good way to be making this a stronger committee. There could be other changes being made right now to make this even stronger. I'm not necessarily saying what's being proposed is bad, but when we're having this opportunity to make changes, we should make the changes that need to -- all the changes that need to be made. One youth member has not -- one youth member seat has been open since June even though everybody knew that person was

retiring because they were graduating from high school. That seat has been open for months at this point. So I understand the urgency of trying to fill seats, but I want to make sure you do this right. So while it says in section three still that 2 of the 13 seats will be reserved for youth, section four, the new section about youth member selection process, a line was struck about there being two seats. I suggest that in the first sentence, it says in accordance with best practice of our youth/adult partnerships, the process to select the two youth members is as follows. So that's clear to people who aren't attorneys, this document we're talking about those two seats. I thought that requirement was struck, but it's in a different section. So if you look at the red line version, there's a sentence that's gone. The interview panels for both the regular adult members, presumably, or youth to be in the regular seats and the youth could be as small as one community member. It says it can be a pccp chair or co-chair. If there's one chair, that's one person. By -- if they decide not to send people, they only have one person on that panel. So we had in the original induction five people from the community looking at these. It could be as few as one. So you should probably figure out a way to make sure there's more diversity in who's doing the interviews and screening the applicants. Finally, the part about the community academy, this is a layout issue, but it used to be in a section that said you had to do this before your first meeting. It's now moved to a separate section. I think maybe just for clarification, since one member was unable to vote and say this can be done after the person joins the committee and they can vote without having gone to the academy, just so it's absolutely clear.

Wheeler: Thanks, dan.

Edith Gillis: Dan has so much expertise. To have him cut short -- can we have him take up the space others would?

Handelman: I got all my points in.

Gillis: My name is edith. In addition to what he was saying, I was wanting to have more specificity about lived experiences and perspectives that we want represented. Just because someone may look black doesn't mean they're understanding what is experienced or that all blacks have the same experience. But I want us to specify more. And in order for us to attract, support, and retain people, we need to provide a safe place that's nurturing and respectful, that's trauma informed and sensitive, that's culturally sensitive. So I would like to see more representation of people that have experienced a wide diversity of being unhoused. I would like to see the wider experience of folks that have experienced trauma from cops because this can be retraumatizing. I'd like us to specify plus. I'd like us to specify immigrant refugees, different neighborhood groups. I like us to represent different racial, single family, domestic violence. There's a wide variety I would like us to have. Providing support, being on the committee, and informing the public and the police. As far as the training, i'd like that to be given to all community members and to the police at separate times from each other. In order to attract the people we want and retain them, we have to give them prompt, full access to information. They have to have their community represented. They have to have due process for all. They have to have a prompt response and have to know that what they do makes a difference. There will be police accountability. There will not be retaliation against them. And that in the case of some, we're providing reasonable hours, transportation, childcare, et cetera because those can be for those that are policed because of poverty or disability, overwhelming. As well as having language and disability accommodations.

Wheeler: Thank you. Thanks, both of you. Thanks, dan. All right. Call the roll.

Eudaly: Aye.

Fritz: This is a good example of the council working together, everybody playing their part. The mayor brought this item forward, and he's been in charge of doing the policy of the Portland committee on community engaged policing. The staff are in the office of equity

December 18 – 19, 2019

and human rights, and they're supervised. Obviously commissioner hardesty has been attending many of the meetings and is deeply invested in this, as she has been as part of a member of the ministerial alliance coalition for justice and police reform. And we're all, I believe, being very aware that this is a community group who's charged with bringing the police into compliance with the department of justice settlement in terms of oversight and advice and also beyond that, ongoing, making sure that we do the necessary reforms to get the police actions to be the way that the community wants them to be and that we on the council want them to be. So that's a very delicate dance or juggling act. In particular, I thank the people who are serving on this committee, especially since the previous committee was, as Judith mentioned, really traumatic for many of the people assigned to it, and indeed this one is too. This takes a lot of guts to be on this committee. I really appreciate it. Mayor, I thank you for your leadership of this. Commissioner Hardesty, your partnership. And my staff in the office of equity and human rights will continue to support everybody as well as we can. Aye.

Hardesty: I think that we're getting better. I want to appreciate that the participants on the committee now have a stipend. You might remember it took years to make that a reality. We're getting better because we have some really phenomenal young people who are unafraid to speak their truth, even in rooms that are pretty intimidating when you've got people with weapons walking around the room. I can see how that would make some people less willing to speak their own truth. Mayor, I think that you've done a good job of actually looking to get a cross representation of folks to serve on this committee. So I think what we've done -- we've done some great things. I want to thank you and applaud you for that. I still think there's room for improvement, however. I still think that it should not be necessary to get indoctrinated in the police culture in order to serve on this committee. I think if we must indoctrinate people in the police culture, we also must indoctrinate them into the communities' lived experience so they have both sides of the picture before they start. I also think that it's important that the entire city council have access and information from the work of pcccep because there's no way for us to be able to judge whether or not we've got the right oversight mechanism if they're not reporting to this body on a more consistent basis. I also have -- I found what the chair asked me to read. Mayor, if it's okay with you, I'd like to read it into the record. This is from -- dear members of city council, please accept these written remarks as I'm unable to attend today's session. I am writing on behalf of myself in regard to today's proposed amendments and also more broadly about the Portland committee on community engaged policing overall. We just completed our first year as a committee and are hitting our stride with meaningful discussions with community members and substantive policy recommendations. One of the areas we would like to improve on is communication with the city council and keep you abreast of our progress and work. Moving forward, I will recommend pcccep sending a monthly update to city council with a summary of our work. I would also like pcccep to present to city council on the progress of our committee before our status conference at the end of February. Today's proposed amendments are important procedural pieces of our committee. By broadening the scope of youth eligibility to serve on pcccep, we will be more inclusive. We recently had two great candidates applying for the youth position who graduated from high school this past June. Both are highly engaged in youth movements and the city but did not qualify because they weren't in high school. The current definition of youth is too narrow and does not allow us to utilize the full spectrum of youth leadership in the city. Additionally, the process to interview and onboard youth should be condensed in consideration of school and transportation needs of youth. One of the other changes we have made to pcccep is to make pcccep more accessible to youth is to develop a youth application, which is led by our current youth member. In regards to committee members onboarding, members should be seated on a committee with full powers as soon as they

December 18 – 19, 2019

are appointed with a commitment to complete the citizens academy within six months of their appointment. The infrequency of the training has meant that we have had several committee members unable to vote on our committees for months. Unless the training is given more often, it is unrealistic to expect members to have to wait. While the academy is insightful, from my experience it does not impact a committee member's ability to serve on the committee. Pcccp members are also required to go on a ride along, which is much more helpful in understanding the day-to-day role of Portland police officers. A compromise must be reached that allows members to fully serve on the committee when they are appointed. Thank you for your time in consideration of these recommendations. We look forward to doing a full presentation on the successes and challenges of pcccp in the first half of 2020. Sincerely -- pcccp co-chair.

Wheeler: Thank you.

Hardesty: I vote aye. Oops, almost forgot.

Wheeler: First of all, I want to thank everybody who worked hard on this. I want to thank the members of pcccp. It is a very high-visibility committee. They are keenly aware of the fact that they are in everybody's lens. The judge has made it very clear that the community engagement piece is the last question to be resolved before the city is found in substantial compliance with the settlement agreement. And they're keenly aware that they're getting pressure from a lot of different people who have a stake in this question of the settlement agreement. They have maintained rigorous independence throughout this process. I think that's the great strength of this. Yes, there are always improvements that can be made. I believe the co-chairs and committee members have worked hard to improve both the dynamics as well as the process that they use. The professional staff is outstanding. They work really hard on this issue. It's a committee that frankly i'm really proud of. I would also encourage people -- while I agree with commissioner hardesty, I think it would be useful to have at least the co-chairs, at their convenience, come and present to us, particularly prior to the next settlement agreement hearing with judge simon. I think it's also useful to go and visit with them in their environment. The meetings are open to the public. They do serve dinner. I found them to be very interesting meetings. I find the conversations to be very frank. So I would encourage people to be there. The one area where I think we have all struggled is getting the community to participate more. I know that the co-chairs have worked hard to reach out to community organizations and institutions and drum up support, but also, your networks could be potentially helpful in that regard, too. It's encouraging people to come and participate in the conversation, provide public testimony, and just see what's going on with pcccp. So long way of saying I vote aye. But I also want to give a shoutout to the people who are working hard to make it a success. Thank you. All right. We'll take a ten-minute lunch break, then we'll be back. So we're in recess.

Council recessed at 1:32 p.m.

Council reconvened at 1:47 p.m.

Item 1182.

Wheeler: Colleagues, today i'm requesting that the council pass an emergency ordinance that will adopt the 2019 addition to the Oregon structural specialty code and the Oregon mechanical specialty code. Approximately every four years, the state adopts new versions of these codes, based on updates to the corresponding international codes to keep us up with new technologies and make other changes to improve the fire and life safety of buildings and structures. This year the state also decided to stop regulating tanks, retaining walls, and cell towers but indicated local jurisdictions could continue to regulate them via local ordinances. This ordinance adopts provisions to allow the city to continue regulating these structures. With that, nancy thorneton and the bureau of development

December 18 – 19, 2019

services is here to make a brief statement. She's available to answer any questions after the presentation. And there's pizza in the lobby. Good afternoon.

Nancy Thorington, Bureau of Development Services: Good afternoon. Thank you, mr. Mayor and commissioners. Senior code and policy analyst with the bureau of development services. I really don't have much to add to what the mayor just said. Basically, the only thing I want to call out is that we're going to be coming back after the first of the year with some changes to the administrative provisions because the building codes -- the state building codes division decided to take those provisions out of our purview. So we're going to be coming back . This is an emergency ordinance because it takes effect january 1st, and this is your last meeting before january 1st.

Wheeler: Thank you, any public testimony?

Moore-Love: No one signed up.

Wheeler: Any further questions? Call the roll.

Eudaly: Thank you, aye.

Fritz: Aye.

Hardesty: Thank you, aye.

Wheeler: Thank you. I vote aye. Ordinance is adopted. Next item is item number 1188, please.

Item 1188.

Wheeler: Commissioner eudaly.

Eudaly: Thank you. Colleagues, i'm pleased introduce this report on the universal representation program, which was funded by council in the fiscal year 2018, '19. I'm proud to have championed this work and want to extend appreciation to my colleagues for their support as well. This council's early investment in the program allowed our community partners to leverage those funds to receive funding from both Multnomah county and the state of Oregon. We have a short presentation, emphasis on short, which will feature six invited speakers. And for the first panel, we have jordan cummings, staff person to from innovation law lab, adriana miranda, executive director, and daphne, equity core navigator. Welcome.

Jordan Cummings, Innovation Law Lab: My name is jordan cummings. I'm a staff person to in the innovation law lab, where I direct the equity corps of Oregon. I want to thank the council for fitting us in on a busy day, mayor for moving us up. Appreciate it. We're just really excited to provide an update on our programs. A really successful first year, which would not have happened without the city's pioneering in this innovative program. I'm going to share a brief program overview and numbers from our first year. Then you'll hear from some of our partners directly working on the ground and most importantly from some program clients. The equity corps program officially launched in october of 2018 to begin providing universal representation to low-income immigrants in removal proceedings before the Portland immigration court. Equity corps was created in response to the crisis of mass deportation and incarceration facing immigrant families in the Portland community. Unlike in criminal proceedings, immigrants facing deportation are not entitled to appointed counsel, which means those who cannot afford a lawyer, must vu pro bono assistance or fight their cases unrepresented. The system is set up this way by design in that it maximizes the power and balance in favor of the government, who is always represented by an experienced attorney, against an individual facing removal, who's almost never entitled to appointed counsel, even if they are a child. In the background, the trump administration continues its war on immigrants, adding even more significant barriers to the already difficult challenge of prevailing against the threat of deportation. These problems are national in scope, but they're also extremely local. The Portland immigration court, which is just blocks away from where we're now sitting, currently has over 6,000 removal cases pending before it, about a third of which involve residents of the Portland

December 18 – 19, 2019

metro area. And nearly half of all of these cases, the government is proceeding against an unrepresented party. Equity corps' intervention is to provide targeted and strategic legal services to Portland community members facing deportation. Though equity corps' six direct service attorneys provide a wide array of legal services related to deportation proceedings, our primary focus is on representing immigrants at their final hearing, whether applications for relief from deportation will be considered. In the context of removal proceedings, lawyers play an invaluable and irreplaceable role in a comprehensive solution. Having a lawyer is the single most outcome determined factor in whether or not a person will prevail in their immigration case and avoid deportation. Indeed, with representation, someone is 5 1/2 times more likely to succeed than they would be if they proceeded unrepresented. In order to provide high-quality legal services on the scale of this crisis necessitates, equity corps uses massive collaborative representation. Massive collaborative representation means that equity corps attorneys and partner organizations work on cases collaboratively. Earlier in their case, clients can receive services from any of the six legal service providers in the system, and we work together on cases to fight creatively for the best outcomes. Equity corps is made up of 12 organizations, including every nonprofit immigration legal service provider in the area. Dozens more local organizations support our work by providing other services and referring cases to the program. That's a little about the flow of our cases. I'm going to skip that and answer any questions the council has. So equity corps launched on October 21st, 2018, thanks to the generous support of the city council. This initial investment funded the program's launch with three legal service providers. Our coalition was then able to leverage the city's investment to attain additional funding from Multnomah county in the spring of this year and this fall from the state of Oregon. This has allowed us to double our capacity to six legal service providers and recently to begin providing services throughout the state of Oregon. The program has trained almost 150 community navigators who work out of 57 community-based organizations in the Portland area in basic asylum law and trauma informed interview techniques. They've submitted 464 navigations for review in the program's first year, 85% of which were eligible for the program and have begun receiving services. Program clients include asylum seekers, long-time Oregon residents, recipients of DACA, community members who have been released from detention on bond, children, and even some U.S. citizens who are wrongly in deportation proceedings. Equity work compliants come from 30 different countries. The program's first year, five attorneys provided legal services to over 500 people involved in 300 removal defense cases. These are numbers that we couldn't achieve if we weren't working collaboratively in the unique model we've set up. Legal services include vigorous defense on the merits and immigration court, along with assistance with other important ancillary legal matters, like request for work authorization, motions, and advocacy around conditions imposed by I.C.E. Like ankle monitors. We also held 11 asylum workshops, where 188 people involved in 92 cases completed their asylum applications or filing in immigration court. Without our program, many of these clients would have been unable to successfully complete their application, which is 11 pages long, highly detailed, and available only in English by the mandatory deadline of one year. Equity corps has also become an important community resource for unaccompanied minors. These are children who arrive to the United States seeking safety from violence without the assistance of a parent. Unaccompanied minors may have special forms of immigration relief available to them but are still expected to navigate their complex cases entirely alone. I'm going to repeat that. Children between the ages of birth and 17 are expected to represent themselves in immigration court. Equity corps fills this crucial need by representing this population and applications for immigration relief, including asylum, and many of our program's minor clients attend planned public schools and have been connected to the program through concerned teachers and staff

December 18 – 19, 2019

who are so relieved to have us as a resource. Thanks in large part to the city's courage in leading the way and funding this program and its commitment to immigrant defense and immigrant rights, equity corps' first year was a resounding success. But as we know, the trump administration's escalating attacks on immigrant communities and people fleeing persecution make the need for our services all the more pressing. The need continues to grow. This past year, we added an average of 35 cases to our docket every month. Due to the immigration court's backlog, many clients currently in the program will not have their cases resolved until 2022 or even later. We're seeing an increased need for representation for community members detained by i.c.e. The city's continued commitment to the program is crucial and we look forward to further conversations with you all on this important topic. I'm now going to pass it to adriana, the executive director, to share community perspectives, but i'm happy to answer any questions the council might have as well.

Wheeler: Thank you.

Adriana Miranda, Executive Director, Causa Oregon: Mayor, commissioners, for the record, my name is adriana miranda. We work to improve the lives of immigrants and their families in Oregon through advocacy, coalition building, leadership development, and civic engagement. Immigrants and their families are the heart of the organization and inspire and implement our work. We envision a world where all people have the opportunities and resources needed to thrive and a community that welcomes and values the contributions, strength, and assets of immigrants and their families. We have been deeply involved in odd have a catering for universal representation before the Portland immigration court since the coalition first began conversations around this goal. The extensive community work has shown us the devastation that deportations cost to Oregon families, both immigrant and nonimmigrant alike. It only increases for community members forced to navigate deportation proceedings without the assistance of an attorney. Quality legal representation in immigration role plays a crucial role. As we fight for the inclusion of immigrant Oregonians in all parts of public life, vigorous defense in immigration court must be part of that picture. We want to thank the city for its pioneering vision and commitment to this program. Thanks to the city's investment, Portland, and in its footsteps, Oregon, has become a leader in the universal representation space. Indeed, equity corps is the only truly universal representation program of its kind in the country. And while the success of the first year are worth celebrating, we surge the city to continue its financial support of the program. As the initial pilot has become more successful the community response has been overwhelming and the need for services will only continue to grow. We have also seen a particular need for legal resources for Oregonians who are placed in immigration detention. The federal government attacks on immigrant communities increase in tenor and frequency and the -- four years of xenophobia will outlast next year regardless of the results of the upcoming elections. We look forward to continuing to engage the city on this issue and thank you for taking the courageous first steps of launching this program.

Wheeler: Thank you.

Daphne Auza, Immigration and Refugee Community Organization: I'm -- I am an equity corps community navigator with the immigrant and refugee community organization. I'm sharing today not only as a community navigator but as a member of the filipino community and I stand with many other my grant communities that are impacted by our nation's current immigration policies. It's especially an honor to be alongside my colleagues to advocate for legal services today on international migrants day as well. The people I support in my position come from a wide variety of backgrounds. They have experienced political or social persecution, forced labor, poverty, domestic violence or gang violence in their home countries. Personally I have navigated clients from all over the world including ethiopia, cambodia, the philippines, vietnam, russia, kazakhstan, ukraine, the pacific islands, mexico, el salvador, guatemala, cuba, china and honduras. Many are

December 18 – 19, 2019

asylum seekers who do not speak english or spanish but languages indigenous to latin america. Some arrive as refugees or have permanent residency yet this administration is still trying to deport them. Low income Portlanders facing deportation had an extremely challenging time finding legal assistance. Many were forced to fight their immigration case alone. The vast majority of the people I navigate cannot afford private representation and without an attorney or access to free removal defense legal services their chances of successfully fighting their deportation are slim. Now that equity corps is available as a resource I can connect them with program attorneys immediately. The community members I navigate into this program are relieved to hear they will soon be meeting with a free attorney who will help explain their options, their rights and advocate on their behalf. There's a heightened need for legal representation as the trump administration issues more anti-immigrant policies and anxiety is increasing in our communities. Portlanders are burdened with not only finding an attorney they can afford but struggling with issues that overlap with their vulnerable immigration status such as access to food, clothing, transportation, education, health care and counseling. Thank you for your time for listening and for supporting equity corps. In prioritizing legal representation for Portland's low income immigrants you provided them with a chance to stay in the united states and continue contributing to the vibrancy of our communities.

Eudaly: I have a quick question before we move on. That is we know that this administration's focus is really on the southern border but I know we're seeing people from all over the world being targeted in our area. Is there a particular group that seems outsized relative to their --

Cunnings: I think 40% are from guatemala. There's a large community in north Portland we have been privileged to serve but we serve people all over the world.

Eudaly: Next I would like to call up amy adams from equity corps.

Wheeler: Good afternoon.

Theo Manahan: Good afternoon. So unfortunately amy adams, the attorney that was going to speak on behalf of all of us attorneys within the program, had to leave to help one of her clients with an emergency filing. So you're left with me. My name is theo. I'm also with immigrant and refugee community organization here in Portland. I serve as legal defense attorney with that as part of equity corps. I'm going to read from amy's statement. good afternoon. I'm amy adams, defense attorney who represents equity corps clients at Portland immigration legal services. First I would like to thank the mayor and commissioners for supporting equity corps in its first year. Portland takes pride in status as a sanctuary city and equity corps fulfills the promise of sanctuary to immigrants who call Portland their home. Equity corps fulfills that by actively defending members of our community targeted by the trump administration for unjust deportation. This administration is trying to create a system that deports as many people as quickly as possible while not giving immigrants the right to an attorney. As equity corps attorneys my colleagues and I interrupt the deportation machine by ensuring immigrants' rights are understood and honored by the immigration court and ice. Most of my clients are asylum seekers put into deportation proceedings without fully understanding what is going on and what their rights are. All across the country asylum seekers are expected to represent themselves in court hearings which will determine whether they are granted asylum or deported back to countries where they face violence and even death. By sustaining equity corps Portland takes a stand that we will not let our friends, neighbors and community members be alone. At higher risk of deportation. children are also victims of this unjust deportation someone. I represent several unaccompanied minors who came to the united states without their parents, put into deportation proceedings and expected to fight a legal case on their own. I offer not only immigration support but help figure out what other legal options are available to protect them and what other support they might need. Last month I went with two of my

December 18 – 19, 2019

unaccompanied minor clients, brother and sister, to their asylum interviews. They told me that my presence made them feel more calm and better able to tell their traumatic story to the immigration officer. These kids fled horrible abuse, sexual assault and gang violence in Guatemala and arrived in the United States only to be incarcerated and put into deportation proceedings. Now that I'm representing them they feel more empowered and they have the comfort of someone walking through in confusing legal system with them. They are also more likely to be granted asylum by having an attorney as having legal representation makes their case over five times more likely to succeed. I also help asylum seekers apply for work permits. Most of my clients came to the U.S. because they fear horrific violence in the country they fled from. But they also are self-sufficient and community oriented who want to contribute to our work force and local economy. Having permission to work allows asylum seekers to become contributing members of the Portland community. Portland is fulfilling the promise of sanctuary to immigrants being targeted by the Trump administration. As you know the attacks on immigrants' rights are continuing. History will remember how we all respond to this moment in time. I hope the city of Portland will continue to provide sanctuary to asylum seekers and vulnerable immigrants in our community. Thank you.

Wheeler: Thank you.

Lenihan: To my left and right are clients of ours. Who is next on the list?

Eudaly: Wendy Gutierrez.

Lenihan: Wendy Gutierrez. I'm not going to act as an interpreter.

Rhea Lindy: Hello, I will be translating for the public testimony today. [speaking in foreign language]

Wendy Garcia Gutierrez (translation): Good afternoon. I'm Wendy Garcia. I come from Honduras. I came to the United States on the 3rd of May last year to seek for asylum. I had to escape from Honduras because of hydroelectrical plant that they wanted to install in my community so I had to come here to escape. I entered through the San Ysidro border and was in Texas and they helped me get through the United States. The lawyer who was just speaking who helped me go through this process and be represented in court. It was in March when we got an interview for the asylum seeking application and in October when it was accepted and Wendy won asylum. This location has been of great help to me. They have helped me in all this process and also helped me with my kid. They help find a school for her and now he's learning English as well. Thankful for the organization. Had it not been because of the lawyer she would not have been able to do this because she has no idea how this process works but they helped her through it. There are multiple people who need this type of help and it's because of them that they get this help. They hope the organization is able to help more people like they did to her. The lawyer helped we have valuations she needed to go through including physical evaluations which happened because she was under arrest and it was because of the lawyer that this happened, so thanks to God it was the lawyers that helped her. She wouldn't always have the money to pay for this had it not been for these lawyers so she is very thankful for them and also would like to request that you support them also so they can help other people. She has been accepted for the work permit and is still working to apply for a job. There have been other organizations instrumental in helping her in the process of finding a place to live and for food for her and Hector. Thank you very much.

Wheeler: Thank you. Commissioner Fritz.

Fritz: Gracias. Thank you for being here today. For coming to tell your story. Thank you for waiting so long. Your child is very well behaved.

Eudaly: I would like to add for the record Wendy mentioned a hydroelectric plant which may sound like a strange reason to seek asylum but these plants often result in the displacement of thousands of people, the destruction of ancestral lands, political violence and murder of activists. So that is what is behind that story. [speaking in foreign language]

December 18 – 19, 2019

Jimmy Rapalo Pacios (translation): Good afternoon, mayor, commissioners. My names is -- i'm one of the persons escaping honduras from a state of violence. Initially I went to texas where I applied for asylum. My case was really hard. I was subjected to violence by a gang because of the position that my father occupied in honduras, so there was violence. My family had to escape and there was a hitman who killed two of the people. Two judges. Killed two judges which is why his family had to escape. When I was in houston I tried to look for a lawyer that tried to help me. It didn't work out. A church tried to help me and the lawyer tried to make him pay \$5,000 for assistance. It was a church that helped me throughout the entire process. This gang that persecuted me while I was in houston is the same one that is still in houston, texas. I'm not sure how they realized that I was there but they were mad when they realized I was in houston. A person that I know told me that I had to leave houston because the gang knew that I was here. That is how I moved to Portland. I tried to communicate with a lawyer that was helping me in my case. He told me that I would have to pay double of what I was paying with the church. I saw a flyer that echo had on. I applied and managed to enter this program for assistance. That was where I met lawyer amy who is the one representing my kids right now. It was her that told me the lawyer who was representing me before didn't even file the asylum obligation. Amy works for this organization and she was the one who helped me file my work application. She also helped me change the court application from houston to Portland. They have been really -- all the recommendation I have needed for this application. They have been really my full process and have taken care of everything part of the case. I feel very comfortable and safe with them as an organization. Because it's really hard to understand the system and all the cases you have to go through. And amy as an organization the organization in general have made sure that I understand this entire process. I could see that when we were first in court a lot of people did not speak english but I could see there how he helped me. But amy has supported me a lot and explained the entire process to me. I trust her. And I would like this organization be still supported. Because there's a world of people who don't have the finances to support themselves in these court cases. So I just wanted to explain my situation, and I appreciate your listening. He hopes that you can take this into consideration because he's really thankful for what the organization that done for him.

Wheeler: Thank you.

Eudaly: That's it for our invited testimony.

Wheeler: I'll entertain a motion. So moved.

Hardesty: Second.

Wheeler: Please call the roll.

Eudaly: I would like to thank our speakers for the presentation today and especially for waiting around this long. Welcome to our world. Especially for the critical work you do in our communities every day. My first when we first identified this need and we had not connected with this group our first run at solving this problem was trying to set up a tiny office on a similar budget that probably would have helped dozens of people, not hundreds of people, and so i'm just so thankful and so impressed by your efforts. I want to acknowledge that the federal immigration landscape has not improved and may get worse with the backdrop of the 2020 elections. We need to hope for the best and prepare for the worst. As our speakers have shared these services will continue to be critically needed for the foreseeable future. Given our shared commitment to immigrant communities and meaningful declaration of Portland and a welcoming sanctuary city I will ask your support for funding in the next budget cycle as well as advocating at the county and state level for similar investments. Finally, I want to thank winta for her work with the community. This is her last week in my office. We will miss her. But i'm so excited to see the work that she's

December 18 – 19, 2019

going to be doing in the community and know that we will continue to work together. Very pleased to vote aye.

Fritz: So I'm just going to read from commissioner Eudaly's memo. In March of 2017 council unanimously passed resolution 37277 which declared Portland a welcoming city, a sanctuary city and an inclusive city. That was led by Mayor Wheeler co-sponsored by everyone on the council and we each helped shape that at the community. I remember there was lots of negotiations of the order that we would call those things out and what we were going to do about it. Commissioner Eudaly took the lead in partnership with the new Portlanders Policy Commission convening the welcoming inclusive sanctuary city task force. Its primary recommendation, as opposed to others, was for funding of a universal representation program to support Portlanders facing a move from the country. So again you listened to the community and led council in insisting in your first budget for funding for this program. You must be really happy to get this report to find out how successful it's been. Thank you to our friends and partners who told us about it. It's always helpful to know the numbers of how many have been helped and how many get asylum. I would like to know of those helped how many were able to stay or are still in process. That just having even one person say she got her asylum with her child makes me very -- obviously a worthy investment that we should continue making. Aye.

Hardesty: I'm very grateful for the speakers who shared their story today and thank you so much for the work that's taking place to ensure that families who are here seeking asylum have a fighting chance. When commissioner Eudaly first brought this idea forward my first thought was this is great, we're going to help some folks that don't have access to legal representation. At that time I said to commissioner Eudaly but there are others who also live in our communities and suffer in our community who don't have access to legal representation. And these are folks that I'm thinking about who are very low income, people of color who have lost loved ones at the hands of people in our community. At that time commissioner Eudaly and I had some very detailed conversations about what is possible. What I don't want to do is reinforce good needs versus bad needs, good community versus bad community, and so we need to have that deeper conversation if there's going to be an ask for additional money. I know that there are people that desperately need legal representation and cannot afford it. Is it fair that one group get legal representation and others don't? I say no. I say we are going to do it we need to do it right and we need to not pit communities against each other in the process. I want to thank Winta. I'm going to miss you. Owe, my gosh, you're a wealth of knowledge and can-do spirit. I wish you welcome in your next opportunity. I vote aye and in acceptance of the report but I want to have a deeper, longer conversation about what are the next steps to make sure we're not dividing but building community. Thank you.

Wheeler: This is a great report. I appreciate everyone who testified. Commissioner Eudaly, thank you for your leadership on this. Winta, you will be greatly missed here at city hall. We thank you for your passion and your commitment and the hard work you've put in. We wish you the very, very best as you progress. We'll all be watching with interest and cheering. Very easy for me to vote aye.

Fritz: I didn't see her and want to add my thanks. You've been an absolute stalwart.

Wheeler: Aye. The report is accepted. We have been convened for five hours. What I would like to propose is that I pull my two items that I was going to pull and move the rest of it to the afternoon agenda and start at 2:45, 15 minutes late but I could use 15 minutes. Without objection I would like to pull item 1184 back to my office and I would like to pull 1186 back to my office, and I would like the rest of the morning agenda to go on to the afternoon agenda and like it to be taken up after item 1194. Commissioner Fritz?

Fritz: She needs to read the titles of those you pulled back.

Item 1184 and 1186.

December 18 – 19, 2019

Wheeler: Very good. We're adjourned until 2:45.

Council recessed at 2:32 p.m.

December 18 – 19, 2019

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.

December 18, 2019

2:30 PM

Wheeler: This is the December 18, 2019 afternoon session of the Portland city council. Not to be confused with the morning session of city council which ended a couple of minutes ago. Karla, good afternoon, please call the roll.

Eudaly: Here. **Fritz:** Here. **Hardesty:** Here. **Wheeler:** Here.

Wheeler: Here. I think we can forego reading of the rules. If it looks like we need have the rules read, I'll bounce it back over to you. Could you read, please, item 1193.

Item 1193.

Wheeler: Colleagues, I'm introducing an ordinance to update Portland city code chapter 16.60, the renewable fuel standard, sometimes referred to as rfs. We'll be hearing from the bureaus of planning and sustainability and development services. The purpose of this ordinance is to move the administration of Portland's rfs from the bureau of development services to planning and sustainability for code updates. When the rfs was originally adopted the purpose was to promote the use of biofuels as an alternative to fossil fuels and to stimulate growth of the local biofuels industry. The rfs has been successful in creating local demand for renewable fuels developing the local industry and reducing Portland's carbon emissions from transportation fuels. The rfs is an important transitional strategy to help us achieve 100% renewable transportation by 2050 along with electrifying transportation. The city of Portland has been leading by example in its transition to 100% renewable energy. We currently purchase green energy to power city operations. The city of Portland's sedan fleet is currently 33% electric and we're seeking to reach 100% as quickly as possible. Last week I announced a new ev first policy to require city bureaus to purchase electric vehicles when replacing sedans and to launch a public/private partnership to invest in electric vehicle charging infrastructure for the city's fleet and other commissioners offered up some other great ideas and I'm remembering commissioner hardesty you mentioned that we'll have a demonstration soon of a potential large size electric vehicle in the fire bureau at least the opportunity to see it and kick the tires as it will. To complement our work on electrification, the city of Portland fleet is using 100% renewable diesel made in the united states. The switch to renewable diesel over the last four years had the equivalent emissions reduction of avoiding 61 million miles driven by the average car. That's a lot of miles for an average car. Renewable diesel is an excellent solution for medium and heavy duty equipment that don't yet have viable electric alternatives on the market. Recently, we've heard from stakeholders about the need to overhaul the rfs for better alignment with state policy and inclusion of new emergent biofuels like the renewable diesel that were thought considered during the development of the rfs. Additionally updating the rfs will deliver important and significant carbon reduction benefits for Portland. To this end bds and bps have agreed to transfer the rfs code to bps for ongoing administration. As directed by the ordinance I have asked bps to conduct stakeholder engagement with front line communities and the local biofuel industry as they develop policy recommendations to bring back to the council in 2020. I'm also directing bps to review the rfs to see how it can help the city reach the transportation sectors share of the city's climate goals utilizing carbon intensity standard and to seek better alignment with the state of Oregon clean fuels program. Kyle Diesner with the Bureau of Planning

December 18 – 19, 2019

and Sustainability and Emily sandy with the Bureau of Development Services are here to present. Good afternoon.

Kyle Diesner, Bureau of Planning and Sustainability: Thank you, mayor Wheeler, commissioners. Good afternoon. For the record, I'm Kyle Diesner, climate action program coordinator for the bureau of planning and sustainability. As mayor Wheeler noted, we're here today to talk about transferring Portland's renewable fuel standard to planning and sustainability for ongoing administration and code updates. Portland's carbon emissions are dominated by transportation accounting for 42% of local emissions. You can see this in the large brown circle followed in descending order by the commercial sector at 22%, residential sector at 18%, and manufacturing and industrial emissions following that at 14%. The transportation sector emissions come from driving passenger vehicles, transportation of goods, diesel buses, other off-road mobile equipment like construction equipment. Transportation is the only sector where emissions have actually increased since 1990. Today emissions from transportation have increased 14% over their lowest levels in 2012. The trends is obviously moving in the wrong direction.

Fritz: Could I just ask a question on that slide?

Diesner: Sure.

Fritz: Very quick on. I thought construction was a big problem. Where does construction come in on one of those bubbles?

Diesner: It's part of the transportation sector emissions under the 42%.

Fritz: It's part of transportation. Okay, thank you.

Diesner: Much smaller share than the actual driving of the vehicles, but --

Fritz: Thank you.

Diesner: In terms of air quality it's a bigger contributor. So this next chart here shows our carbon emissions by source. Top source there electricity 28%, but followed by gasoline at 25%, it's the second largest source of emissions in Portland and then you can see the fourth largest source there in green is diesel at 14%. These emissions and their share would be higher today if not for Portland's renewable fuel standard. Fortunately, we know how to reduce transportation sector emissions and the city is taking steps. The first step for all of us to do our part in reducing consumption of transportation fuels. We can do this by reducing number of single occupancy vehicle trips, by shifting to active transportation and public transit, and reducing our vehicle miles traveled. Portland bureau of transportation has estimated that to meet our 2030 climate targets we'll need to reduce driving by 50%. That's all Portlanders need to reduce driving by 50%. Second, we need to continue to plan for smart connected communities that are affordable, walkable and transit connected. This requires continuing the approach adopted by the 2035 comprehensive plan and passing important policies like residential infill and better housing by design. Our work on land use planning should enable more Portlanders to live closer to where they work and where they go to school. Lastly, and why we're here today, all trips that remain must be decarbonized by transitioning to electric vehicles and renewable fuels. Here you can see the impacts of the rfs on reducing consumption of gasoline in Multnomah county. The rfs corresponds to a 10% reduction in the sale of gasoline since 2008. The volume offset directly by ethanol. This policy was so successful that the state of Oregon adopted the same standards, house bill 2210 for all gasoline and diesel sold in the state of Oregon and phased in those requirements through 2011. Portland intentionally left the rfs in place in case there was a need to take a different approach at the local level. Our rising transportation emissions have elevated the need for more aggressive local action. I'm going to hand this off to my colleague at bds Emily sandy to talk about the rfs as it exists today.

Emily Sandy, Bureau of Development Services: Good afternoon. I'm Emily Sandy, code and policy analyst at the bureau of development services. Portland was the first city in the united states to adopt a local renewable fuel standard in 2006. The renewable fuel

December 18 – 19, 2019

standard requires fuel suppliers in Portland to provide a minimum volume of biofuel, biodiesel and ethanol blended with all transportation fuels sold in the city of Portland. This means that every gallon of diesel fuel includes 5% biodiesel and every gallon of gasoline contains 10% ethanol. The rfs also includes exclusions for fuels produced from palm oil and qualifying feedstocks for biodiesel to promote local production. The renewable fuel standard was passed in 2006 by city council with the adoption of Portland city code chapter 16.60. It assigned administration and enforcement to the bureau of development services and authorized the bureau to promulgate administrative rules to enforce. Administrative rules were then adopted in 2007. In 2009, due to economic recession and budget cuts at bds, the rfs was transferred to water bureau for temporary implementation via a memorandum of understanding. In 2010 also due to the economic recession, the water bureau suspended the rfs requirement to increase the biodiesel blend to 10% biodiesel. In 2012 the rfs was transferred back to the bureau of development services. Since that time bds has been collecting qualifying feedstock origin declarations forms from fuel suppliers. Those verify compliance with the requirements and bds has also been responding to public inquiries. In 2018 bps initiated discussions to bds to transfer responsibility for administering and enforcement chapter 16.60 and the administrative rule. Bds is fully supportive of this transfer, bps has the technical expertise to enforce, monitor and amend these requirements as needed and the requirements are clearly in line with bps's mission and their other responsibilities. I'm going to hand it back to Kyle to talk more about recent developments in fuel markets.

Diesner: The market for domestic biofuel production has expanded significantly since the rfs was implemented in 2007 including new production practices like coprocessing and biofuels in fossil fuel production facilities. New emergent biofuels like renewable diesel have come on to the market and they don't even meet the definitions of biofuels as defined in Portland city code. In 2015 the Oregon legislature passed sb324 allowing deq to implement the Oregon clean fuels program. The clean fuels program is intended to reduce carbon emissions from Oregon's transportation fuels 10% over a ten-year period. The program is essentially a cap and trade program for transportation fuels. This approach is complementary of a local renewable fuel standard which is a volumetric standard. While the clean fuels program seeks to reduce a share of Oregon's emissions across the state, the volumetric standard ensures that higher blends of biofuels are used right here in the Portland. The local market has grown so much since 2007, that the state's clean fuels program now has 284 different approved fuels. Oregon deq certifies biofuels on a lifecycle basis depending on feedstock and production practices. The lifecycle work at Oregon deq and also the California air resources board have demonstrated that not all are biofuels are equal. It's critical that as we promote the increased use of biofuels, we do so on the basis of lifecycle carbon emissions. The chart shows lifecycle emissions for a few of the approved fuels in Oregon. The data is showing carbon emissions per unit of energy. A lifecycle analysis considers total carbon emissions produced from the full lifecycle of fuel, not just the tailpipe emissions so for example feedstocks are grown, harvested, corn, soy, waste grease is collected and transported to a production facility. Biofuels are then produced from those feedstocks, sometimes along with other by products like animal feed or corn oil. The fuel is then transported to fuel suppliers and local markets. When the fuel arrives in Portland it's blended at the rack with gasoline and diesel and distributed to fueling stations across the city. This lifecycle assessment looks at the total carbon emissions produced throughout the process so this includes natural gas use for production and land use changes like deforestation. Looking at fuels on a lifecycle basis allows us to identify the most environmentally beneficial fuels, not just those with lower tailpipe emissions. Here you can see the range of lifecycle emissions for biodiesel and ethanol that have been certified by Oregon deq as compared to the top two gasoline and diesel. For

December 18 – 19, 2019

example today biodiesel at the bottom of the chart with the lowest lifecycle carbon emissions is produced from waste products, like waste cooking oil and greases. These are collected and processed by local companies like sequential biofuels to create low carbon biodiesel. You'll also notice the lowest carbon ethanol in Portland is from cellulosic corn products. This cellulosic material cannot be used as food so it doesn't reduce food production but is a byproduct. We expect nonedible plant material rather than corn will be the dominant source of ethanol in the future. You can also see that even the highest carbon biofuels are still lower than diesel and gasoline. In addition biofuels are not made from fossilized carbon. The emissions from their use are considered biogenic emissions or emissions that are part of the carbon cycle. This differs from fossil fuels like gasoline and diesel where the carbon has been sequestered underground for millions if not hundreds of millions of years and when it's combusted that fossilized carbon is pumped back into the atmosphere driving climate change. In Portland the rfs has had a significant effect on reducing local emissions from transportation even with low volume bio blends. For ten years the rfs has been effective. It has reduced local emissions by 2.8 million metric tons co2 equivalence. The reduction is equivalent to 7 billion miles driven by an average gasoline powered vehicle. That's pretty impressive savings right there. So the rfs has demonstrated how we can reduce local transportation emissions and we're already doing this in a way that supports Oregon's local economy. The rfs will remain a key strategy for Portland to reduce transportation sector emissions along with electrification, mode shift to transit and active transportation, reduced vmt, vehicle miles traveled, and land use planning so people can live closer to where they work and where they go to school. So next up for updating the rfs, we'll come back for second reading and if the code is approved to transfer to bps, bps will take on research on market trends and biofuel forecasts, researching the technical feasibility and limitations of expanding biofuels here in Portland. We'll also conduct stakeholder engagement with industry groups and front line communities who bear the brunt and direct effects of climate change including those that experience the impacts on air quality from our transportation choices. Lastly we will prepare policy recommendations for council consideration. So I'll conclude by acknowledging the following. Following this item you'll consider readopting the remanded ordinance restricting bulk fossil fuel terminals. We wanted to pair these item together today to demonstrate, that as we're limiting fossil fuels we're also expanding opportunities for renewable fuel development, a key prong in our strategy to reduce transportation sector emissions. I look forward to returning later in 2020 with recommendations. Thank you.

Wheeler: Thank you. Commissioner Hardesty.

Hardesty: Thank you, mayor. Thank you. I have never seen such excitement talking about fuel so I appreciate the enthusiasm you bring to this presentation. At the end you said something about looking for other opportunities to develop renewable fuel sources. What does that look like in your opinion?

Diesner: Well, a good example of that is renewable diesel which has emerged since 2007. It's a new fuel on the market that doesn't meet the code so we'll be exploring new fuels like that, that have emerged that just don't meet the standards as they exist. It's possible the standard could expand in other ways. That's part of the research we'll need to do, so I can't really give you a direct answer to that.

Hardesty: Oh so it's just a teaser, then –

Diesner: It was, yes.

Hardesty: Just to see if people were paying attention to what you were saying. Thank you so much. It sounds like you've done really good work so far. It's amazing six billion is what we have saved as far as admissions since we started this process. That's a pretty startling number.

Diesner: Yes, and just to clarify that's seven billion miles driven by an average vehicle that we've offset through renewable fuel, so --

Hardesty: I want to see that vehicle. [laughter] I guess that raises the question, right. We all know that driving in the city of Portland now is a very slow, methodical stop and go kind of process. Are we really reducing carbon emissions if people are stopping and starting and crawling along in areas while under what the intended speed limit is?

Diesner: Certainly congestion has an impact on emissions from transportation and certainly air quality as well. That's something we should consider, but congestion is also a forcing mechanism to get people out of their cars. It's a complex dynamic that we'll need to balance carefully.

Hardesty: I just think if we talk about how much we have cleaned the air there doesn't seem to attach a sense of urgency to say and what else, right, because as we know, what you're doing by itself is actually not going to have the impact that we want to see on the climate. So it's good to be able to connect the dots at least for the broader community. So thank you.

Wheeler: Does that complete your report? Very good. Commissioner Fritz and then we'll see about public testimony.

Fritz: Could you please put that slide back up that had the inverted triangle with electricity at the top of it?

Wheeler: There it is.

Fritz: I think that's really fascinating and that's, the reason electricity is up there is because half of our electricity comes from coal. Is that right?

Diesner: Yes, coal is the primary carbon source within our electricity mix.

Fritz: A lot of the discussions we have been having about how can we get people into electric cars, et cetera, doesn't necessarily get to where we're going and so I really appreciate your calling out that leaving the fuels in the ground and using the ones already in the system is actually the most, the best for the climate for now.

Diesner: Yes.

Fritz: And I also want to commend commissioner Eudaly for the rose project with the transit lines. You can take the slide down now. Thank you. trimet recently came out with several lines that are now having to adjust their schedules because they are going faster and I really appreciate that.

Eudaly: It's really exciting. Thank you.

Wheeler: How many people are signed up, Karla?

Moore-Love: I show just one.

Wheeler: Very good, come on up.

Moore-Love: Ian Hill.

Wheeler: Thank you Ian. Thank you for your patience.

Ian Hill: Absolutely. Thank you for this opportunity. Dear mayor wheeler and members of the council, I apologize for reading my testimony.

Eudaly: We do that all the time.

Hill: Okay, thank you for that. So for the record, my name is Ian Hill, co-founder of sequential biodiesel. I am here today to testify in support of updating Portland's renewable fuel standard for better alignment with the states clean fuel program and the city's climate action and renewable energy goals. Sequential is a vertically integrated biodiesel company, meaning that we collect raw material that we need to make our primary product and sell our finished products directly to the end users. In our case the primary raw material or feedstock that we use is used cooking oil from the restaurant and food industry. The feedstock or oil collection section of the business operates in five states up and down the west coast. We currently serve over 20,000 food establishments including approximately 20% of the restaurants in Oregon. The material that we collect is not only

used for making ultralow carbon biodiesel but also some of that material that is not suitable for efficiently making biodiesel is excellent feedstock for aerobic digesters or making renewable natural gas. We currently supply this high energy waste material to the most of the digesters in Oregon. In the fall of 2018 we merged with a California biodiesel producer, crimson renewables. Our combined annual capacity is over 50 million gallons a year and growing. I'm going to skip over a little bit of the testimony because it was included earlier. Thanks to the state of Oregon's robust clean fuel program Oregon measures and quantifies full lifecycle carbon emissions from all transportation fuels consumed in Oregon. Any transportation fuel that is either produced or imported into Oregon has to have a carbon intensity value or ci assigned to it by the department of environmental quality. For example, the average petroleum diesel, as we saw earlier, the average ci for petroleum diesel is about 100 and the average ci of the biodiesel that was imported into Oregon last year was a little over 35 ci. The fuel that sequential makes here in Salem has a ci value of just under 15, an 85% reduction in carbon intensity compared to the baseline petroleum diesel. The point here is that we have the ability to reduce our transportation carbon emissions quickly with current technology, but there is still a market access problem. After 100 years plus of being the only transportation option available to consumers displacing petroleum fuels out of the marketplace is difficult. That is why there's a role for the city of Portland and a renewable fuel standard. In summation, we strongly support the moving of authority over the city's renewable fuel standard to the Bureau of Planning and Sustainability. It is time for the city to restart this program and look to expand it, because the clock is ticking on reducing our carbon emissions and we have the technology to make significant progress right now. Thank you for this opportunity.

Wheeler: Thank you. We appreciate your being here. Commissioner Fritz.

Fritz: Yes, thank you very much. You have been a great partner with the city from the very beginning and I appreciate you taking the time to be here today. I think you would join me in honoring commissioner Randy Leonard without whom this program would not have got going. I was looking at the slide that said the water bureau was in charge of it for four years and I was thinking, oh my goodness, am I in charge of that now and the reason that was because Commissioner Leonard was in charge of the water bureau, so I'm glad that it's now going to find its rightful home and a gracious transition between development services and planning. Thank you.

Diesner: Thank you.

Fritz: Thank you for being here.

Wheeler: All right, and I want to second that. Commissioner Leonard and I tended to argue about a lot of things. This is an area where we would have found great agreement, and so I appreciate that historical perspective, and former commissioner Leonard, wherever you are --

Fritz: He's probably watching. He watches a lot.

Wheeler: While the impeachment hearings are going on you think he's watching this? [laughter] Randy, if you're watching this, please, change the channel.

Fritz: He's committed to biofuels.

Wheeler: That's good and he deserves the credit. Thank you for acknowledging that and reminding us of that. Is there any further discussion on this item before I move it? This is a first reading of a nonemergency ordinance. It moves to second reading. Thank you everyone. Thank you for the testimony. Next up is item 1194.

Item 1194

Wheeler: Colleagues, we're back today to continue our work on the fossil fuel terminal zoning amendments. To help reorient everyone where we are on the proposals, the intent of the fossil fuel terminal zoning amendments is to restrict new storage tank capacity for fossil fuels. This had originally come to the city council back in 2019 and upon legal review

December 18 – 19, 2019

by the courts was remanded back to the city of Portland so we have now retooled it. We believe it will withstand even careful legal scrutiny. Voting on this is in line with our values as a city to do everything possible to protect the health and safety of our community from fossil fuel infrastructure expansion. As we work to reduce our dependence on fossil fuels the first step is to ensure that the situation doesn't get any worse. As you may recall we held a public hearing November 20th and we left the written record open until December 2nd. Today we'll be voting on the amendments to the fossil fuel terminal zoning ordinance, the findings and the staff report to reflect on that testimony. I note that a lot of the testimony we received mentioned the urgency with which we need to act to address this danger and to further the transition off fossil fuels which is why this item is presented as an emergency ordinance that will go into effect immediately upon passage. Tom Armstrong from bps will give us an overview of the ordinance amendments, but just briefly to remind you there are three amendments that we'll be voting on. The first is the fossil fuels terminal zoning amendments ordinance, the second is to vote on the amendments to the ordinance findings, the third to then vote on the amendments to exhibit b, the remand report, and then of course to vote on the main motion as amended. Tom, good afternoon. How are you today?

Tom Armstrong, Bureau of Planning and Sustainability: Doing well.

Wheeler: Excellent.

Armstrong: Happy to be here finally this afternoon. I'm Tom Armstrong from the bureau of planning and sustainability. As the mayor just described the first amendment is to amend the ordinance. There's really two types of changes, one of the findings we have modified or corrected the reference to the luba order that identified the remand issues that we needed to address. Then the second changes are to just correct the exhibits to refer to the exhibits that are in front of you today, so that we have the ordinance in alignment with all the other pieces.

Wheeler: All right. Very good. For each of these items staff will provide a very brief introduction followed by a motion, a second and then our votes. Does that make sense to everyone? Commissioner Hardesty.

Hardesty: Thank you, mayor. Let me just say when I get this at council and I have only got a couple of page resolution ahead of time that causes me concern.

Wheeler: Tom, can you explain then what these documents are? These are the documents that reflected the hearings that we had last --

Armstrong: Yes. Sure. So I understand commissioner Hardesty your concern about this. We have been trying to update this document since the record closed on December 2nd. So really the main, the thick document, exhibit a, are the findings of fact and that is where and this is sort of what the issue was in front of Luba. We have to go through and address all of the policies in the comp plan and we had done that as part of the original finding and then once we have heard all of the testimony especially the written testimony that raised specific issues, legal issues with respect to the ordinance, we went back through these findings to specifically address and point to evidence in the record as to how the ordinance addresses those issues that have been raised.

Wheeler: Tom, can I try to put this in plain speak? Because my understanding of what this document is, this is our legal defense, correct?

Armstrong: Correct.

Wheeler: Because the last time it was remanded my recollection is the city was admonished for not reviewing the record fully including potential criticisms of the 2016 ordinance and tying it back to the ordinance. So, this is actually the painstaking work of going back through all of the individual testimony that council heard tying it back to the ordinance and responding to each and every criticism. Is that a fair interpretation of what this document is?

December 18 – 19, 2019

Armstrong: Yes, that is. It is and it shows how we considered that testimony and how we respond or refute much of that testimony with evidence in the report, in the record, the seismic safety studies, the fossil fuel consumption forecast that I presented at the hearing and all of that to document how we as the city and the council have considered those issues in adopting this.

Wheeler: This is not additional testimony.

Armstrong: Correct.

Wheeler: This is a statement about why we believe the ordinance is legally defensible given the criticism we all heard in the public testimony.

Armstrong: Correct.

Wheeler: Legal counsel, anything you want to add to that?

Lauren King, Senior Deputy City Attorney: I would just supplement to say that the findings were included in the initial filing. This is just an amendment to further reflect the testimony and respond to that testimony.

Wheeler: Thank you. Commissioner Fritz.

Fritz: Tom, did you present this at commissioners assistance on Monday or at execs last Friday?

Armstrong: I did not. I did send a copy of it yesterday when we finally finished our review and back and forth with the city attorney's office when it was complete.

Fritz: So, Derek in your office and Claire in mine, others at 1:00 yesterday afternoon got this.

Hardesty: Well, that's lovely. Neither of them have a vote on the counsel. So I'm happy they got it yesterday, and it would have been helpful had I had some information prior too. So it's nice that staff finally got it but again, when you're presenting something that thick and you actually -- it's an emergency you probably want to make sure that we have time to actually ask any questions that we may have.

Wheeler: Very good. All right, so the first item is the vote on the amendments to the fossil fuel terminal zoning amendments ordinance. Tom, could you briefly describe these amendments?

Armstrong: Yeah, as shown under amendment 1 on the memo, again there's two types of changes, the first is defining 27 that corrects the reference to the Luba decision and then there are, the second set of changes are to change the references to the exhibits to reflect today's date and today's decision as they will be amended in the next motions.

Wheeler: Very good. I'll entertain a motion to move the amendments to the ordinance for the vote to approve.

Eudaly: So moved.

Fritz: Second.

Wheeler: I have a motion from Commissioner Eudaly, a second from Commissioner Fritz. Any further discussion? Karla, can you please call the roll on that amendment, on those amendments.

Eudaly: So is this the one and only vote? Or are we doing multiple --

Wheeler: No, there are three --

Eudaly: Oh I see.

Wheeler: This is the first package.

Fritz: Just let us know when we're on the last one.

Armstrong: Yes.

Eudaly: Yes, Aye.

Fritz: Aye. **Hardesty:** Aye.

Wheeler: Aye. The amendment package passes. Our next item is to vote on the amendments to the ordinance findings. Tom, could you please describe those?

Armstrong: Yes, this is exhibit a, this is the thick document in your packet. And as I explained we received a number of substantial written testimony from the Portland business alliance, from zenith energy, from the western states petroleum association that raised a number of different legal issues that we needed to consider. This is the document that Luba refers to that shows, well, how did council consider those arguments? And what evidence in the record shows supports the decision that you're taking today? So we have amended and updated this exhibit a to reflect that testimony and to point to specific reports and evidence in the record to show that we have considered and incorporated that into this exhibit.

Eudaly: So moved.

Fritz: Second.

Hardesty: It's been moved and seconded.

Wheeler: Great. Call the roll.

Eudaly: Aye. **Fritz:** Aye. **Hardesty:** No.

Wheeler: Aye. The amendment passes. The next vote is on –

Armstrong: Exhibit b.

Wheeler: Thank you. I'm on the wrong page. The next vote is on amendments to exhibit b, the remand report. Tom, will you please describe these amendments.

Armstrong: Yeah, if you recall back on the November 20th hearing we had some technical amendments to change the neighborhood contact section of the ordinance to make it align with recent changes to the zoning code. That has now been incorporated into this exhibit, this exhibit shows all of the detailed line item strike-throughs to the zoning code along with the commentary explaining those changes and so it's been updated to reflect that amendment.

Wheeler: Any further discussion? Please call the roll.

Eudaly: Did we move it?

Wheeler: Oh, I'm sorry, I apologize.

Eudaly: So moved.

Fritz: Second.

Wheeler: Commissioner Eudaly moves. Commissioner Fritz seconds. Karla, please call the roll.

Eudaly: And there's one more vote, right.

Armstrong: Yes.

Eudaly: Okay, Aye.

Fritz: Aye. **Hardesty:** No.

Wheeler: Aye. The amendment is adopted. Now do I have a motion to move the amendment fossil fuel terminal zoning amendments ordinance for a vote to approve?

Eudaly: So moved.

Fritz: Second.

Wheeler: We have a motion from Commissioner Eudaly. A second from Commissioner Fritz. Karla, can you please call the roll?

Eudaly: Well, I didn't get to be here the first time this passed so it's exciting to be here now. I'm proud to serve on a council at a time when as a collective we're taking forward thinking steps to create resiliency and to protect our future in the city. Knowing how a major earthquake will change the landscape requires us to act now to ensure we aren't fighting a river on fire. River of fire. My favorite earthquake related term. While also trying to save lives and rebuild our community. Decreasing our vulnerabilities now will help save lives, quicken our recovery and strengthen our ability to be there for each other in the event of a major catastrophe. Thank you to my colleagues, bureau staff and especially as always the community for working together on this commitment. I vote Aye.

Fritz: So river of fire would be a great name for a rock band. Other than that we do not want to see it. So thank you, Tom Armstrong, and the entire bureau and everybody who's has worked on this. Thank you, Mayor Wheeler, for your support of this. We have been working so long, it's been, several of my staff who have been involved with it, Cristina Nieves, Claire Adamsick, Cynthia Castro, and of course, Tim Crail my chief of staff, and so thank you to all of them. This has been a very complicated process and we really want to make it right so while I might on occasion nitpick on various details on this one I know that our staff and city attorney's office and with the bureau of planning and sustainability have really dotted all the I's and crossed the T's and I am not qualified to nitpick. So I'm glad to not be able to do that. I'm glad to be able to support it. Thank you to our community advocates who are here to make sure that things went well this afternoon even though we're not taking testimony. We appreciate seeing your smiling faces. Aye.

Hardesty: I appreciate the long time that's been devoted to actually updating this policy. I would have liked to have heard more about it as we were moving through the process. I do understand that there have been a couple of questions that my staff have asked that you answered very quickly and I appreciate that. As a rule I read every single thing I vote on because I want to make sure that where my neighbors walk up to me and say why did you do this stupid thing I actually have a good reason for why I did that stupid thing. Right? And so I understand the sense of urgency with this and therefore I will vote Aye on the motion.

Wheeler: Continuing to allow new fossil fuel terminals and additional storage tank capacity is a threat to our community from a public safety perspective, from a public health perspective and from an environmental perspective. This is especially true in the event of a major Cascadia subduction zone earthquake. We know that. The first step to reduce the risk is to ensure that the situation doesn't get any worse by allowing more terminals and additional storage tanks to be built in an area that we know is at high risk for liquefaction in the event of a significant earthquake. By allowing more terminals we also undermine our local and our global efforts to transition off of fuels that lead to climate change. While we recognize that there are other measures that need to be taken, this in and of itself is hardly sufficient and that we intend to bring forward other ideas in 2020. It's imperative that we adopt readopt these zoning code amendments to have them go into effect without any further delay. I want to thank all of my prior colleagues. This was originally supported back in 2016. It was very controversial then. I want to remind people of that and my former colleagues, Mayor Hales at the time and other commissioners who are not with us here today, Commissioner Fritz who is, Commissioner Fish who is probably watching on television, it took a lot of heat for this. It was a very important and a very principled stand that they took. So I feel grateful – well first of all, I'm not grateful that it got remanded but I'm grateful that I get to stand here in their footsteps and second and support the work that they did back in 2016. I thank our legal counsel who has been working on this pretty much nonstop for the last three-ish years and I want to thank the bureau and your hard work on this. Perseverance does pay off. I'm very happy to support this. I vote Aye. The ordinance is adopted as amended. [applause]

Eudaly: Mayor, if I could just remind you I do have a hard out at 4:30 so I can go spend two more hours in meeting and take an important vote.

Wheeler: All right. Well let's jam. Let's jam. So now what we're going to do is go back through the items we did not get to this morning. For those of you presenting items on behalf of my bureaus, I'm asking you to please be as succinct and thorough as possible. So the first up is 1183.

Item 1183.

Wheeler: Hang on. I have something. Colleagues, this authorizes creation of a city-wide obligations reserve fund. Obligations reserve fund you may ask, what is that? That will fill an important gap to further our financial sustainability efforts. Council and our city leaders

December 18 – 19, 2019

have been taking measures to be more planful and coordinated in efforts to address large long term financial [audio not understandable] policies last april. However, until now we did not have a shared mechanism within our budgeting and accounting system to support these efforts. This fund provides for that mechanism. Budget director jessie cannard and treasurer brigid o'callahan are here to briefly explain this item.

Jessica Kinard, Director City Budget Office: Thank you. Good afternoon. For the record jessica cannard with brigid o'callahan. You went through that last item so fast: Briefly the creation of the fund provides for critical mechanism to ensure the City meets its financial policies. This obligation will function as a central repository for resources to be deposited to responsibly plan for long term lights. This action you'll take establishes the funneled. Any decisions to appropriate resources to if fund will be separately address by council during budget making in subsequent cycles. I have other talking points but I know you have a lot of items in front of you today.

Eudaly: You just answered my question.

Wheeler: Any public testimony on this item?

Moore-Love: Maggie and diana?

Wheeler: I don't see either of them here. Very good. Call the role.

Eudaly: I vote aye.

Fritz: This is very important work and a very serious issue so thank you for doing your due diligence so we can sit here and vote.

Hardesty: Aye.

Wheeler: I'm glad you didn't call me out as a nerd. Because I thought she might. This is really hard work. And the coordination effort that you're primed to put into place here I think will pay off in spades for the people of the city. This is what I call backbone work. It's the kind of stuff nobody notices but if you don't have it everybody notices. So thank you, I vote aye, the ordnance is adopted.

Item 1185.

Wheeler: This also comes under the category of backbone or infrastructure to help us deliver services to the people of the city. S.a.p. Public services was selected as the city's enterprise system back in 2006 and it was originally implemented through the finance module in 2008, then it went city wide with other modules including human resources in june of 2009. S.a.p. Public services was chosen through a rigorous rfp process and selected because of the depth and breadth of the functionality it provided. S.a.p. Has continued to expand their platform into a tightly integrated offering used by many jurisdictions. It currently has 6,500 users. The technological steering committee has approved the s.a.p. Eds road map and this includes laying the s.a.p. Infrastructure platform for the next 5 to 10 years. The current contractual agreement with s.a.p.3005309 is in effect until june of 2021 with the option of extending out to june 2026 if we so choose. Bps has appropriation to cover the first year of anticipated expenses and funding for the second year is also included in the base budget for fiscal year 2021. Further funding for the contract extension to june 2026 would be included in the base budgets in future years and presented to the council at that time for the question of extension. Here to present on this contract is bts director jeff baron and information systems director diane allen. Thank you for being here.

Jeff Baer, Director Office of Technology: I'm jeff baron the director of the bureau of technology services. As the mayor said along with me is diane allen who manages our enterprise business solutions team. I think mary hit on all of the highlights we were going to point out. We're asking to authorize the existing agreements to begin ordering hardware and equipment to align this timing wise with our patching that occurs next year. So we want to get ahead of that and that's the reason for the emergency ordnance. I'll just pause there and ask if there are any questions.

December 18 – 19, 2019

Wheeler: No questions. Does that complete your presentation?

Baer: Completes.

Wheeler: Any public testimony on this item? Very good call the role.

Eudaly: Aye.**Fritz:** Aye.

Wheeler: Happy to support it. Aye the ordinance is adopted.

Item 1187.

Wheeler: This is an important program. Portland housing bureau levies other funding sources to help some of Portland's most effective nonprofit organizations to provide housing services to communities that are in most need. Legal services to address home ownership issues such as a estate planning, tangled title or legal ownership issues and intergenerational wealth building for low to moderate income homeowners in northeast Portland. These are provided to Portland's low to moderate income homeowners to stabilize neighborhoods and preserve intergenerational wealth opportunities. Today we have the program coordinators here to present. Good afternoon, thanks for being here.

Dana Shephard, Neighborhood Housing Manager, Housing Bureau: Yes, thank you. Good afternoon, commissioners and mayor. My name is dana shepard and I manage the home ownership and home retention programs for the housing bureau.

Barrett Ebricht Karnes, Housing Program Coordinator, Housing Bureau: Good afternoon, i'm housing program coordinator and served as the rfp solicitation coordinator for this program.

Shephard: So the home ownership asset preservation pilot program just to give you a little bit of background there's the 20152016 community engagement process which we now refer to as the north northeast neighborhood housing strategy. The strategy actually uncovered issues such as intergenerational property transfers, complicated real estate titles that effect low to moderate income homeowners in north northeast Portland. Recently 2017-2018 the north northeast oversight committee expressed the urgency in addressing these issues. And through that advocacy in that group \$200,000 of federal funds was set aside for this work.

Ebricht Karnes: The program will give legal services to a minimum of 45 households to help pass housing wealth to the next generation. Legal services will also address issues such as tangled title and predatory mortgage practices. Homeowners will earn up to 80% area median income or 73,300 for a family of four. Homeowners must also reside in the interstate corridor or the north northeast study area. It will also provide targeted outreach and service prioritization to homeowners who have lived in the area. We'll also prioritize services to seniors and people with disabilities. .

Shephard: Request for proposal \$200,000 of community block funds to be spent by june 30, 2021. And just to let you all know, give you a little bit of background about the rfp itself, if it's issued august 15th and the requirements of the rfp it had to be a nonprofit organization with experience serving low income households, be culturally responsive and have the ability to perform outreach in the targeted areas. So we do intend to fund \$200,000 to the african american alliance for home ownership in partnership with the commons law center. I'd just like to add that the african american alliance for homeownership currently has a contract with the housing bureau providing foreclosure prevention and retention services. It has for several years. Are there any questions?

Wheeler: Commissioner hardesty?

Hardesty: Thank you so much for the presentation. I did have a couple of questions. My understanding is the african american alliance for home ownership used to have this contract and they lost it due to lack of performance a few years back. Someone else had it and now we're going back and giving it to them again?

December 18 – 19, 2019

Shephard: That is not correct. This is actually a pilot program and the bureau has never actually executed these types of services. So this came from the north northeast strategy, their advocacy for these particular legal, these legal services and so --

Hardesty: This is a brand new program?

Shephard: It's brand new. It falls in line with our retention services. But it's not a program that we have.

Hardesty: Does the bureau know how many african american homeowners in the targeted area are insecure in being able to maintain their home ownership?

Shephard: Through our home retention programs right now we have an idea, we serve through our home repair loan program and our grant program so we have a good idea of how many people are still in need of services past what we already do for them with those services. So we do expect there to be some outreach. And again with this particular type of service a lot of folks don't know what to ask for. And so that's a part of what we're trying to capture too. Folks don't know to come to us for these types of services but we have recognized it when we've provided a home repair loan of some sort.

Hardesty: So i've had dr. Stephen holt in front of me with his first return program that has not had success in actually reaching the goals of getting african americans into home ownership opportunities for a whole host of reasons. What's going to be different about this program because in my year here i've seen programs come and go that are supposedly targeted at the same demographic group. And the outcomes have been less than stellar.

Shephard: I understand. So what's different, again these issues were revealed as far as the 2014, 2015 community engagement. Folks said this is what they need. And also we found through our existing programs that these types of issues prevent folks from even being able to access our programs sometimes like title issues and such. What's different this is a pilot program and we're investing staff time, engagement from the staff, oversight, evaluation, and analysis of the program. We'll be working very, very closely with the african american alliance and the commons law center.

Hardesty: Last question. What does this look like at the conclusion of the pilot?

Shephard: Legal issues is something that's very, very hard to determine the success right away. Because our goal and our plan is to retain homeownership for the long run and also to give folks tools for intergenerational wealth and passing on properties. So what we want to do now is make sure that we touch at least 45 households, actually the african american alliance is expected to serve way more than that but that is just the goal. The success for us is making sure folks have some sort of legal connection. Do you have more to add to that? Okay and some of the more simple legal actions. With eknow there will be more to build but we want to connect them with some legal services along with having the african american alliance to kind of case manage those and hold their hands through that process.

Hardesty: So I would say either the three groups that you've prioritized and that's people of color, seniors, and people with disabilities. Either of those groups, 45 would be just a drop in the bucket.

Shephard: Absolutely.

Hardesty: What's the strategy to prioritize. If you don't know how many homes we have, if we don't know yet how many homes are in that could be lost because of gentrification and people being pushed out I have a hard time understanding how you're going to measure at the back end how you've actually put a dent in the process.

Shephard: We have done a few studies, they are probably a year old. We have identified there are plenty, way more than 45 households in the north northeast strategy area, long time homeowners. So we identified that and even in our own pipeline of home repair loans and our partners, there's way more than that. Significantly more.

Wheeler: Any further questions? Very good. Is there any public testimony? Does that complete your presentation?

Shephard: It does, thank you.

Wheeler: Let's call the role.

Eudaly: I'm really happy to support this item. I only wish we were doing this kind of retention work, 10, 20, 30 years ago with the african american community. I've witnessed too many neighbors in the last 12 or 13 years lose family homes that were owned outright whether it was due to predatorial lending or not being able to make repairs to refinance their homes. And it's just heart breaking to see that happen. So i'm pleased to vote aye.

Fritz: Thank you, I appreciate your work. Aye.

Hardesty: Thank you so much for the presentation. My questions are really around having accountability built into these systems because we always talk a really big game about who we're going to help and how we're going to help them but if we don't have measurable outcomes and we're not tracking them as they're being implemented then at the end we end up going I don't know why it didn't work. So it's important to me that we are being very thoughtful. Because as you said it's not just the urban areas that have this issue of people being priced out of their homes. This is happening all over the city of Portland. I would love to follow up with you about the history of the african american home ownership organization. Because I know there's a history that's been up and down. I want to know whether or not it's an organization that will be able to fulfill the outcomes that this contract is asking them to do. So in the meantime I vote aye.

Wheeler: So this contract requires very specific tracking and outcome performance reporting. And it would be my hope and this is more to the bureau than the organization, I would hope we get that information because I would like to stay on top of it so that if there are issues we have the opportunity to address them relatively quickly. But I also want to thank you for providing both specific performance measures and I think targeting very specific issues that I believe you can reasonably expect to resolve. So I don't think it was overambitious. I think you picked the right items and the right metrics by which to judge success. I want to shout that out and thank you for it. Obviously i'm very happy to support it, I vote aye. The ordinance is adopted. Thank you for coming in and thanks for your patience today. Next item is a second reading 1189.

Item 1189.

Wheeler: Colleagues last time we had a very interesting public testimony on this item. It's a second reading. Is there any further discussion. Carla, would you please call the roll.

Eudaly: Gateway has been waiting for this moment for 26 years. There are many people to thank that made this day possible including property owners gordon jones, joe westerman, jennifer steadman and andrew bolts. Special thanks to trima for partnering to make transit oriented development a reality and to reach its equity in climate change goals by making a new and sustainable neighborhood in gateway. We also appreciate the many stakeholders who are loyal to gateway and were supportive to this project since gateway was designated as Portland's only regional town center. Finally a huge thanks for his determination to see this through. I vote aye.

Fritz: Thank you commissioner eudaly. I'm going to go way back and thank ellen raker who walked me around this area and I remember being admonished by one of the residents nearby and what on earth were we doing designating this a regional center and now it's going to happen and I particularly appreciated the property management company who is going to make sure that people are not displaced or when they are that they can go back that they have options and good choices. And that is really refreshing to see that this is being done right. And I predicted correctly it didn't have a big splash headline but it should.

Hardesty: This is a project that gateway desperately needs. It's also going to be a catalyst project. The question is whether people who currently live in gateway will be able to live there after we start this process. We're starting to see lots of construction taking place and

improvements taking place in the gateway community. I am cautiously optimistic that maybe there's one part of the city we can do this in that will be right. If it's going to happen anywhere gateway is as good a place as any so I vote aye.

Wheeler: There definitely seems to have been a tipping point reached in gateway. I think about the work being done on infrastructure, and thousand an important transportation program to gateway. What's interesting to me thinking about what commissioner Fritz just said is it takes a long time to prime the pump but it's happened. And my hope is that this will continue to lift the gateway community in a positive way. And i'm happy to see the next phase of the process go forward. Commissioner eudaly thank you for your passion on this, thank you for a great community engagement process and to everybody in the bureau who worked so hard to make it happen. Happy to vote aye. The ordnance is adopted. Next item 1190.

Item 1190.

Wheeler: This is also a second reading. Any further business? Please call the roll.

Eudaly: Aye.

Fritz: I don't expect it to be done in my lifetime nor while I live in the property so i'm not recusing myself and i'm happy to vote aye.

Hardesty: Aye.

Wheeler: Aye. Actually can I get rid of the second reading at the end and then we'll go to the last item. 1192.

Item 1192.

Eudaly: Aye. **Fritz:** Aye. **Hardesty:** Aye. **Wheeler:** Aye.

Item 1191.

Wheeler: This project will be undertaken by the bureau. Here today to give a brief presentation are members from the bureau of environmental services. Thank you for being here.

Joe Dvorak, Bureau of Environmental Services: I'll begin by giving a brief background slide on the project. The sewers were built in the 1950s. So they were designed to carry the sanitary flows in a sec pipe in the storm water and sewage in one flow and sewage in another. Every time it rains moderately to intensely in this part of town we get sewage coming out of the sewage pipes as shown in this photograph. Through investigation we found that there are actually connections with the groundwater and storm water system to the sanitary pipes. We entered in agreement with Oregon deq in 2011 to reduce that pollution. Patrick will go through the details of how we plan to do that.

Patrick Leis, Bureau of Environmental Services: Our goals are to improve and reduce the stormwater sources entering the pipes. We're going to monitor and evaluate the effectiveness of these improvements. This slide here shows you basically Portland and then the upper hillsdale crest area where the project is actually located. The dark line is the sewer lines that we're actually going to line. This here is just a basic project description. If you look at the picture on the left you'll see before and after of a simple lining project. You'll see a pipe that has been cleaned, jetted before it's been lined and then what it will look like after it's been lined. There's also an animation to the right. That shows the primary cause of what we're seeing here, we have a lot of teracota pipe in this area. And that's separating the joints causing a lot of infiltration. If you look at the after photo they'll go through and clean them out, clean the pipes and line it.

Wheeler: Can I ask you a question on that. That's interesting to me. Once they clean out the roots, one would presume they come back?

Leis: They will probably come back, yes. But they will not be within the cipp lining. The cipp lining will actually end up being a pipe in a pipe. So the roots will come back but they will form around that lining. And it will be like growing against a boulder or something like that.

Wheeler: You don't think it would defeat the lining?

Leis: No, it's a real hard pipe.

Wheeler: What is it made out of?

Leis: It's an impregnated sock, it's a sock that's got different type of stuff in it. That is a broad question because it's made out of a lot of stuff. There are some that have fiberglass in it, you have impregnation stuff in there. So it's basically you're blowing up a balloon and putting something hard inside of it.

Wheeler: When you stick it is it soft when you put it?

Leis: Yes, it is soft when you put it in. It's collapsed, it will be pulled in with a tractor or something like that.

Wheeler: Then when you inflate it how does it harden?

Leis: You inflate it with some type of air pressure or steam and a couple of different ways of hardening it. One is thermal cure which is steam and you have it cooked, you're basically baking it. The other is a uv cure, so when you go to the dentist and get your teeth done and you get that uv light on your teeth it becomes real hard. It's basically the same process except with pipes.

Wheeler: That's interesting.

Hardesty: Thank you, mayor. Because it's scary how much he gets into my brain and says the things I was about to say. It's really scary. So the only question you didn't ask was will the roots grow in between the two pipes, and then the potential to burst the pipes because you have that root inserted between the two?

Leis: No. They will go in between the pipes like I stated earlier. But it will not burst or degrade the other pipe. This has been in place basically since the 1970s. And they have gone back and tested stuff after 50 years and the pipe was super strong, they haven't had any failures because of a root growing into it. Like I said it's like a root growing into a boulder, it will grow around it. But it's like having a root in a pot it will only go as far as it can and not any further. And the cipp is stronger than the clay pipe.

Hardesty: It begs the question why didn't we do that when we were putting the pipes down.

Leis: Cipp has to have a host pipe. And so the clay pipe acts as a host.

Wheeler: And the original pipes were built in the '50s so the technology has evolved overtime.

Hardesty: Thank you.

Leis: Public involvement went out. And we reached out to different communities, we reached out to residents, the schools, the businesses, three neighborhood associations. They did outreach methods which include open houses, letters, periodic flyers, email updates, phone calls, and door to door visits. They had an open house at st. Andrews church. They made sure to go two blocks past where the pipes are being put in place because of the smells. We want all of the residents in the area, anywhere it might flow into this is part of the pipe and it's okay.

Wheeler: Commissioner hardesty.

Hardesty: My first question around the community outreach and engagement, was there good representation from neighborhoods, schools, businesses, residents, and associations or some groups you weren't able to connect with?

Leis: We brought our public involvement here with you. She might be able to answer that but we had good engagement with the public. This project has been going on for two and a half years.

Hardesty: You said two and a half years?

Leis: Two and a half years.

Nin Juong: I'm the public involvement person for this project. So we've been doing public involvement since 2017 in this area. We have one church and one school towards the end

December 18 – 19, 2019

of the projects. So far we haven't really heard a lot of complaints because of the relative low impact of this technology. We're not digging up the street, we're not moving peoples gardens in this process. So so far we have had pretty good representation from the community and not much complaint except for concerns from individual homeowners where we need to do some work on the easement in their home.

Hardesty: And will that change once the work starts and the smell starts becoming, let me back up. Are people aware that the temporary impact will be that there will be these smells in their neighborhood that will be there until the construction i'm assuming is completed?

Juon: Yes. So in the communication we have done we stated, we always state the construction methods and lead people to the web page for cipp method which states, has more than half a page dedicated to the smell and the health impact and the research done on the health impacts. During construction we will do more outreach and I assume I will receive phone calls from people concerned about the smell. And we think with the amount of services we have for the new analysis team who upon request could go out on site and measure the intensity of the smell and communicate and insure residents of safety even further. So yeah, that's something we probably anticipate.

Wheeler: Commissioner Fritz.

Fritz: When do you plan to do the construction?

Leis: Right after advertisement and we get it contracted we're planning on going early summer. So we'll hopefully start construction in may. That doesn't necessarily mean they start working out then, that's mobilization out there. That's first going to video all of the sewer mains and all of the laterals so they're not going to see a lot of in place cipp for a while because the contractor will have to see what the pipe looks like prior to installing the pipe.

Fritz: So that timing actually fits perfectly because I know environmental services has a contract with southwest neighborhood inc to do inserts and in may it gets mailed to every single one of the 7,000 residents including apartment dwellers. So you'll be able to in a very timely manner give all of the contact information and say this is what's going to happen, it's not odd but if you do have concerns call this number.

Wheeler: Wonderful.

Dvorak: The next slide talked about construction and cost. These are an estimates for this project is estimated at \$5 million. Construction will begin in april. This will be about a one year project. Any other questions?

Wheeler: Commissioner hardesty has one.

Hardesty: Do you have the ifp out or do you already have a contractor? So today is to authorize you to be able to go out and look for a contractor. Are there contractors that represent a diversity of communities that currently are in this field?

Leis: Yes, there are. We have been doing cipp in the city of Portland for quite sometime now. And so we do have different contractors that do a lot of outreach. The only ones that we're getting now into is the uv and that's a lower limited pool. The uv, just like what I told you about the dentist when you go get that with the uv.

Hardesty: Thank you.

Wheeler: Carla any public testimony?

Moore-Love: No one else signed up.

Wheeler: Very good this is a first reading of a nonemergency ordnance. That was a really interesting presentation. Thank you for the questions. It moves to second reading and we are adjourned.

Council recessed at 4:04 p.m.

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.**

December 19, 2019 2:00 p.m.

Wheeler: Good afternoon. This is the Thursday, December 19, 2019 session of the Portland city council. Karla, good afternoon, please call the roll. [roll call taken]

Eudaly: Here. **Fritz:** Here. **Hardesty:** Here. **Wheeler:** Here.

Wheeler: Now we'll hear from legal council. Good afternoon.

Molly Washington, Deputy City Attorney: Good afternoon. Welcome to the Portland city council. City council represents all Portlanders and meets to do the city's business. The presiding officers preserves order and decorum so everyone can feel welcome, comfortable, respected and safe. To participate you may sign up 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. If not, you may be ruled out of order. Please disclose if you're a lobbyist. If you're representing an organization please identify it. The presiding officer determines the length of testimony. When you have 30 seconds left a yellow light goes on. When your time is done a red light goes on. If you would like to show support for something said, feel free to do thumbs up. If you want to express you do not support something, thumbs down. Please remain seated unless entering or exiting. If you are filming 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. A person who fails to leave after being ejected is subject to arrest for trespass. Thank you for helping your fellow Portlanders feel welcome, comfortable, respected and safe.

Wheeler: I would like to make a motion to hold an evening meeting, beginning at 5:00 p.m. For the residential infill project public hearing to ensure that more community members can attend. This session will be here at city hall.

Eudaly: Second.

Wheeler: We have a second from commissioner Fritz. Please call the roll. Commissioner eudaly.

Eudaly: Will we also have an afternoon meeting or are we going to cancel it?

Moore-Love: There's not one scheduled.

Eudaly: Great.

Fritz: The code actually says instead of.

Eudaly: I remember you saying that distinctly. I just wanted to make sure.

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

Wheeler: Aye. Motion carries. First item, 1195.

Hardesty: Mayor, before you go to the first item in acknowledgment of a community meeting at 5:00 I hope it's in place where we can get there by 5:00.

Fritz: It's here.

Hardesty: Oh, it's here? We may be able to get here by 5:00. Thank you. [laughter]

Wheeler: We don't practice this. In case you're wondering.

Hardesty: All improv.

Wheeler: It's like a new show, city council improv. It's always good.

Item 1195.

Wheeler: Commissioner eudaly.

December 18 – 19, 2019

Eudaly: Thank you, mayor. The purpose of this agreement is to establish the city's and county's tasks necessary to conduct a public planning process required under the national environmental policy act or nepa. Rules with respect to the proposed earthquake ready burnside bridge project. The process is designed to determine the potential of rehabilitating the bridge and to find an alternative. Here to kick us off is pbot engineer teresa boyle.

Teresa Boyle, Bureau of Transportation: Good afternoon. I work in the major projects section of pbot and our responsibility is to manage the large regional infrastructure project on behalf of city bureaus. So we will be doing a presentation about the project itself and then at the end talking specifically about the iga, should you have any questions. This is the council's first opportunity to hear about the project. We're really pleased to be here today. Thank you.

Jessica Vega Pederson, Multnomah County Co Commissioner: Good afternoon, mayor, commissioners it's a pleasure to be here today. I'm Multnomah county commissioner jessica vega-pederson. I co-chair the policy group for the earthquake ready burnside bridge project with county chair deborah kafoury. We have really appreciated the city of Portland's and pbot's participation in the policy group during our current environmental review stage as well as the previous feasibility stage. I wanted to take a minute to appreciate commissioner eudaly's participation in a lot of the transportation discussions we're having and her support for this project. It's been great to partner with your office as well as the bureau. So the purpose of our project is both urgent and simple to understand if a major earthquake were to strike our region today we wouldn't have a usable downtown bridge for weeks or possibly months. The burnside bridge is the center of our city and our region. Burnside separates north from south while the river separates east from west. Making sure that we can rely on the burnside bridge the day a major earthquake strikes is the county's top transportation priority for the next decade. Our board recently voted to increase our county's vehicle registration fee, which will fund the project through the design phase and fund a portion of the construction. As the co-chair of metro's transportation funding task force regional transportation measure will be placed on the november 2020 ballot that could provide funding to help construct this project. We very much appreciate the participation of the many city bureaus in our project to date, a great example of city-county cooperation on a project that will help our community prepare and recover when the big one hits. Thank you for your work and support. We're going to show you a video that helps explain the need for this project in a very dramatic way during a magnitude 8 magnitude cascadia subduction earthquake. It provides a reasonable depiction of what may happen. Although this would devastate the entire region, impacts to adjacent structures and bridges are not shown in the animation. Constructed in 1926, the bridge connects the east and west sides along one of the longest, busiest streets in Portland, Oregon. In the late '90s burnside was designated by metro as a priority one east-west seismic lifeline over the river. Every day over 40,000 vehicles, three bus lines and 2,000 bicyclists and pedestrians cross the bridge. Union pacific railroad crosses under the east end of the bridge. The bridge crosses over i-5 and ramps from i-84 and the morrison bridge carrying 130,000 vehicles per day. The bridge opens about 300 times a year for river traffic. Portland saturday market attracts thousands every weekend from april through december. Trimet's blue and red max lines run under the west end of the bridge carrying over 78,000 riders every weekday. Thousands of bicyclists and pedestrians use tom mcall waterfront park and the east bank esplanade under the bridge each day. Any day without warning the cascadia earthquake could strike and forcefully shake the region for several minutes. Under the west end of the bridge, concrete columns containing also steel reinforcement will fail early. Weak, unstable soil causes permanent shifting and cracking of the shoreline pier. Pier sinks and rotates causing the truss to collapse. Fixed spans become unseated creating a barrier to river traffic. Weak soils and inadequate foundations

December 18 – 19, 2019

cause settlement and damage to the river piers. The earthquake breaks the locks that connect the spans together allowing the draw spans to lift and shake independently. The internal support holding the draw span fractures and the span drops into the pier. The draw span truss members break and fall into the river blocking ship passage. Columns are torn apart and collapsed sideways. Soils under the east approach liquefy after shaking, accelerating clappings of the supports. The bridge collapses on to the parkway, trimet max and tom mccall waterfront park. Bridge debris obstructs all modes of transportation, blocking over \$1 billion in transportation infrastructure that relies on the bridge. It blocks the main river channel creating an obstacle for river travel that needs to deliver goods or people afford the earthquake. It also obstructs the east bank esplanade, i-5, i-84 and the union pacific main line tracks. With other bridges out of service Portland is now divided by the willamette refer leaving tens of thousands stranded. Emergency responders are unable to cross the river to aid victims. The burnside lifeline route is broken.

Eudaly: Commissioner hardesty, I think we should just start telecommuting right now. Stay on the east side.

Hardesty: I'm with you.

Boyle: I did say it was very dramatic video.

Mike Myers, Director Bureau of Emergency Management: Mayor, commissioners, I probably don't need to say anything -- pretty clear. Mayor, commissioners, thank you for your time today. I'm mike myers, director of the Portland bureau of emergency management. I'm here to show enthusiastic support for the city's involvement in the earthquake ready burnside bridge project. The burnside bridge is one of the critical lifelines and since it was built prior to our current understanding of Portland's earthquake risk it's highly vulnerable to seismic shaking. We know it's only a matter of time before a major earthquake is felt in Portland. Immediately following the shaking it will enable families to reunite faster and help our community get up and running as quickly as possible. I appreciate Multnomah county's leadership in taking on this project and value the opportunity to work with the county and other partners involved to ensure success. We'll be more earthquake ready as a city and region when the bridge is retrofitted or replaced.

Hardesty: Thank you. I do have a question. Thank you so much. This is such a vital program but I have to ask, haven't we spent a year fixing burnside bridge?

Vega Pederson: That is a great observation. There has been construction going on the bridge. What you have been seeing is the burnside maintenance project. The bridge is almost 100 years old, and we literally had pieces of concrete falling off of the bridge. So the project that you're seeing take place is making sure this will last for the next 10 to 15 years as we work through the process of looking at the replacement for a seismically resilient bridge. It was work that had to be done to ensure the safety of people using it and people around it.

Hardesty: I appreciate that answer. I know somebody will ask me. It takes a lot of time to get across the burnside bridge now. Thank you so much for. That.

Wheeler: Thank you, commissioner.

Vega Pederson: I'll be joined by megan neil from Multnomah county.

Megan Neil, Multnomah County: Hi. I just have to remark that the commissioner and director have already presented a lot in this presentation. They are a great spokes model for this project. I'm megan neil, the county project manager for the earthquake ready burnside bridges project. We have been working collaboratively on this for several years so we appreciate this opportunity to share the work we have done to date with the council. As you're aware there's a chance -- a one-in three chance of a major cascadia subduction zone earthquake in the next 50 years. Of this will critically devastate much of our region's infrastructure including our bridges many of which are on our regionally established emergency transportation routes. On the screen is a map of those emergency

December 18 – 19, 2019

transportation routes. The red dots represent seismically vulnerable bridges and overpasses along those routes. So as you can see if an earthquake happened today many of our routes that we are relying on using would be rendered useless. Looking more closely in the downtown area there are three routes across the willamette today. Two are owned by odot that cross the missionary ridge and the fremont ridge. The third one is in Multnomah county crosses at the burnside bridge. You can see by the red dots if odot were to invest in bringing the markham and freemont bridges up to code you would almost have to invest the entire system. It doesn't make sense investing in a bridge unless the route it's linking is also resilient. Because 405 has many overpasses that would collapse on to it as well as i-5 being a viaduct on the east side it makes sense odot is investing in the 205 corridor in terms of seismic resiliency but that effectively bypasses the downtown core. This is one of the reasons why the county is looking at the burnside bridge overt next 10 to 15 years in terms of making one bridge downtown seismically resilient. If you look at the yellow line which represents the burnside corridor it's largely bridge and overpass free so in terms of making a wise investment with public funds the burnside seems to make sense in this case. So the county has created a project we call the earthquake red burnside bridge project. It has three purposes, the first to create that seismically resilient link in downtown Portland immediately usable after a major earthquake. This should help support our emergency response immediately after a quake. The second key purpose is to in the ensuing five to ten years after a major quake the bridge should help our region move debris out of the way to rebuild and help our region economically recover. Lastly as we mentioned, the bridge is very old, 93 years old today, and we need a crossing that is safe for multimodal use for every day for the next 100 years. So we began this project in 2016 with a two-year feasibility study. That study we screened over 100 options down to a short list of alternatives that we are taking into environmental review phase. We hope to wrap up the environmental review phase in 2021. After that would follow about a two to three year design phase and four to five year construction phase with the hope of having something in place by 2028. While this does seem like a very long time from now, for a project of this size this is a very aggressive schedule. We do get asked all the time can you go faster. The decision making framework of the project is largely centered by our policy group which makes key decisions about the project including making a recommendation of the preferred alternative. The policy group is comprised of a number of elected and appointed officials in the region at the local, state and federal level with the city participation heightened. We worked closely with a number of city bureaus on focused working groups around the topics you see on the screen. We really value the expertise and the input that the city brings to these groups. We certainly couldn't figure all this out without them. The project is also advised by a community task force made up of a number of interest and advocacy groups as well as neighboring stakeholders that are directly next to the bridge that would be immediately -- significantly impacted by a earthquake including saturday market and the burnside skate park. Speaking of neighboring stakeholders in addition to the facilities mentioned in the video I wanted to point out on the west side of the bridge there is a hub of service providers that has been there for many, many years and we're working closely with them throughout this project. This stands in stark contrast with the east side of the bridge which has seen an explosion of new development over the last five years bringing online a number of new stakeholders that we will be interacting with currently as well as future phases of the project. As I mentioned before, we have developed a short list of alternatives to be evaluated in more detail in the environmental review phase. So in addition to the alternative there are three build alternatives. The first is enhanced seismic retrofit, which is to strengthen the existing bridge out there today. Again, as was mentioned it's a 93-year-old bridge so we would have to replace key structural mechanical components as well as replace the spans over i-5 and the railroad so it does

not significantly impact traffic during construction. That's why we call it enhanced. There are still items that we are replacing. The second alternative replaces the existing bridge with a new movable bridge along the same alignment that's out there today. One of the advantages of a new movable bridge is that we would be able to widen the bridge over the river adding ten or so feet on either side allowing us to bring the bike lane and sidewalk up to city code. The last alternative is a variation of the replacement bridge. It extends coach street straight over i-5 and connects to the main spans out over the river. This effectively bypasses the very tight s-curve that brings you on to the bridge today from the east side. From one of the benefits of this alternative if you think about how this bridge will be heavily used as we recover from a major disaster there will be lots of heavy vehicles, freight, construction equipment, debris hauling, activities that will be going across this bridge in addition to all other users within the region, so the tight s-curve is a bottleneck. Straightening that out we feel has merit in terms of smoother traffic flow across the river. As part of the preferred alternative decision making process we also -- how we are managing traffic during construction there are two options we're exploring. The first is to close the bridge for four to five years and divert traffic to other bridges. This has costs and schedules on the project. The second option is to build a temporary movable bridge to the south of the existing bridge to allow some amount of traffic flow through the construction site during construction. We'll be weighing as well the impacts to cost and schedule that this option has as well for the project.

Wheeler: Is this a modular piece of equipment? Is this something that just moves from community to community? Do you rent it?

Neil: You rent it. It's an off the shelf product provided by companies that do this sort of thing. It comes in various modular widths. You can buy one, two or three, put them together. We are working we have established widths for the temporary movable bridge.

Wheeler: I always love new business models that I know nothing about and this is one of them. Where are these companies located that have these temporary bridges?

Neil: We have been working with the company across. We can certainly get back to you on where they are headquartered.

Wheeler: Could you use this as a emergency response strategy as part of our transportation strategy in the event of an earthquake?

Boyle: So i'm going to note that that's something we can talk further about.

Wheeler: Probably the answer is no.

Boyle: For this particular location the roadway connections are going to be gone in the event of a very large earthquake. Whether or not there's an opportunity to use something like this, pull it out of the garage and put it into place, we'll take a look at it.

Wheeler: I was just curious.

Fritz: Is this what you used for the sellwood bridge?

Neil: No, in fact the sellwood bridge built new temporary foundations next to the old bridge and then actually slid the existing superstructure from the old foundations to these new temporary foundations. So they are able to recycle or reuse.

Wheeler: You did a good video on that too, didn't you, mike? Showing it in slow mo

Myers: It was a very slow process.

Neil: These alternatives are going to be evaluated based on the 14 criteria that are on your screen. These criteria were developed by our community task force embedded with our agency partners and the public. We'll be working with the community task force to perform the screening process over the next four to six months. The policy group will recommend a preferred alternative in september of next year. We'll then host a public hearing and comment session on the draft environmental impact statement report in january, february of 2021, then are planning on publishing a joint final environmental impact statement and study record decision in october of 2021. So as mentioned previously, we are working on

December 18 – 19, 2019

ways to fund this project. To date the feasibility study and the environmental review phase have been funded by the existing county \$19 vehicle registration fee. As commissioner vega-pederson mentioned we raised our fee by \$37 and this money will allow us to fund the design and right of way phases as well as a portion of construction. However there is still about 300 to \$600 million gap and we'll be working on identifying opportunities at all levels, state, local and federal. I have also as mentioned previously we are a project that has been identified in metro's 2020 transportation bond measure. A portion of the construction funds have. I just wanted to mention that this project really does a number of outreach -- there's a lot of outreach. We have done over 60 in-person briefings and interviews this year as we also work with our community engagement liaisons and have a very robust multilingual outreach program in five languages this in addition to traditional open houses, in-person open houses, that sort of thing. With that i'll hand it back over to teresa.

Boyle: As you can imagine just about every bureau in the city has interests in the project, and they range from traffic circulation during construction to potential impacts to waterfront park, east bank esplanade and pump station is located right near the burnside, water bureau has utility lines and of course the use of the bridge for emergency responders now because the burnside is used multiple times per day. After an event is critical. So part of what we'll be doing in this environmental phase each bureau that is participating in the environmental process will be watching out for and managing those elements. The governmental agreement before you today is a standard process that we do when the city of Portland participates in regional transportation projects that are owned by others. Pbot manages it, this particular phase is for two years' worth of services and should as the project moves into design and construction we would be working with the county and coming back to make amendments. That concludes our actual presentation.

Hardesty: Would you go back to the last slide, please?

Boyle: Sure. Oh, this is the part where I -- okay. One more. One more. There you go.

Hardesty: Well done. So I did not see the bureau of emergency management on this list.

Boyle: Yes. And so we can talk to director meyers about that. The involvement up to date has been at the director level, and that is not -- we don't normally bring director -- pay for directors through this type of iga. It's specifically for staff. What you're authorizing is the substantially in accordance with form and we can certainly talk with him and bring some budget in now for that work before it's executed.

Hardesty: I would just suggest if you want him to be part of the proceedings that we should probably have it in something so that it's not lost on whoever may be his boss in the future that this was a commitment that we had made.

Boyle: Thank you very much. We will do so.

Wheeler: I assume that each of the bureaus that are listed hire and potentially the bureau of emergency management as well, they are aware of this iga, they are interested in participating in this?

Boyle: They built the budgets.

Wheeler: Just wanted to confirm that. Thank you. Good. Well, first let me just thank commissioners eudaly and vega-pederson for their work on this. It's really great and important work. I want to thank the county and city bureaus for their collaboration on this. It's great work. I'm going to ask the same question I asked 12 years ago, which is given the need for the collaboration between the city and the county and the region on the bridges, why do we not have a unified bridge authority or bridge district? Now that we know that --

Eudaly: You want to buy half a bridge, mayor?

Wheeler: Funny you should ask. [laughter] i'm not going to say what comes next. No. Not with that t.v. Camera. But now that we have an increased sense of urgency around the cascadia subduction zone concerns i'm wondering if it might be time to renew that

December 18 – 19, 2019

conversation at least at the broad level, broad brush level, to see whether it would be of use, and I remember the conversation with Lynn Pederson back in the day when she was county chair for Clackamas County, now she is in a key position as the president of Metro. I just wonder if there's not an opportunity to renew the conversation at some level. You don't have to answer that. We're effectively doing it by partnership on bridge by bridge basis but I wonder if there's a larger strategic opportunity here. Any public testimony?

Moore-Love: No one else signed up.

Wheeler: Anyone want to sign up? This is interesting stuff. Very good. This is an emergency ordinance. Please call the roll.

Eudaly: Well, thank all our presenters, especially Commissioner Vega-Pederson for being here. Was really happy that someone pointed out that Metro some years ago identified the Burnside Bridge as a priority because it is pegged as a regional project and top tier corridors for the regional transportation measure and some of our neighbors were questioning that last night. It makes sense to me that we need to have at least one seismically resilient bridge in what is really our population center and connects Washington County with East Portland. Trying to work on river on fire here. It's my new favorite phrase. But I'm not going to do that today. Thanks, aye.

Fritz: Thank you. Good to see a transportation engineer and project manager, two women, both on this bridge. Well done. Aye.

Hardesty: Are you guys going to really build it? [laughter] Maybe there's an all female construction company that will pick up the contract. I'm open to that. I also think this is a very timely -- I'm so grateful for the partnership. It's clear none of us could do this alone without this collaborative approach. It occurs to me we should have invited Mike Myers to do the video on the liquified fractions and what would happen. I could just see the two videos together, one with the bridge falling down, one with the liquified gas and what would happen when that eight-point earthquake happened. It would be extremely devastating for a long, long, long time to come. Great project. Any help I can give moving forward. I vote aye.

Wheeler: I really appreciate this. I appreciate the collaboration between the city and the county. I think the leadership of Commissioner Vega-Pederson and Commissioner Eudaly has been critical and will continue to be critical in keeping both our bodies informed on what we need to do next. How to go about it. I appreciate the collaboration between the city and the county crews to make this happen. It's obviously critically important and Mike, I'll give you credit for the video once again. It tells the story in very graphic detail about why it's an urgent project. I think the messaging has been very effective on this. I vote aye. The ordinance is adopted. Good luck on the IGA.

Boyle: Thank you.

Wheeler: We appreciate you all being here today.

Wheeler: We'll take a five-minute recess and take up 1196 on the other side

Wheeler: For my staff who are watching I don't know whose I picked up upstairs. If you're frantically looking for your phone, I've got it [laughter] next item. 1196.

Item 1196.

Wheeler: Very good. This is Commissioner Eudaly.

Eudaly: Thank you, Mayor. I'm pleased to introduce this agenda item for the Division Transit project. Today we'll hear a project milestone report on the project and we will also hear an overview of the construction plan of the project will break ground in early 2020. We will also hear from city bureaus and partners on their progress made in addressing the conditions of approval that city council adopted with a locally preferred alternative in December 2016. Over the past three years the city and trimet teams have been collaborating on the design of the Division Transit project in partnership with community. In 2016 Metro awarded the city and Prosper Portland over \$500,000 to support planning,

December 18 – 19, 2019

community development and housing work along the division corridor. Bureaus will be reporting the outcomes of that grant. Finally the action we're taking today is a resolution to approve the bps and pbot report entitled building healthy connected community along the division transit corridor. The report provides a -- 162nd avenue area might evolve over time and take advantage of this transit investment. The division transit project is the collaborative partnership. These partnerships enable us to advance a new type of transit service and more. They help us respond to broader community needs including affordable housing, equity community development and other opportunities to enable current residents and businesses to remain, benefit from and grow with this investment. I'm going to turn it over to the mayor in a moment, but this is a fairly lengthy presentation, and I would respectfully request that you save any substantive questions until the end of the presentation.

Wheeler: Thank you, commissioner eudaly. I want to thank metro for the grant. We appreciate it. We spent a lot of time talking about gentrification and displacement recently as commissioner eudaly indicated. The division corridor was an early example of city bureaus working together to identify complementary actions that can be taken when we make major transportation investments. Colocating and coordinating better transit under affordable housing investments can reduce the cost of living for cost burdened households. The work helped inform what was done on the southwest corridor and will continue to inform our ongoing anti-displacement work. I commend prosper Portland and the housing bureau for engaging in this important work. Almost half the grant resources went to prosper, to business assistance in the immediate corridor and housing bureau helped deliver grant resources to support the findley commons project. This involves synchronized swimming by a team of bureaus and agencies. This project demonstrates what that looks like in action.

Eudaly: Literal synchronizing.

Wheeler: Of all the sports we could have picked -- it was synchronized swimming. [laughter] anyone who knows me -- anyway. The community aspects to take a holistic approach to address the needs of the community, not just build a transit project. First we'll hear from our pbot and bureau of planning and sustainability staff followed by elizabeth ross sahra, investment manager at metro. Thank you for being here today. We appreciate it.

Caitlin Reff, Bureau of Transportation: Thank you so much. Thank you, commissioner eudaly, mayor wheeler, members of council. I'm caitlin reff, project manager at the bureau of transportation. We are here today to provide a stat up update on the division transit project and recommend council for adoption along the division transit corridor report. Over the past few years this project has been before council a number of times. We were last here in august of 2018 with a milestone report as they were entering into final design and council approved the intergovernmental agreement with trimet for the city's local match contribution. Today for our agenda dave unsworth of trimet and I will provide scope, schedule and milestones. Eric engstrom and elizabeth will share an overview of the origins and project work completed to date. Following this overview I will be joined by project team members from trimet, Portland housing bureau and prosper Portland which we will each provide updates on key activities we have been working on over the last year. Updates reflect the actions we have taken based on the division transit project lpa, conditions of approval. Bps and pbot will provide a more detailed report on this action item and the project before you. This is an exciting time for the division transit project. We have reached a key milestone of completing final design and will be sharing more about our next steps in kicking off construction. As you'll hear this project represents over four years of planning and design and will take another two years to complete to construct. When complete the project will connect downtown Portland to downtown gresham with enhanced high capacity

December 18 – 19, 2019

bus service. Traveling on existing Portland transit across the tillicum crossing and southeast division through south and southeast Portland to gresham's cleveland park and ride providing better buses over the 15 miles replacing current line 2 which serves over 10,000 daily riders. It will include longer buss with 60% more chaise and more convenient three-door boarding. In all there are 42 stations that include transit amenities and weather protection. Features such as transit signal priority and business access transit or bat lanes will improve the speed and reliability of the buses. The people riding on transit on division will experience up to a 20% travel time improvement over the existing service today. This high capacity bus service is a new mode for trimet and will be a future model for the city and region. This map you're looking at shows proximate station locations. On division each dot is a pair of platforms with one station in each direction.

Dave Unsworth, TriMet: I'm the director of project development and permitting in trimet. We actually have completed final design. Just in time for the holidays, we expect a permit from pbot for construction of the project as early as tomorrow. So very excited about that. Again thank you for the contribution to this project, the partnership of 17.7 million to this. It's 175 million project. 87.4 of that coming from federal government and we expect single year grant agreement to be issued by the administrator of fta any day, maybe before christmas. A lot of things going on in d.c. But we expect that to happen very quickly. We're throwing a party if you will, so on the third week in january during the congressional moment when they are not in d.c. We expect to have an event at staging site at 150th where we're using parks property in coordination with them and I think looking for a ribbon cutting, cardboard check or an event with nice spades to celebrate this movement. We invite council to that. We'll try to make sure the congressional delegation is there. We anticipate the acting administrator for fta to come out here. We can show the way we do this work right with the administrator. These are all competitive grants, so the better we look the more likely we are to get future grants.

Fritz: You're not planning to take that property, are you?

Unsworth: No. In fact we're paying parks to use it. It's not a park yet. It's basically utilizing that in a partnership. I think it's a good way of doing stuff. No, not doing that. Early construction starts in january and if all goes well clouds part, angels sing, we're under operation in september of 2022. It's not only that that we're doing. We're spending a lot of time working on connecting bus lines. So remind you that the iga said we would reallocate line 2 service, about \$12.7 million a year that will go out to the community and you can see some of the lines we're looking to spend those dollars on that connect into division line itself. In addition trimet is already investing in a lot of other lines so burnside line has gone to 24 hour frequent service and more mid-day and sunday lines. We have added new frequent service line on 122nd avenue. We have added a new bus line ale together on 162nd avenue. Lines 81 and 87, airport way connection is halving so we're making sure that we're making those connections. We're that ridership for the division line as we go. Last night commissioner eudaly I think you were there for the regional investment discussion and so --

Eudaly: Oh, i'm there for everyone.

Unsworth: Thank you. It's a burden, I know. Out of that came an investment or suggestion to metro council we do further investment in east county. 122nd, 181st, burnside, pile, central city. There's a lot of transit being asked for voters to support this and a lot of this connects division transit.

Eric Engstrom, Bureau of Planning and Sustainability: Good afternoon. I'm eric engstrom with the bureau of planning and sustainability here just to briefly describe our role. In addition to being the grant add my straiter for the metro grant, thank you again, metro, bps's role has been focused on working with pbot and the community to produce the report year receiving today. The report creates a land use and transportation

December 18 – 19, 2019

framework for several focus areas along the corridor in east Portland including visions for how these places may evolve over time and will be a good foundation for future planning work in the area. Marty stockton and april bertelsen will discuss the details later in the presentation. I want to acknowledge ratcliffe dacony, thank marty for picking this up midstream.

Elizabeth Mros-O'Hara, Metro: Hello. I'm elizabeth o'hara from metro, the project manager. I was the project manager for the powell division transit and development project. I wanted to give a little context, history of how we got to this point. Building healthy and communities work came directly out of that project. The powell division transit and development project was a partnership obviously with trimet, city of Portland, city of gresham, Multnomah county an odot to look at how to improve transit. We knew there were lots of transit needs in the corridor, but in addition this is an historically underinvested area that had lots of pressure for land use and economic development and concerns were ripe for how a big investment in an area could affect the people that live there today. So our project invested in taking quite a bit of time to engage the community, and we had focus groups, visioning workshops, we had surveys, meeting people where they were and things were translated into five different languages. In addition to that extensive amount of work taken on by all of the partners we invited the community to really be part of the leadership. We had a 22-member steering committee and over half those members were community based groups. So we heard directly from them about what was important. We didn't just think about the transit project, we thought more broadly. The goals of the project completely reflected that not only was it transportation and efficiency that were important but well-being and equity. Those were equally important goals and the community told us what mattered was anyone investment in this area needed to serve the people and businesses that live there now and in addition needed to think about how we reduce disparities in the area and how we could avoid or mitigate for the potential pressures for involuntary displacement. So we thought early on about how all these things fit together and the level of engagement and the leadership on the project was actually the community, helping us think that way. Consequently the project really ended up having three prongs. One was the transit piece. The other was equitable housing and community development piece. The third was safety and active transportation. This really got into the synchronized swimming because we had to have all kinds of people working together to get things done. Portland moved forward with an action plan, so did gresham, all kinds of thought processes to try to make sure these things happened and that we were bringing the community along and they were bringing us along too. I think what came of it was a sense that this is probably the best way and hardest way to invest in a corridor and that we saw that our investments could be targeted to what the community's visions were. We did that. We went ahead and looked at how do we get more affordable housing, how do we deal with safety, business technical assistance, alternative transportation needs. We invested in community supported art and access to nature. From one of the most successful projects was looking at the corridor there was a defunct furniture store, metro's tod program was able to purchase that store and in collaboration with multiple groups apano, city of Portland, housing bureau and many others now that's a really great tod space and it also has community space for apano and offices. It was something the community told us they really wanted these things to happen. Our regional transportation options program is invested in bike access and safety at Portland community college. We also have lots of art and community groups supported through the community driven art program. Access to nature. The new transit project will have a bureau chief station at grant butte wetlands so people can easily access nature. This is a holistic investment, the kind of thing we think should be the standard for how we invest in communities and we're really excited this is going to further they're work and proud to be part of it.

December 18 – 19, 2019

Eudaly: All the acronyms in transportation world drive people crazy. Tod-- transportation oriented development. Brt is bus rapid transit. Just for folks listening at home.

Mros-O'Hara: I was trying to be fast.

Eudaly: I appreciate that.

Reff: Thank you, elizabeth, metro. This next segment of presentations will be from our project partners reporting on specific action items and progress made against the locally preferred alternative or lpa. As our -- i'll ask each speaker to introduce themselves as they present. In december of 2016 council unanimously approved the concept of the lpa with a set of commitments made by each participating partner. These commitments were drafted in response to the stakeholder input we received. The priorities were around anti-displacement with enhanced transit service. Main categories today are included here. Each of the categories are reflected in that partnership approach to be responsive taking that holistic approach to address the needs of the community not just building a transit project and helping existing community prosper and stabilize including residents and businesses so that they can remain and benefit from and grow with the transit project. We know that division is a vital regional transit corridor, historically underserved as far as transportation infrastructure n. Portland combined housing and transportation costs are too high. This has been a partnership to address this issue. By collocating we are able to reduce the cost of living for cost burdened households. Here you can see the high transit demand at southeast 82 and division, a stop that serves as many as 16,500 ons and offs per week. Pbot is the lead city bureau working with trimet to support this. We have been working internally and with our bureau partners to support trimet in design and delivery of this small start transit project. Part of what this includes is close coordination with other projects planned in the area as well as investigating city standards into the project scope. The division transit projects will provide faster more reliable service with features such as stop consolidation, three-door boarding, transit signal priority and bat lanes, business access transit lanes. These improvements are aligned with city carbon reduction goals and providing a more convenient option to driving. It provides value to the city in addressing critical safety issues. Southeast division has been on the city's high crash network for people walking, riding bikes and driving and this project has integrated safety improvements such as signalized crosswalks, new pedestrian crossings, better lighting and protected bike lanes. April bertelsen will be sharing more in the next segment but now I will let coral --

Hardesty: You mentioned everything but bus shelters.

Reff: Sorry, yes. All of the stations will include shelters. Weather protection. Coral will give us visual the of what that will look like.

Coral Egnew, Senior Community Affairs Coordinator TriMet: Good afternoon, council. I'm coral agnew, trimet community affairs supervisor, lead outreach for the division transit project. Working alongside my colleagues, thomas and polina we are reaching out to the entire community 15 mile route in the community along division transit's 15-mile route. Listed in the slide are ways we have engaged the public since we have gotten the project from metro. We helped design open houses during the milestones reaching out into the community, holding them in both Portland and in gresham. We have community neighborhoods and events that reached out to the community, working with the neighborhoods and business and attending their local meetings as well as community organizations and neighborhood festivals. We also produced several mailings for the projects translated in five different languages. Several were sent out to owners and tenants with properties along the corridor and announcing open houses, design milestones and soon to be the start of construction in early 2020. We formed a community advisory committee in march of 2017. The members provided from various interest groups along the corridor and provided input to the design and to project staff bringing us to 100%

December 18 – 19, 2019

design. We also held one on one stakeholder meetings. That's one of the most important things that we do on the corridor. That's to inform those directly impacted by the design of the project as well as construction. Our main goal for this is no surprises during construction. So this is one corridor with very different environments. Inner division we have higher density, in the central portion we're gaining more room then east we have much more room to provide more amenities along the project. Station designs and types, they have different environments that allow us to have flexible designs. There's a pedestrian pass-through you'll find mostly inner division where right of way is more constrained. The pedestrian bypass where we have a little more room and the shared bike-ped stations where we provide a level of safety for the cyclist and for our transit riders. On shall slide you see the weather protection, the lighting and the amenities that are part of this division transit service. We are really excited really competed we have selected raimore construction as our contractor. This will be the largest dbе, disadvantaged business better price contract awarded in the state of Oregon. We're excited to bring them on board. They have been working with trimet for 20 years. They will be developing a traffic management plan and construction approach as we begin construction. We're going to continue efforts with bid documents for dbе with local supplier plans and work force training programs and targeted apprenticeship that's been happening on the corridor already by raimore construction to outreach to potential labor on the corridor itself. So construction contracting and community really working on the construction plan and keeping the community vibrant so the efforts that are going into that is the conduct of construction, which is a joint effort from raimore construction, trimet, our agency partners as well as our cac, that provided input on how are we going to build it and how we continue. Community advisory committee. Then again the work force selection plan and working again to buy local. We're really encouraging people on the alignment working on the project to buy local and get services from the division corridor as well. We'll be working in three different headings and so we'll have the east heading which starts at gresham -- heading is a construction term for the area in which we're going to be working. So we have three different major headings that are going to happen. Downtown will have minimal construction impacts to it. The west heading will be from 11th avenue to 76th avenue. Then from 82nd avenue to 148th avenue. Then from there out to gresham is the east heading as well. So they will be working simultaneously through the corridors in three different segments. Starting on the east end of each segment and moving west. We're coordinating with our other agency partners because odot as well as pbot will have construction work happening in the area so we're working with our agency partners to ensure that we're not going to overburden the community with the amount of construction. The line 2 bus service during construction is a frequent service. We're not anticipating any change in the amount of service that will happen during construction. We're not planning on closing division so the idea of continuing to keep the bus running. There will be temporary bus stops as a result of the construction that's happening. We'll do our best to make sure those are all ada accessible as well as providing transit alerts and service alerts to riders informing them ahead of time before the construction starts.

Masaye Hoshide, Construction Coordinator Housing Bureau: Good afternoon. I'm me say ya, senior construction coordinator with the Portland housing bureau. Thank you for the opportunity to provide you an update. When we speak of the Powell division transit corridor, Portland housing bureau likes to reaffirm our commitment to serving larger east Portland area. In the east Portland area we currently have investment to target the development of 664 affordable housing units. This translates roughly into 1200 Portlanders served with either new or greatly improved affordable housing opportunities. When we zoom in closer and look specifically at the powell division transit corridor we have about five projects currently within our pipeline. The lpa asked us to target between 300 and 600

December 18 – 19, 2019

affordable housing units. We're currently targeting in our pipeline approximately 522 affordable housing units. From the slide you can see we have 30th and Powell, Findley Commons, the previously mentioned completed orchards at 82nd, a couple projects on Division and also Garden Park.

Hardesty: I just have a couple of questions for clarification. I know we're going to wait until the end to answer but you started off saying there were 664 affordable housing units and then you said there was 522 then you moved to this page. So the 664 affordable units --

Hoshide: Recognizing within the east Portland area with Powell Division transit corridor is considered to be a specific geographical area within east Portland. For that that number drops to 522 units. Out of 6 --

Hardesty: Out of the 664, 522 is in this geographic area.

Hoshide: Correct.

Hardesty: Got it. When you say affordable, what do you mean?

Hoshide: Currently with the funding stream it's at 60% AMI or lower.

Hardesty: AMI, area median income. 60% did you say?

Hoshide: 60% or lower.

Hardesty: Thank you.

Hoshide: Let's go to the next slide. Continuing with those questions we wanted to focus specifically on the Findley Commons project. This was a terrific opportunity to work collaboratively with bureaus. The Findley Commons project is developed by Dukolt Multnomah and housing development partners. This is 35 units of affordable housing focused specifically on the veteran community. It's 100% permanent supportive housing. Back in June they received a \$40,000 grant from BPS to provide them with support for their pre-development studies and we're happy to report that they successfully submitted for their land use package to the city and are currently under review. We anticipate construction to start on Findley Commons late summer of 2020.

Wheeler: That's great.

Damian Crowder, Project Manager, Prosper Portland: Good afternoon, Mayor, City Commissioners. I'm Damian Crowder with Prosper Portland, the district liaison for the Jade District and Division Midway Alliance. Prosper Portland's role in this project is to assure commercial stability for businesses currently existing in the area and that they remain and thrive into the future. Many times when cities take on projects such as this one small businesses are negatively impacted by the construction. Many times they don't have the budgets or financial resources to kind of withstand a downturn with construction in front of their businesses. With this project in particular we started outreach more than a year ahead of construction and one of the things that we have learned is when you're dealing with marginalized communities outreach needs to start early because you need to bring them in. You need to make them feel part of the solution and that their needs matter. So with our services that we provided we have a business technical assistance provided by Apano, Asian Pacific Network of Portland, Lively Northwest, formerly PSU Business Outreach Program. They provided technical assistances whether it's marketing, helping figure out the books, also providing classes. Prosper Portland also has a property investment programs for property owners to make permanent improvements to properties along the Division Corridor project path. One of the key take-aways that we have had throughout the process is that when engaging with marginalized communities engagement is a continual process. This project team along with the community outreach coordinators meet every month and the constant feedback from the people on the ground has impacted the way that every bureau has approached the project. It's impacted how maps are drawn in terms of what information is shown. It's impacted what classes Lively Northwest teaches responding directly to the needs of the community. As we look forward to trying to work against gentrification and stabilize communities in east Portland one of the things that we

have to be mindful of is that engagement must occur very early in the process and frequently in order to bring people along and feel they are part of the process because otherwise if we only go out six months before construction begins that's not enough time to build trust with people, to help them through that period and you wind up watching businesses close and new, affluent people move in and fully take advantage of the investment that the city has made. We have been denied funding for the business outreach coordinators multiple times on this project, and they have been some of the most vital components to moving this forward because the engagement that they have been -- input back from the community has really impacted the response of every one of the partners at this table. Thank you.

Eudaly: Thank you. Time for questions?

Reff: We have a bit more presentation.

Eudaly: Okay. Actually, I have questions for this panel. This is coral. Sorry. You showed a slide of multimodal area with bus protected bikeway. How are we going to eliminate conflicts between people boarding the bus and cyclists? I know that's been a problem on other corridors.

Egnew: We are really excited about the public process that went around our what we call our shared bike and pedestrian platform station area. We invited people from various different interest groups, our citizens for accessibility in transportation as well as the city of Portland's bike and pedestrian committees as well. We actually built a full scale mock-up of one of the station designs to really run through and we brought in an articulated bus from our partners at the city of Vancouver. We went through different behaviors. Good behaviors, how does that operate when people are actually doing the right thing. We also had a lot of fun with the bad behaviors. So through that work we had a lot of people that were skeptical about how people can stay safe around this type of design, and we were able to really bring that forward, vet out some of the concerns and address them through the design and the features and amenities that are going to be put into that station area to minimize visual barriers as well as providing visual queues to cyclists as they are coming up to the stations as well.

Eudaly: Such as a stop light?

Egnew: A light. Not a light, we are exploring now static sign on the platform. This is when a bus is here cyclists must stop. We're looking through our bus manufacturer to put signage on the back of buses as well.

Eudaly: I think that sounds like a good idea. I'm more supportive of this design than moving the path to the other side of the street, but I'm really worried about bicyclists ceding right of way to pedestrians because they commonly don't.

Egnew: When we start to build and construct these there will be a safety effort that goes out prior to these being activated.

Eudaly: Okay. Thank you.

Hardesty: Thank you. I was holding my question until the end. Are you trimet?

Egnew: I'm trimet's community affairs lead.

Hardesty: You're the right person for me to ask this question of. What I have presidented in east Portland is that we don't get the full benefit of shelters. The beautiful pictures that you showed me gives the impression that on division we're going to have these full shelters to protect us from the elements. Is that just a visual or is that --

Eudaly: Just for you, commissioner hardesty.

Egnew: I'm smiling. Because of that right of way we have on the east segment we're able to provide that larger level of comfort with the station areas, providing the wind shelter from the rain and from the wind specifically in east county with the amount of wind that goes through there. This project will be able to really bring in and add to that.

Wheeler: That's good.

Hardesty: You're going to make new friends on my side of the city because this has been my pet peeve every time trimet comes in front of us because other parts of the city have these beautiful big shelters.

Egnew: People are going to be jealous of the east side.

Fritz: We have had many conversations about that so I was really happy when you showed the picture that does provide wind shelter as well as rain shelter.

Hoshide: Showing the graphic of the regional transportation funding measure improvements also those would come with amenities as well. Trimet hall about 6,000 steps through its 500 square miles and we have criteria where we put shelters. We choose 550 people getting on and off a bus but recently we have focused about \$10 million on equity areas so we're investing in places that are 35 riders or more. The advice we got about where we should put the shelters was given to us by an equitable group that said we ought to be looking at these areas and putting those in and lowering the threshold for where we put them. More than happy to provide a more detailed briefing on how and where we locate our shelters.

Hardesty: I think I scheduled a briefing for my office just for that purpose. Let me say the number 20 bus which takes an hour and 15 minutes to get downtown there's more than ample, more than 50 people that ride every single time that bus goes anywhere. So that reasoning would not have actually passed muster on the 20 in east Portland.

Hoshide: Commissioner, that's one of our frequent service routes. That is a work horse line and we have recently gone 24 hour service on that. Doing more sunday service. It's really on average weekday do 50 or more people get off at a single stop. We look at each individual stop and we have great data and we know where people get on and off stats because we have vehicle location and where people leave. Be glad to take a further look at that and look forward to briefing with your staff. Thank you.

Eudaly: I have a question about the stops. Is there any prioritization on shelters in areas where you know there's frequent deployment of the wheelchair ramp?

Hoshide: Good question. I don't know that answer. I'll learn that as well.

Eudaly: It's an issue. People in wheelchairs have a hard time protecting themselves from the rain. If it's a power chair that can be problematic as well.

Hoshide: Great question. We track where we deploy our lifts so we should know that. I just don't know that answer.

Eudaly: No problem. Thank you.

Reff: I apologize, we have been trying to get through these slides quickly. We have a bit more presentation and invited testimony. We'll try to get through this quickly.

Marty Stockton, Bureau of Planning and Sustainability: Again i'm marty stockton, bureau of planning and sustainability. As eric engstrom mentioned bps's role was focused on working with pbot and the community to produce the report you are receiving today. Again it's this report in front of you. Thank you. The report creates a land use and transportation framework for focus areas along the corridor in east Portland. While the division transit line serves as impetus for place making and access study it considers its relationship to all of east Portland. It includes three neighborhood prosperity initiative areas, jade district, division midway and rosewood initiative. Additionally the emerging crossroads of 162nd and division is also considered a major center for this place making and access study as really it's the gateway into the city of Portland from gresham. Engagement specifically for the building connecting communities along the transit corridor included monthly updates with division street partners identified on this slide. We also met with neighborhood and business associations, hosted workshops at midway alliance in the jade district, presented at a real estate broker focus event and were present at community events including the jade night market and division midway festival of nations and we briefed planning and sustainability commission as well as trimet transit advisory

committee. On this slide is the urban concept design, a preliminary concept for the jade district with exception of this report you're not adopting this content but it's something to provide information for future planning work in the area. A key idea here is to provide better and safer walking and biking routes within the district. This includes ideas for a few new greenway connections, creating a safe jade loop greenway within the district, working with odot to seek approval for additional crossings at 82nd and a long-term division for connection over the 205 area to kelly butte. Additional opportunities for open space are identified in conjunction we can redevelopment sites. Next steps include implementing the connected centers project and adding several new projects from this concept to the transportation systems plan in the next update cycle. This slide shows the urban design concept for the division midway area. A key idea here is cultivating more distinct nodes of development, improving walking and biking environment is also critical. There are also some key opportunity sites here. The quarry site is the largest undeveloped site in the corridor and preparation for when it ceases operation the city should work with the property owner and division midway community to develop a transition plan for this property. Other next steps include implementing the division midway street plan and adding several new projects from this transportation system plan in the next update cycle. Finally there's the area of rosewood that this slide shows. And also 167 additional opportunities have also been identified. Next steps here include continuing development and implementation. Adding additional new projects from those concepts to the next update of the tsp.

Hardesty: This is one of the unique areas of the city where depending upon which side of the street you're on, you could be in the city of Portland or grisholm and people have no clue which government should be the one they go to and talk to. So this map is really an important map because I don't think people who live in other parts of the city understand just how fluid the line is.

Stockton: The beauty of the rosewood initiative actually acts as the hub and is really connecting folks to the government agencies and making that connection for folks. My final slide, thanks for your patience. Bps recommendations. This report including an action table at the end with various recommendations that we just mentioned. There's also some specific recommendations for bps to consider including further area planning work and some code amendments. We also identified the need to continue providing zoning related technical assistance to property owners and community groups in the corridor.

April Bertelson, Transit Coordinator Bureau of Transportation: Hello my name is april. I'm the transit coordinator and have been involved in the planning of the division transit project and the work around it since inception. And I have the pleasure to be here before you today to talk more about how we are trying to meet the connected vision for the corridor and so i'll highlight a few things. One that we really were focused on recommendations to improve connectivity and local access for people to division as well as around the neighborhoods. And our recommendations fall into three key areas which is as marty has already mentioned recommending that a few projects be added to the transportation system plan in other project lists updates so they can be eligible for funding. Also to seek funding to build more projects to improve many of the existing local public rights of way and to pursue funding sources, credits, or other mechanisms to help build local connections across existing private properties so that we can have more future connections and smaller blocks and a more walkable, bikable environment. We have not waited for this report to be accepted to get started. We were already taking some actions on these recommendations. And i'll highlight a few. One just yesterday in your city council adoption of our transportation system development charge amendments, three projects within the corridor that we're talking about are now eligible for increased amounts of system development charges. So the neighborhood and street improvement projects in division midway and rosewood are now eligible for \$2 million a piece of those sdc's that

could be matched with other sources so we'll be working to do that. And we're also identifying a number of projects that are underway that we are investing in, previous slide actually, sorry there. I wanted to highlight one of those projects again at 162nd avenue between Powell and Alder so that is on both sides connecting to Division. We have a safety and access project that is in partnership funded with Trimet and Pbot looking to improve pedestrian safety as well as for bicycle access, enhanced facilities above the bike lanes today and increased safety through street design and reduce illegal speeding. So that project is in early design now and we're looking for construction in the fall of 2020 to start. And I can certainly talk more about that but I did want to highlight again and we have projects in each of the areas. And then overall --

Fritz: Could you go back to the slide. I don't understand what I'm looking at here. What's happening adjacent to the curb?

Bertelson: So in this cross section this is an example of what one of the crossings may be looking at in tidbits where we've actually reduced a lane, provided buffered bike facilities, retaining on street parking --

Fritz: People are crossing the bike lanes so they're parked next to the curb. I'm looking at the bus in the picture not where the crossing is. But the bike lane looks like it comes out into the middle?

Bertelson: It's more adjacent to the curb. And then as you approach a crossing the parking is removed and the bike lanes will go behind the refuge island and then there will also be a median in the middle so that the pedestrian has a place to take refuge at each stage of the crossing.

Fritz: Why isn't the bike next to the curb and the parking --

Bertelson: The frequency of driveways along that corridor it would be hard to maintain on street parking. So we did look at that option but are settling on this option. Thank you. So in summary I wanted to highlight that we now have over \$290 million that are allocated to projects in east Portland and other related plans as well as some paving. In that sense 2012 when the east Portland plan was adopted in addition to the transit project and we continue to work on more and with that I will conclude. Thank you. It is all funding sources and that's both with Pbot and some other agency partners, for example the state, it does include some system development charges. That does not reflect in the increase that was just adopted yesterday.

Fritz: That's really cool because when we adopted the east Portland motion they said no one is going to do any of that now we're almost done?

Bertelson: Most projects are underway or completed.

Fritz: Thank you.

Reff: That concludes our presentation. We do have some members here to provide testimony, if it's okay I'll invite them up now. We have Todd, Jeff from Raymore Construction, and John Carr from the project's advisory committee.

Todd Struble, Community Development Director Apano: Good afternoon, Mayor Wheeler, Commissioners. My name is Todd I'm the community development director at the Asian Pacific Network of Oregon. Two years ago when the committee was coming before council we were working very closely with agency partners to convey the community's demand for support of this project. We have seen as Commissioner Hardesty has noted a historic lack of investment in east Portland. So to see support for this project we had four really key demands. We wanted to see the continuation of the community advisory committee through design and construction. We were heavily engaged in the planning process and wanted to continue that engagement as the project was being implemented. We wanted to see more north-south bus lines east of 82nd. There were large gaps in service allowing residents to go south and north to access jobs and other necessities. We wanted to see well over 300 units of affordable housing along the alignment. And as you

December 18 – 19, 2019

saw in the presentation the number currently is 522 and with the latest bond projects we have seen that met. Then finally funding of business displacement litigation measures. As you heard from damien engagement with local businesses, small businesses, mom and pop shops that have been there for years need consistent engagement and support to survive and benefit from the investment taking place with this transit project. I'm pleased to report that from our perspective all of those demands have been met. So this project retains our support as it moves forward. I would note that that's a minimum. We take a holistic approach to community development. I think some folks have probably heard he tell this story, from the orchards of 42nd we have 48 units of housing above our offices. We had 400 applications in the first week before they shut off the waiting list and said sorry, you can apply but the waiting list is so long it really won't help you. So that continued need for investment and resources is still very much out there. So finally i'll just close that I think this project still has our support. We think about displacement and community development in this holistic manner, we're thinking about how all of the other projects happening are impacting our communities. With that i'll say thank you for your time.

Wheeler: Thank you.

Jeff Moreland, President Raimore Construction: My name is jeff, i'm the president of raymore construction. We talked a little bit about this project in terms of what it really means being the largest contract awarded to a minority contractor. And I don't want to minimize that because it's \$60 million and that is very significant. A little bit about raymore through our 20 year partnership we started as a small company with only two employees now we have grown to over 120 employees because of your commitment to continuing to believe in inclusion and equity of opportunities. Of that 20% of our employees are people of color or minority. And 60% of our contracts we contract out to minority companies. That's significant and we have been able to do that with support. We're so excited about the opportunity to build this project because like raymore this corridor is extremely diverse. Midway being 1 of 2 major minority census tracks in the city of Portland. We feel blessed to be a part of this project because it increases transit mobility. At the same time including pedestrian and bike access and be able to create jobs with this project and continue to help people get access to jobs and affordable housing like you just mentioned which we think are huge. We're known as being a builder that builds with our heart. We don't just walk the walk, or we don't just talk the talk we actually walk the walk. And we intend to bring that level to this project to help build community. We've already hired several people along the corridor as you know, the preconstruction process has been going on for over a year. And we've already hired several people who live along the corridor to work with us on this project. And we have earmarked to sub contract with many contractors along this corridor. I want to talk just a little bit about workforce, because you need to understand why the construction industry is so vital to really building community. Because the barriers to entry in our industry, you don't have to have a b.s. Or b.a. Or masters, you have to have a commitment to work hard. We have all kinds of different disciplines and the sky is the limit. And our industry is one of the few industries where most of the businesses comes from people that started out in the trades. So we don't have many industries where you can go from an apprentice to an auditor and see that right in front of you. I'm also about economic empowerment specifically of people that have been displaced and disadvantaged and marginalized and gentrified. So that's why this is so important to us. I want to close by just thanking all of the agencies that's been involved with this from the city of Portland to you members supporting this to prosper, but I want to give a special thanks to trimet, a heart felt thanks to trimet that is responsible for a lot of the growth you see in the minority contracting community which is why the city is starting to move a little bit better forward in metro because they're seeing the examples they've been able to do. Even odot is looking at doing things differently to empower people.

Hardesty: Thank you so much for that information. First congratulations on your \$60 million contract. That's not a small feat. But you made some really important points which is a question I ask constantly from this podium. We find that it's been a bit challenging for the city of Portland to change its outcome around contracting with minority firms and actually helping those firms to grow and become bigger firms. You talked about you have 70% people of color as employees. Normally I ask what does that mean like african american, latino, native american, do you have that breakdown with you today?

Moreland: Yes I do. 40% of our employees are african american. And that's unapologetically because our communities have been the most marginalized and the most gentrified and the most displaced. The other 30% is latino hispanic, asian pacific islanders and native american.

Hardesty: Thank you so much. Let me compliment you from being able to do that off the top because people struggle with answering that question when I ask it. You said 60% of the people you sub contract with are also minorities.

Moreland: Historically yes, most of the 60% of people we contract with, we're intentional with the way we do business and we've been supportive with trimet throughout that business.

Hardesty: I think they do a much better job than the city of Portland has done in the past. What has been the secret of the partnership with trimet that has allowed raymore construction to be as successful as it is?

Moreland: Having belief at the highest level. But it starts at the top. And when you make a commitment and say this is what you will do, then you start seeing the benefit of that and it's amazing when you start seeing the synergy that's been passed down over the last 20 years and the support with all of the project managers and support with even the operations people and the support within the whole organization it's now become systemic in trimet as a whole but it started as the top saying this is what's necessary to do to change things if we want things to be different and we want to empower people.

Hardesty: One last question. Based on your presentation, it appears that you have the expertise to get people through preapprenticeship, apprenticeship on to journeyman status. Again this is an area that we have failed miserably at. We do a really good job of preapprenticeship and apprenticeship but something fails at the city of Portland when it gets to the journeyman status. As you and I know you can go anywhere in the country.

Moreland: You have a career.

Hardesty: Right anywhere you go. Why have you been successful at getting people through those markers and let me just ask that, why have you been successful doing that?

Moreland: Because i'm committed to it. Very simple.

Hardesty: I love you. Please tell your wife i'm not trying to take you, but I love you.

Moreland: That's why you have to have sustained work. We've been able to do it because we have been working consistently. We have worked on every major trimet project since 1999.

Hardesty: Wow.

Moreland: And having that consistency of work and those opportunities have allowed us to not only grassroots reach out because i'm also in the community very deeply so I know all of the players in the community to find people, get them in the unions, or work with college of construction to help take them through that and train them in the skills they need to have. But it starts with commitment.

Hardesty: Thank you, greatly appreciate you.

Fritz: Yesterday we approved the project for gateway green. Have you done other parks projects?

Moreland: We have done several parks projects. We've done a lot of parks projects and we have a pretty good working relationship with parks.

December 18 – 19, 2019

Fritz: I used to be the parks commissioner, I really appreciate the partnership.

Wheeler: I want to acknowledge the timing again for your presence today mr. Raymore is perfect because the people in the back of the room are waiting for the next item which is the annual report on the inclusive business resource network. It currently works with about 1,000 small business owners and entrepreneurs of color predominantly with technical assistance, regional assistance, support finding location and the like. With them starting off as entrepreneurs and small business owners but sitting here in the chamber with you talking about the hard work that you did over a couple of decades to get to where you are today is I think really important and it's an inspiring story. And I hope it becomes the rule rather than the exception. And I applaud you for your personal commitment, your passion, and your leadership. It would not have happened obviously without you setting the tone. Congratulations and thank you.

Moreland: Thank you.

Wheeler: Good afternoon.

Liz Feldman, Senior Business Advisor Livelihood NorthWest: I'm a senior business adviser with livelihood northwest previously known as the phu business outreach program. Our mission is to foster business sustainability and growth for historically underserved entrepreneurs within local communities and we provide exceptional business development support services to promote lifelong learning, empowerment and positive economic impact. We provide business consulting and technical assistance to small business owners specifically low to moderate income individuals, people of color, women, and the lgbtq community. We offer professional one on one support as well as workshops, training, peer based learning opportunities and specialty resource referrals. We pride ourselves on a strong relationship based approach to business support and a fun fact for us is that in november we celebrated our 25th year of supporting small businesses in Portland as well as our first year as livelihood northwest. We have helped mitigate the impacts of transit construction on small business dating back to 2004 including interstate clackamas and milwaukie projects. We now assist those along the dpt line. Support offer ranges from light touch to intensive long term support to workshops. In the last year in east Portland we have held three five week workshops, four intro to bookkeeping workshops, and specific one time workshops including negotiating a lease, how to prepare to sell a business. And those were directly requested by dpt partners and business owners. Until recently the needs for support have been more related to chronic business issues, leases, financing, creating a plan for growth based on past experience we expect to see an increase in need related to customer retention and cash flow as construction is underway. Through our ongoing support from prosper Portland we have been able to do this work directly and in partnership with apano as well as partnerships with division midway and we are part of the inclusive business resource network. And then just the past year through all of our programs combined we have supported over 300 local entrepreneurs of those in our long term support programs 70% are women owned firms. 74% are firms owned by people of color. And I can't tell you stats of that in more depth without looking at it. And almost 98% are low to moderate income individuals. On behalf of livelihood northwest our team and our clients were thankful to continue to do this work with historically underserved populations in the community. Thank you.

Wheeler: Thank you.

John Carr, Southeast Uplift and Portland Clean Air: Good afternoon, mayor wheeler and commissioners. My name is john carr and I represent southeast uplift and Portland clean air on the community advisory committee or cac for the division transit project. I also have served as the committee chair since december 2018. Cole described the committee a little bit earlier so I won't be redundant on that but let me give you a few examples of what our work looked like. We toured the transit system in vancouver, we picked over

December 18 – 19, 2019

everything from the look of the shelters to the height and function of the platforms to the features of the busses themselves. We held workshops going segment by segment station by station reviewing and marking up maps and drawings. We took part in a simulation that Cole also described to test out the new station concept. We heard from business owners at an intersection on interdivision who were relentless in attending meetings and working civilly with trimet to design a configuration that worked for their businesses and retained the character of that area. We reviewed and commented on trimet's conduct of construction document. And we heard from city and metro staff who helped connect the dots to related projects like the building healthy communities report and the orchards of 82nd development. One example in particular that I'd like to highlight was the cac's work in pushing trimet to seriously consider electric busses for this project. While the initial fleet will be diesel busses and admittedly for good reasons that outcome doesn't tell the whole story. In fact it was through the public process around the division transit process that trimet got a clearer view of the value that our community puts on carbon free transportation, clean air, and environmental justice. Neighborhoods, business owners, environmental advocates, high school students, church groups, and more came to our meetings to give public comment in support of electric busses. They sent letters to trimet, they expressed their hopes at project open houses and in online surveys. And trimet came along, staff added an electric bus update to every cac meeting to talk about progress and challenges. They committed to making the bus garage ready for an all electric fleet. They dedicated staff time to the effort and solicited bids for electric busses along with diesel and hybrid. When the conversation started around house bill 2017 and the regional transit funding a lot of those voices joined in the larger conversation as well and through that discussion we committed to stop buying diesel busses after 2025. While this initial division fleet will be diesel, it's not because people didn't push and it's not because trimet didn't try. And I believe the cac allowed that engagement to happen. So the cac I believe is a forum where people, their ideas, and their involvement were taken seriously and the division transit project will be better for it. Thank you.

Wheeler: Thank you.

Fritz: Will the buses be able to use biodiesel?

Carr: I believe all of their diesel busses can use that and will.

Fritz: Thank you.

Wheeler: Thanks a lot. Appreciate your testimony.

Eudaly: That completes our invited testimony.

Wheeler: All right very good, carla, is there any public testimony?

Moore-Love: No one else signed up.

Wheeler: Any further discussion on the resolution? Great presentation. Please call the role.

Eudaly: Before I put on my transportation commissioner hat and make my prepared remarks I want to share some thoughts I had throughout this presentation. One is just how impressed I am with the level of outreach and community engagement that was done on this project. I was especially heartened to hear that you sent notices not just to homeowners but to renters because as I have said many times noticing property owners is not public engagement, it's property owner engagement and there are lots of people in our communities who are not property owners including myself who have a stake in what happens in their communities. So I really want to appreciate that and say if that work hadn't been done, we wouldn't be moving forward on this project today as long as I was the transportation commissioner because I am not here to deliver unearned profit to property owners with public dollars. I am here to deliver a better, bigger, more equitable transportation system to people who need it. And when you do major transportation projects without antidisplacement measures in place it's easy to predict what happens.

December 18 – 19, 2019

Lower income transit reliant people are displaced by more affluent people who may not choose to use transit which completely negates our goals around equity and climate. So I'm really proud of this work. The one caveat I will say all though we did start this engagement a year in advance, we need these anti-displacement measures in place before we even announce a project. Because as soon as we announce a project, the speculation begins and the risk for displacement begins. So that's my personal goal and I see multiple staff in my bureau taking notes right now or doodling, I don't know. I'm kidding. You guys are great. They're notes, I shouldn't joke about that. I have an amazing team at pbot. Now for my transportation remarks, first I want to acknowledge that we have been joined by a number of agency and bureau partners today and I want to thank them for their contributions. This includes trimet, metro, bureau of planning and sustainability, Portland housing bureau, prosper Portland, and pbot. This project will not only enhance transit along this busy corridor and is a critical element in our broader rosdale project vision but it will also help implement the vision in an area that ranks number two for bicycle crashes and number one for pedestrian serious injuries and death. Trimet and pbot have closely collaborated to complement and enhance pbot's outer division multimodal transit model. These two complementary projects will go a long way towards addressing the long standing needs in this community and will help reduce the deadly and serious injury crashes that are happening far too often along this corridor. Thank you again everyone, I vote aye.

Fritz: Thank you for leading this project in partnership with trimet and metro and everybody else. When we adopted this plan it was really controversial. There were lots of people who came and said don't do this, the busses are not going to be moving properly and it's not going to serve our community. I was just checking my emails. I was a little worried that nobody was here to say either it looks like it might be moving okay or we still opposed this but there's been no email traffic on it either. I'm going to deduce from that that everybody is quietly hopeful that this might work really well. And that's a tribute to staff who worked really hard to present plans and involved the community at every step of the way both as commissioner eudaly said renters, property owners, business owners, employees, despite the lack of additional funding you do seem to have put in the efforts in that. I appreciate raymore construction for doing all of the good work over many parks projects as well as this one and many trimet projects and the renewed partnership with trimet. I'm very encouraged by that. I've become a big fan of the 94 bus which is seven miles from southwest Portland. Stops once between deep southwest. And it's a brilliant bus. I actually run for the bus, and I don't run for anything than to make sure I catch that bus. I think people are going to be really happy with this. I appreciate commissioner eudaly your emphasis on transit. We learned yesterday electricity currently comes from coal. So to the extent that diesel busses can run on bio diesel that seems to be the least impactful to the environment at this point. So in some ways it worked out all right for right now that we're not completely electrifying that something. Thank you also for paying attention to the electric bicycle parking conflicts. And the striping can change based on needs. So thank you very much to everybody involved. Aye.

Hardesty: I also want to add my appreciation. Clearly this is a project a long time in the making and finally, finally, finally it is coming together. I am grateful that it's been heard that north, south public transit is a big deficit in east Portland and for the first time I actually feel like trimet has heard us and actually are making plans and developing strategies to address that issue. I'm also very excited about the new bus line to the airport. I continue to be frustrated that we think everybody wants to come downtown and nobody, well many people want to come downtown but there's a lot of living wage job opportunities out by the airport and if people can't get to them then they can't maintain those jobs. Of course I'm always concerned about whether or not we get real bus shelters and I've got it on the

December 18 – 19, 2019

record from two trimet high ups today that in fact we are going to be like the rest of the city and actually get real live bus shelters, that will protect us from the elements and not have to worry about leaning up against that little square uncomfortable boxy thing that I used to call -- but i'm moving beyond that now. I think this is exciting but just like commissioner eudaly said first transportation improvement then the displacement. It's almost like here's a then there's b. If we are not committed to making sure that those who live there now have the ability to live and thrive there after this transportation improvements happen then we have done no favors for folks who live in east Portland. And so it's my neighborhood, I want to make sure that my neighborhood has the same opportunities that every other neighborhood has. And with great enthusiasm I get to vote yes on this item.

Wheeler: I'm starting to see how all of these pieces come together and they come together in a really positive way. I think about the conversation we had regarding better housing design and when you combine it with a healthy connected community, I think it goes a very long way towards addressing a lot of the outstanding needs in the community. In this particular case I think one of the great benefits is helping us to achieve our vision zero goals by reducing deadly and serious crashes that are happening along this corridor in particular. So I appreciate the focus on this particular area. I also want to thank community and business leaders and others who step forward to testify have been working for quite sometime with us to make sure that our transportation decisions not only improve transportation and equity but they also help us grow our economy in an equitable manner. And as many of you know, I am very, very concerned that economic prosperity be shared in this city. This project is also going to enhance transit as my colleagues had mentioned around this busy and I believe very rapidly growing corridor. And it serves as an early element in a really fantastic rose lane project. Something I had nothing to do with. But commissioner eudaly I want to tell you how much I appreciate that vision and the vision pbot has brought forward. It's very easy for me to sit here as the mayor and embrace that project.

Eudaly: Thank you.

Wheeler: I also think it will help reduce the number of motor vehicle crashes in this corridor. It's number two for bicycle crashes and number one for serious pedestrian injuries and death. And I want that to continue to be front and center. Last but not least, it has been noted the partnership here is fantastic. I want to thank the bureau of planning sustainability, trimet, pbot, metro, and the other bureaus who worked really hard to collaborate and support this effort. Thank you all. As commissioner hardesty said I think it's very easy for me to enthusiastically vote yes. The resolution is adopted. Thank you everyone. [applause]

Wheeler: Let's see we're on time.

Fritz: We have --

Wheeler: Why don't we take a three minute recess. Five minute recess. We'll be back in session after that.

Council recessed at 4:08 p.m.

Council Reconvened at 4:14 p.m.

Item 1197.

Wheeler: I believe that what sets Portland apart is that it's a city full of engaged residents and i'd like to thank leaders committed to listening, engaging, and working to do the things we hear from the community wherever possible. And what we've heard over and over relative to small business which historically has been one of the engines of Portland's economy and job growth, we've heard this, that it's the fastest growing segment of entrepreneurs, the fastest growing segment of entrepreneurs are people of color and

December 18 – 19, 2019

women. This is true. Nationally entrepreneurs of color are out performing their white counter parts. It hurts those individuals especially but it also has impacts for the community at large. We've worked very hard to look for opportunities in investment and development and business assistance that will reduce racial and social disparities and extend benefits to all Portland communities. The work is especially key to continue being a city of innovators and a city of progress. Prosper Portland is the city's economic development agency is our committed partner in this effort. In early 2017 prosper Portland brought together various small business programs to create the inclusive business resource network sometimes known as ibrn as a holistic more effective approach to delivering services to underrepresented entrepreneurs. By funding a network of culturally specific and business specific non-profits the program impacts approximately 1,000 entrepreneurs each year. More than 70% are entrepreneurs of color. And 60% are women. These entrepreneurs range from food cart owners to landscape businesses, to tech start ups and many other types of business. Just as we have systems and structures to support workforce housing and social justices, social services, we now have ibrn as infrastructure built to support small business with a deliberate focus on serving entrepreneurs of color. The program tracks data and outcomes and has built a strong partnership with local non-profits. Today we have prosper Portland's executive director kimberly brenham and economic director tori campbell to provide an update on ibrn's outcomes today.

Kimberly Branam, Director Prosper Portland: Good afternoon mayor and commissioners. I'm the executive director of prosper Portland and i'm joined by tory campbell our economic development coordinator and we're delighted to be here to provide you with an overview and update on the inclusive business resource network which brings a continuum of services to small business networks. I'm going to provide an overview of the program and its evolution and tory will dig into the customer experience, early outcomes and some expansion opportunities. We're also joined by key partners here in the room with us who are engaged in the network as customers or technical assistance providers and we look forward to hearing from some of them after tory and I complete our presentation. What I think you'll hear through the presentation is that the network leverages the power of partnership to increase the success of underrepresented entrepreneurs and I want to begin by expressing our deep appreciation to the partners in the room and those who have been on this journey with us as well as to each of you for your support and investment in this program. Next slide, prosper Portland plays the role of program developer, grant administrator and convener of 17 organizations that provide business technical assistance. We invest approximately \$3 million annually into the network using federal, city, and enterprise earned funds. In fiscal year 18-19 these organizations served over 1,000 businesses with 72% of the customers identifying as people of color and we've aggregated that. 58% identifying as women. The program plays a critical role in our ability to deliver on our mission of creating economic growth and opportunity in Portland. In creating the inclusive business resource network we set out to shift outcomes for business owners of color, immigrants, women founders, and other underrepresented minorities. And we used three goals to guide the designing implementation of the program. The first is simply to deliver excellent service to clients. That means that it's culturally responsive, accessible, high quality, and impactful. The second is to grow assets through business ownership so that entrepreneurs, their families, and the community can thrive not just survive. And the third is to support an inclusive community of practice where technical assistance providers can learn from one another, where we can reduce silos between organizations and where we can hold one another accountable to meeting the first two objectives. Facilitating a community of practice is central to the model for the network. The community of practice allows organizations to meet regularly to share resources and best practices to do trainings, develop a shared

December 18 – 19, 2019

equity lens, collaborate on client success, and inform the program designed by our committees. Prosper program staff coordinate client services, facilitate this collaboration, insure data and outcomes are properly tracked and convene partners to inform critical program decisions and adaptations. These partners were selected through a competitive request for proposals in 2017. And you see most of them, or you see all of them on the slide as well as by peoples market and prosper Portland. So we fund these partners, the majority of whom are rooted in serving our cultural communities. We survey practitioners of the inclusive business resource network. We do so annually and we heard that 95% agree or strongly agree that participating in this community of practice helps them to be a better business adviser which is an interesting finding that means that business technical assistance providers find value in this system and the community practice approach. Next slide. While the inclusive business resource network is only two years old the program builds on and incorporates learnings of more than a decade of support for small businesses. In 2004 the microenterprise program began as a tool for poverty. With feedback from partners who identified the need to support slightly larger businesses and without some of the income restrictions that come from the community development block grant dollar funded micro-enterprise program in 2011 we created the small business program. In 2014 we dipped our toe into the start up high growth ecosystem and began the start up pdx challenge which was an incubator for entrepreneurs of color and female entrepreneurs. Each year six start up teams win a year of free rent, a small investment in free mentoring and free services. In 2015 we realized we had programs for start ups but not much to offer for those who had been small and were looking to grow. So we piloted the increase project which is a culturally responsive cohort based business expansion program. Staff and partners with engagement in these two ecosystems so the start up community and the micro and small business community came together and created the inclusive business resource network in 2017 to bridge these two ecosystems, these two worlds and to create a full continuum of services.

Tory Campbell, Economic Development Director Prosper Portland: Pleasure to be here, mayor, commissioners. I'm going to talk a little bit more about some of the details that we're learning about our data collection over the last fiscal year. I want to talk more about the network services and the programs. That inclusive business resource network really falls into 1 of 3 categories. The first would be our core intensive programs which provide 30 hours or more over the course of a year for one on one micro-enterprise support as well as growth plan support helping businesses scale and grow. These programs have touched in fiscal year 18-19, 502 clients and we track these detailed milestones and data for these clients that ultimately feed back into our badge outcome system. Which i'll share in a few moments. The next area of programs are our cultural or geographic navigators who offer around ten hours of support a year and offer support navigation resources inside as well as outside of the network. These navigators are based both in cultural will you specific communities as well as in our neighborhood prosperity network areas throughout the city. The last area of our program's focus is complimentary programs, we have specialized services that anyone in the network can get referred to. These include scholarships to classes, legal support, digital marketing, bookkeeping, tax support, all of the things a business needs to grow and thrive. This really makes up the suite of our network services and programs.

> I want to take a moment to walk you through two different client journeys to get an idea of what it's like to navigate this world for an entrepreneur. We're able to now create a more user centered experience for the entrepreneur where they might historically have to operate these waters for themselves. We provide a network where they can get to the things they need to quicker to. Here's an example. A native food entrepreneur meets a cultural navigator for the native community at an event and identifies as a native american.

December 18 – 19, 2019

The navigator connects that entrepreneur to a culturally specific program for support and to the small business legal clinic to get legal support to set up their entity. Entrepreneur gets help from advisers and a recipe creation, ingredient sourcing for their food product, I have to make sure I stay in pace with my own slides here. They receive support another one of our inclusive resource network providers for bookkeeping set up. They also table at my peoples market which many of you have intended. And representatives from new seasons who are walking the aisles looking for that next food innovator and business owner. Eventually this food start up company gets their products on to shelves which is important in terms of scale and growth. And then after selling product and multiple new seasons they're ready to grow their business to take on more accounts and they enter into the increase project which is a program designed to help a business slow down and not just work in their business but actually work on their business. This is a great example of a client journey within the network. I'll provide you with a second one. This example shows the journey of a trade start up founder with a tech platform in athletic and outdoor industry. They meet a navigator in the npi district. They introduce to the athletic liaison at prosper Portland and refers them to the tie xl boot camp to develop their start up idea and pitch. After they finish the six week boot camp the founder works again with the small business legal clinic to set up their entity. The founder gets accepted to pie, that's not food, in this relationship, that's another partner of ours in the fall and develop their product and business to plan to the point where they were able to raise \$300,000 of seed round from angel investors which is no small feat. The founders then accept them into the outdoor peer to peer program run by prosper Portland for growing athletic companies. Because of the network again we can track all of these things and are able to provide a user end experience that is much more consistent, the handoffs are warmer and the opportunities to grow and scale and figure out what is the next most important step happens. The next thing I want to show you, because so much of our programs exist based on the feedback groups we're creating. In order to track the impact of the ibrn from a client perspective we survey our clients annually. Our last survey was distributed in september of 2019 and prosper Portland to clients via email in english, spanish, and russian. The purpose of the survey was as you would guess to measure the clients outcome and experience with the program to date. There were 14 questions that the survey focused on, basically three areas. Quality of business advising, navigating services within the network, and client outcomes which align with the overall goals. And you see based on the results that the numbers come back very positive. Not only is client feedback important but another metric that we monitor is outcomes and I know we've talked in many instances with you around the importance of shifting with just outputs. Of the 502 long term clients served in the fiscal year 1819 for which we have collected extensive data, 117 clients reported nearly a total altogether of 26 million in total revenues which is pretty amazing. We also want to note that many clients are still prerevenue meaning they are in some instances alive and well as a business but they haven't created revenue. To commissioner hardesty's delight I will let you know that of the seven businesses reporting two of those were led by african american business owners, one by native american, and one by an api business owners. Of the business owners that reported over \$75,000.05 of those were native american. 123 of those were latino, and nine of those were api's as well. We also did reports looking at the businesses reporting jobs, that's another core element of success and growth. There were 1,123 jobs created or retained within this group. 72% of those businesses are poc led and to break that out 25% are black owned, 9% were native american owned, 21% were latin x owned and 8% were api owned. The total jobs 504 were created and 640 jobs were retained for these existing businesses. Because we know that businesses take many paths in the collaboration with the network partners we created what we call a bab system harkening back to girl scouts and boy scouts. The journey is wide and varied and rather

December 18 – 19, 2019

than marking milestones of success on two variables we really want to take in that it allows for a variety of ways that they can meet their goals. There's four milestones a business can achieve. We collect this information annually from all of the businesses served and we report annual movement towards a five year goal. For many entrepreneurs it takes as you imagine several years to actually make some progress towards these goals so we do anticipate that we will see an increase and up tick in many of these numbers in years 3 through 5. From the program inception to the 1st quarter of this year, service providers reported the following outcomes for our intensive programs. 150 businesses have become what we call strong and stable. These businesses have achieved their foundation for their business and are also having sales. 57% of businesses have achieved growth milestones, businesses have achieved some efficiencies through operations, or product development or ordering. Six businesses have scaled their operations, they're investing to expansion of their businesses and 47 trade and sector start ups launched into the market are in early stage trade or sector start ups testing a product or launching it into the market. The numbers will continue to grow overtime. But we're about 75% towards our goal of strong and stable and we're on track for the final three categories at this time. I want to shift just a little bit and talk about another important element to the network which again most businesses need increased access to know how. They need increased access to capital. But they also need increased access to new markets to grow. And prosper Portland created the online platform that elevates and connects the stories of entrepreneurs of color in the city of Portland as well as positioning them to take advantage of new markets within the city. These stories tend to serve to dismantle the narrative of entrepreneurs in Portland and the platform helps customers identify companies to work with. Today we have 524 members up from 327 just last year. So there's tremendous growth here, and this platform is also been very, very useful and helpful with respects to other initiatives such as Portland meets progress. One of the core themes is to help them do business to business opportunities with business owners of color. This platform is serving well in that regards. In the past two years we have learned that creating a silo busting, client centered and full service systemic approach really is a big lift. It includes data collection systems, full suites of business services, helping our providers continue to grow and their ability to deliver culturally responsive support. We have been able to leverage a system and expand the network in the following ways. These are new programs that have come online as we ask our businesses and our partners what other areas do we need. A digital marketing program, consulting for entrepreneurs and small stipends to help them grow their online platform as many individuals are just one clicking on the internet to get what we need. We want to position our companies in Portland to be able to do that as well.

Fritz: Before you move on just go back to that other slide. Is that t-shirt made by a locally owned business?

Campbell: It is.

Fritz: I would love to get the information.

Campbell: We can hook you up with that.

Fritz: Thank you very much.

Campbell: Would you like me to continue? Okay.

Fritz: Actually, do you know offhand?

Campbell: Do I know the company offhand?

Fritz: Yeah.

Campbell: I do not know the company offhand...Mimi's fresh teas.

Fritz: Mimi's fresh teas. Okay lots of people googling.

Campbell: They're going to see a spike in their business for the holiday season. That's what i'm talking about. I see you commissioner Fritz. So these were the --

Fritz: You can come up and tell us during public testimony. That would be great.

December 18 – 19, 2019

Campbell: We've also worked on entrepreneurs help complete their tax filings. The first mercatus awards event. Commissioner Hardesty was able to bless us with her presence as our keynote speaker. And to assist cannabis entrepreneurs for communities disproportionately impacted by the war on cannabis. That's what I would share at this point. Any questions?

Wheeler: Very good. We have some invited testimony.

Campbell: One thing I want to say I know we have already acknowledged in the partners in the room and we can hear from some of them as well as the businesses. I want to give a shout out to our staff that have done a commendable job navigating these waters. And I wouldn't be as happy had it not been for their efforts in leadership.

Wheeler: Don't downplay your own work. We appreciate your hard work Tory, and of course director Brenham. Thank you as well. I know you've worked very hard on it. So thanks to you and all of the community partners who have made it a success.

Hardesty: Thank you, Mayor. I concur with what you said. I would love for the folks that are part of the network to stand please so that we get a sense of who's in the room. If you wouldn't mind.

Wheeler: Excellent. Thank you.

Fritz: Thank you for being here.

Wheeler: Appreciate it.

Hardesty: Oh about time. Yeah, you just realized oh me. Congratulations folks. [applause] Could we also get your technical advisers to stand so we can also see who's in the room?

Campbell: Any of our technical advisers part of the network?

Wheeler: Thank you. Great job. All right so we have six invited guests. Why don't I call up the first three. We'll do three and then three if that works for folks. First is Sam, the business owner of Diaspora Coffee and Chai company. Sea Shreds magazine. Frances George of EQZ Home Care Agency. Aldo Medina from Hacienda CDC. And then the community manager of the Portland Incubator Experiment happily known as Pie. And if you could each as you give your testimony just state your name for the record. Good afternoon.

Sam Khaute, Founder and Owner of Diaspora Coffee and Chai: Hello. It's such a great honor to be here. My name is Sam. I'm the founder and owner of Diaspora Coffee and Chai LLC. I'll give a really short version of my story, my dream as an entrepreneur died and rekindled with Prosper Portland. It died before I met Prosper Portland and then it got rekindled. Yeah, so I'm an immigrant and I moved here in 2013. And I've worked in the coffee industry since I worked here then I was like I can do this. And I had this dream of I want to start a coffee company where we can create a space for refugee and immigrants to learn new skills and navigating the culture. And there was like a sweet dream then that getting into it I was hitting a wall and I didn't know what I was doing. And I was desperate and somewhere I had this flier saying Prosper Portland and I just reached out and that's when I moved on and rekindled and I emailed Amanda from Prosper Portland, she's here. And she connected me with one of the networks and that's when I moved on and the first thing that my business adviser, business outreach program what she told me the first thing was don't worry, if you're in coffee or if you're in Portland you're going to succeed. Because Portland has the best support system out of the entire country. That was my number one thing that I held on to. And since then sure enough there's so many resources that I'm raking in. And I'm raking in. And so that's why I'm here today and it's listen almost two years now. And I am very happy, I'm glad and honored to say that we're also going to be renting the coffee shop downstairs. [applause]

Hardesty: And hopefully another one in east Portland.

Wheeler: I've got my cup right here, I'm all ready.

Hardesty: Me too, we're ready.

Eudaly: I have a question, can we buy gift certificates in advance.

Khaute: Today?

Hardesty: Just say yes, sam.

Khaute: Yes.

Eudaly: I need them tomorrow but.

Khaute: Sure, we'll make one for you.

Eudaly: Make it happen.

Khaute: Great, thank you.

Eudaly: Thank you so much.

Wheeler: Good afternoon.

Fabrina Reyna, She Shreds: Hi. Thank you for having me here today. I am a second generation mexican american. I've been living here in Portland for ten years. I started the world's first and only print publication dedicated to women guitarists and bassists about seven years ago. So just sort of for context that's about when I was 19 or 20 so I really started this magazine with drive and passion. I actually deferred from going to cal arts to go on tour with the first band that I ever saw women play in here in Portland, Oregon. So that's when I started to say the words she shreds, and when I came back to Portland after that tour, I really learned a lot about the support system and community that is so strong here not only for musicians but specifically for minorities. Women was that for me at the time and today it's people of color and women of color. And when I first actually before I learned about it I used to bring my magazines and my little moped to reading frenzy so it's an amazing full circle.

Eudaly: For you and me both.

Reyna: And that's amazing. So before I met miso I was really living off of the energy of really wanting to make a change and a difference in this world. When it turned into a business I didn't know what to do. I really never imagined that that would happen and I didn't know how to keep it alive in that way. So I met miso through a friend that was helping me and his partner was working with them in a loan system for homes. All I knew is I had a lot of issue to lay on her. And that's exactly what she allowed me to do and she really just helped me direct and make me aware of what those are and helped me find the resources or the conversations to have to find solutions. Today I guess i'll just be really honest, at the time I didn't have any business figured out. I was overpaying my employees when I wasn't even paying myself. I really didn't have any of my business end figured out. Today I have five employees. I have over 100,000 community members online. We distributed 30,000 magazines around the world, over 28 countries and I have the opportunity to now give my position to somebody else so that I can pursue music again and develop new avenues of community through that platform. I'm not distributing magazines on my moped anymore. I have someone doing that now.

Eudaly: I'm so excited to see you here. And i'm so proud of you. And I also feel a little vindicated because when I was a young woman starting my business at 24, you're even more precocious than I am I guess or were. I remember an older gentleman coming in and saying I don't know why you're starting a bookstore now when we have the internet, books are going to go the way of the dinosaurs and you're here with a very like niche market specialty print publication proving that that guy was wrong. And I was in business for 22 years. So I proved him wrong too. But it just shows while old media models may be dying, there is interest and demand for publications like yours and i'm so glad. It took me 11 years to talk to a business consultant. And i'm so glad that you have been getting that help.

Reyna: I would say if I can just add a couple more things that working with a woman of color has just been able to uplift my really my energy for what I do. It's really difficult to

December 18 – 19, 2019

stand in a room of industry executives of trying to explain to them that we exist and the support of this community has allowed me to come to an international level conversation in which today, eight years after we started this magazine it is now research facts at 20% of people buying guitars are women. And that is through the conversations that my community helped start. So thank you for supporting this.

Wheeler: Thank you. Good afternoon.

Francis Djorgee, EQC Home Care Agency: Good afternoon, mayor, commissioners. My name is Francis Georgy from eqc home care agency. We are located in northeast Portland on 42nd avenue. We started eqc in 2016 with my wife. We have since then, we have used a lot of available services by prosper Portland. Starting from the top we first approached for office space back in 2016. And he gave us the vision of 42nd avenue. And he gave us a small space and we have since outgrown that space and then we reached out to Miso who provided us with a lot of technical support, how to hire, how to stretch an organization. How to run a lot of our operations. And then from then we reached out to increase project and went through the whole class and that helped us to organize our books and more technical support. And then Miso reached out to us again. We needed more funds to expand and so they guaranteed a line of credit from our committee bank and it's now beneficial and now we are beneficial on our own. And then we've received a bit of support from them. Now we're in about our fourth year of operation. We have just crossed our one hundredth employee. We're serving over 250 clients in the Portland area. And what is next for us for next year is that we have also acquired our own property to build our office. So we are in talks with a couple of partners to establish our own office. So thank you for your time.

Wheeler: Thank you very much. [applause] Appreciate it. Good afternoon, thank you for being here. Do you want to start?

Marquita Jaramillo, Portland Incubator Experience: Good afternoon mayor Wheeler and commissioners, thank you for your time. I'm the community manager for Pie, the Portland incubator experiment, an ongoing experiment dedicated to fostering collaboration among government entities, educational institutions, and the Portland start up community. Throughout our ten year history Pie has accelerated more than 100 companies, companies like Black Founders Matter, Cloudability, Nexgard, Simple, Uncorked Studios, and Work Firm among others. And fostered the creation of more than 1,000 jobs in the Portland area. We have two program locations, Pie Shop located within the town storage building. And Pie also known as the innovation lab located at 308 Southwest 2nd Avenue a few blocks from here. Pie supports founders building scalable trade and sector businesses in the software, manufacturing, and consumer product industries. Our program at Pie Shop focuses on manufactured products with a digital technical component, the program supports softwares and service based businesses. The current cohort of Pie Shop and Pie Residency programs are home to 54 start ups which include both newly founded companies as well as Pie alums who serve as mentors and residents. That totals to more than 120 hard working Portland entrepreneurs building innovative companies that will serve as the employers and community anchors of the future. All of this work is currently shouldered by two part time employees who split time among the program in a vast network of hundreds of local mentors who volunteer their time and expertise in support of these amazing founders in the program. As an entrepreneur myself for the past five years and a microbusiness owner for the past year I fully understand the struggles with owning, renting a business and strongly support black indigenous and other founders of color. Pie echoes similar values and support for these underestimated communities. We see an exciting future ahead. But it isn't without concerns. Each day we encounter the difficulties our founders faced first hand. We have very real worries about the lack of risk tolerant early stage funding available for the lack of health insurance, and mental and behavioral

December 18 – 19, 2019

health support for individuals likely going through the most stressful event of their lives. Pie is proud to partner with the city of Portland and prosper Portland because it makes sense for us and the community. The parts of the ibrn I am most excited about are the ones that address these issues and will make Portland better for everyone including the people who work here and for those who call it home. The ibrn offers an array of services rather than a one size fits all solution to the very real problems that come with being an entrepreneur of color through valuable partnerships and community engagement pie aims to be a positive change in the start up community and the greater Portland community in general. Thank you for your time.

Aldo Martinez, Portland Mercado and Hacienda: I'm the business advising program partner for hacienda cdc. It provides affordable housing home ownership support, economic advancement, and educational opportunities. I've had the opportunity to work in the ibrn for the past two years and it's been an incredibly rewarding experience. I witnessed the incredible amount of work and effort it takes to make it all function, we come together as a community to practice every month to receive updates share best practices and most importantly build trust amongst each other. Now trust is a big component of this work and I want to make sure that when I send a client over to a partner organization, they'll be treated with the same dignity and respect they deserve. This sets up a warm hand off introduction so the client knows they're going to an organization that has their best interest in mind. I want to share a story about my experience with one of the partner organizations, at one of the community practice meetings, I heard about this program called the increase project and it sounded like an amazing opportunity. It was directly aimed at entrepreneurs of color that were ready for that next step in their business careers. At least two years in business, \$150,000 in sales and more than one employee. I reached out to the business adviser after the meeting informing them that we had a few candidates but not all of them met all of the requirements but I reassured them that they were excellent candidates because they were eager to learn and work on their business rather than in their business. I was invited to participate along side the cohort and I provided supplemental homework sessions, facilitated in spanish. A few weeks into the course I checked in with the adviser and informed them that some of the students in the class were excited about some of the homework assignments. One participant went as far as translating their harvard business review articles into spanish to better understand the content and bring their questions to the class discussion. This business owner is currently in the planning stages to open two brick and mortar restaurants in the city of Portland. I want to end my testimony by reminding you the services provided by the ibrn or prosper Portland as some of my clients know it are crucial to the countless entrepreneurs in our communities that make up the heart beat of the city's economy. Entrepreneurship is an important way for our communities to build wealth and it's imperative that our city continues to support these efforts. I also want to shout out the prosper Portland staff to make this all possible. Thank you for your time. Have a wonderful afternoon.

Wheeler: Thank you both. That completes our formal presentation. Colleagues, i'll entertain a motion unless anyone has further questions.

Fritz: Move to accept the report.

Hardesty: Second.

Wheeler: We have a motion from commissioner Fritz to accept the report. A second from commissioner hardesty. Any further discussion? And for all of you who are here and part of the network and part of the technical team and the bureaus who would like after this we'll take a photo up here if you'd like to participate we'd love to have you. Please call the roll.

Eudaly: I love this presentation and I wish we could end every council session on such a positive note and float out of here now. I know how important this technical assistance and developmental support is to small business owners and I also see this as a critical piece of

December 18 – 19, 2019

our overall anti-displacement strategy. We need to strengthen minority owned businesses so they can be more resilient when development and gentrification comes rolling through their part of town. So i'm just thrilled about all of the outcomes and i'm happy to vote aye.

Fritz: This is the 1,197 item in council we have heard this year. And this is the last session before the break so what a great one to end up on. And what a long way we have come. Your leadership of prosper Portland which I will now think of forever as prosper Portland, one of my retirement goals is to learn spanish, you have don an amazing job, from where we've come and I appreciate the time range showing the developments of this process and mayor hills was the first one who said we shouldn't just be giving grants to whoever comes to ask, the hispanic metropolitan chamber mayor and others would come and we would give grants but there wasn't this focused intentionality and i'm especially pleased to see the american youth and family services and metropolitan chamber part of this effort. This is really about wealth creation and people being in charge of their own destinies. Thank you for taking the time to come here this afternoon because it really helps to see. I'm really happy to know that there's a local company that is selling t-shirts saying make racism wrong again. Just makes me really happy to see you here for your successes and to feel that the council has been your ally in getting here. Thank you also to tori campbell, thank you for the briefing you gave me. Michelle is part of your team. She also has been just a lot of people no matter their skin color have been working hard on this for a really long time. It makes me very happy to see how successful you are. Aye.

Hardesty: I think it was said best earlier, how do you grow a business led by, owned by people of color? You have to be intentional. And I think what we have seen today from prosper Portland and its work on the neighborhood -- what do we call this?

Wheeler: Inclusive business resources.

Hardesty: That thing. It's wonderful to see that when we focus and we're intentional and we create opportunities that people don't have to come downtown for that we actually take those opportunities to people where they live, where they are building their business. We get remarkable results. I also want to add my appreciation to both tori campbell and to kimberly branam, because i'm one of the biggest critics of prosper Portland because many, many times we have talked about doing projects like this and we have not got these kinds of results. I want to publicly say to kimberly we meet monthly. I always grill you unmercifully and you're always very gracious in providing me with answers and information so that I can make good decisions. I want to thank all the participants who have been working with the neighborhood prosperity network and I just got to say, this is a model that I hope doesn't just end with the geographic areas that we have because I quite frankly every area of the city of Portland needs to have a focus on making sure that we're not leaving anybody behind. So I agree with commissioner Fritz, who says what a way to end a very, very, very long year. I am thrilled to vote aye and support this report. Thank you all.

Wheeler: I want to thank kimberly branam for her leadership of prosper Portland, and tori campbell, very active in this project in particular. This is a good opportunity for us to talk about the importance of prosper Portland in the community. They had elements of this program at prosper Portland over a period of many years. They created the network in 2017 to bring these different services together in a strategic manner and expanded the network. It's been fun. Frankly to watch you work with our community partners to help expand the network and its services and make it more relevant. The mercada project you had a lot to creating that program in the first place and shepherding it along. So thanks to you and your team. The my people's market. it's a report. If you object to my characterization that's fine. I'll take it back. come on up. Educate us. I'll make an exception.

Atchinson: I was born december 29th, 1994. If everyone doesn't already know, I believe that our former president was just impeached for the fact of what our national security is at risk. I believe that the cause of that --

December 18 – 19, 2019

Wheeler: I'm feeling a little punked here. I made a very rare exception for you to come up because you implied that something I said was a mischaracterization.

Atchinson: Not on you.

Wheeler: Now i'm going to ask you to take your seat in the back. You heard the rules of order and decorum. I'm going to ask you to take your seat.

Atchinson: I didn't judge you. You were in the wrong.

Wheeler: There's a procedural issue here. If you want to talk to me after this i'm happy to sit and talk to you. Right now we're finishing the report. No worries. Take your seat. Have a nice afternoon. At any rate, no, you may not. You may take your seat. I want to thank sam and fabi, and francis, markita for your testimony. I appreciate it. This is really one of the most positive things we do in this community. It is so sad that you're trying to interrupt it. Do you see the people around you? Did you hear the hard work that they do? You're now interrupting their report. I vote aye. The report is accepted. We're adjourned.

Council adjourned at 5:05 p.m.