



October 13, 2021 Council Agenda

5630

Please note, City Hall is closed to the public due to the COVID-19 Pandemic.

Under Portland City Code and state law, the City Council is holding this meeting electronically. All members of council are attending remotely by video and teleconference, and the City has made several avenues available for the public to listen to the audio broadcast of this meeting. The meeting is available to the public on the City's YouTube Channel, eGov PDX, www.portlandoregon.gov/video and Channel 30. The public can also provide written testimony to Council by emailing the Council Clerk at cctestimony@portlandoregon.gov.

The Council is taking these steps as a result of the COVID-19 pandemic and the need to limit in-person contact and promote social distancing. The pandemic is an emergency that threatens the public health, safety and welfare which requires us to meet remotely by electronic communications. Thank you all for your patience, flexibility and understanding as we manage through this difficult situation to do the City's business.

Email the Council Clerk at councilclerk@portlandoregon.gov with any questions.

Meeting Records

Disposition Agenda

Audio Recordings

Wednesday, October 13, 2021 9:30 am

Session Status: Recessed

Council in Attendance: Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Jo Ann Hardesty

Commissioner Mingus Mapps

Commissioner Dan Ryan

Mayor Wheeler presided.

Officers in attendance: Ken McGair, Senior Deputy City Attorney; Keelan McClymont, Council Clerk

The Consent Agenda was adopted on a Y-5 roll call.

Council recessed at 12:14 p.m.

Communications

737

[Request of Tristan Sakamoto to address Council regarding equity and diversity in the City](#) (Communication)

Document number: 737-2021

Disposition: Placed on File

738

[Request of Dr. Brooke Bachelor to address Council regarding tree code and Mother Tree in Multnomah Village](#) (Communication)

Document number: 738-2021

Disposition: Placed on File

739

[Request of Donna Cohen to address Council regarding routes in North Portland that would fail in an earthquake](#) (Communication)

Document number: 739-2021

Disposition: Placed on File

740

[Request of Wayne Wignes to address Council regarding a second opinion on O'Bryant Square](#) (Communication)

Document number: 740-2021

Disposition: Placed on File

Time Certain

741

[Proclaim October 15, 2021 to be White Cane Safety Day](#) (Proclamation)

Document number: 741-2021

Introduced by: Mayor Ted Wheeler

Time certain: 9:45 am

Time requested: 20 minutes

Disposition: Placed on File

742

[Direct Portland Bureau of Transportation and Bureau of Planning and Sustainability to develop an implementation plan for a suite of equitable mobility fees and investments based on principles recommended by the Pricing Options for Equitable Mobility Task Force](#) (Resolution)

Document number: 37555

Introduced by: Commissioner Carmen Rubio; Commissioner Jo Ann Hardesty

Bureau: Transportation

Time certain: 10:05 am

Time requested: 90 minutes

Disposition: Adopted

Votes: Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Yea
Commissioner Jo Ann Hardesty Yea
Mayor Ted Wheeler Yea

Consent Agenda

743

[*Create two new non-represented classifications of Community Health Nurse Manager and Community Health Nurse and establish a compensation range for these classifications](#) (Emergency Ordinance)

Document number: 190575

Introduced by: Mayor Ted Wheeler

Bureau: Human Resources; Management and Finance

Disposition: Passed

Votes: Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Yea
Commissioner Jo Ann Hardesty Yea
Mayor Ted Wheeler Yea

744

[Authorize Intergovernmental Agreement between Office of Management and Finance and Prosper Portland for Debt Management Services](#) (Ordinance)

Document number: 190576

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue and Financial Services

Second reading agenda item 731.

Disposition: Passed

Votes: Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Yea
Commissioner Jo Ann Hardesty Yea
Mayor Ted Wheeler Yea

745

[Provide an exception to Human Resources Administrative Rule 6.03, Vacation, allowing forfeited vacation carryover hours to be moved to a separate bank that employees can access until calendar year 2024 when hours will be forfeited](#) (Ordinance)

Document number: 190577

Introduced by: Mayor Ted Wheeler

Bureau: Human Resources; Management and Finance

Second reading agenda item 733.

Disposition: Passed

Votes: Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Yea
Commissioner Jo Ann Hardesty Yea
Mayor Ted Wheeler Yea

746

[*Accept and appropriate a grant from CareOregon Inc. to expand the Community Health Assess and Treat program for \\$2,488,575 and authorize 23 limited term positions for October 1, 2021 through June 30, 2022 \(Emergency Ordinance\)](#)

Document number: 190578

Introduced by: Commissioner Jo Ann Hardesty

Bureau: Portland Fire & Rescue

Disposition: Passed

Votes: Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Yea
Commissioner Jo Ann Hardesty Yea
Mayor Ted Wheeler Yea

Regular Agenda

747

[*Amend price agreement with Graybar Electric Company, Inc. to increase the annual not to exceed amount to \\$2 million for electrical, lighting, data communications, and security products and services \(amend Contract No. 31001749\) \(Emergency Ordinance\)](#)

Document number: 190579

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance

Time requested: 10 minutes

Disposition: Passed

Votes: Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Yea
Commissioner Jo Ann Hardesty Yea
Mayor Ted Wheeler Yea

748

[Amend Human Resources Administrative Rule, Funeral and Bereavement Leave, to define and clarify eligibility for leave \(amend HRAR 6.08\)](#) (Ordinance)

Document number: 190580

Introduced by: Mayor Ted Wheeler

Bureau: Human Resources; Management and Finance

Second reading agenda item 732.

Disposition: Passed

Votes: Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

749

[Accept Portland Bureau of Transportation's Way to Go Plan, a transportation demand management strategy to advance mobility, climate, and equity goals](#) (Resolution)

Introduced by: Commissioner Jo Ann Hardesty

Bureau: Transportation

Time requested: 30 minutes

Disposition: Referred to Commissioner of Public Affairs

Wednesday, October 13, 2021 3:30 pm

Session Status: Adjourned

Council in Attendance: Commissioner Carmen Rubio

Commissioner Jo Ann Hardesty

Commissioner Mingus Mapps

Commissioner Hardesty presided.

Officers in attendance: Naomi Sheffield, Senior Deputy City Attorney; Maja Haium, Deputy City Attorney; Keelan McClymont, Council Clerk

Council adjourned at 3:52 p.m.

Time Certain

750

[Recognize winners of the Regional Coalition for Clean Rivers and Streams student video contest](#) (Presentation)

Document number: 750-2021

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Time certain: 3:30 pm

Time requested: 30 minutes

Disposition: Placed on File

Thursday, October 14, 2021 2:00 pm

Session Status: No session scheduled

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. The official vote counts for council action are provided in the official minutes.

October 13, 2021 9:30 a.m.

Wheeler: Good morning everybody. This is the October 13th, 2021, morning session of the city council. Please call the roll.

Clerk: (roll call).

Wheeler: All members are attending remotely. The city has made several avenues to the public to listen to the audio broadcast of this meeting. The meeting is made available on the YouTube channel and channel 30. The public can provide public testimony by providing an e-mail to the council clerk. The council is taking these steps to limit physical contact and promote physical distancing. Thank you for your patience, flexibility, and understanding as we managing through these challenging circumstances.

Ken McGair: Good morning. To participate in council meetings you may sign up in advance for communications to briefly speak about any subject. You may sign up to speak about first readings or public ordinances. Your testimony should address the matter being discussed at the time. Please disclose if you are a lobbyist. Let presiding officer determines the length of testimony. When your time is up presiding officer will ask you to conclude. Disruptive conduct will not be allow. A warning will be given that further disruption that the person will be placed on hold and a reminder that all council meetings are recorded.

Wheeler: First up is communications. First item 737.

Item 737

Tristan Sakamoto: Good morning. Hello. I'm an employee of the city of Portland, but off the clock. My intentions are good, I believe together we can make a more equitable city, state and country. The time and effort that is put into diversity, equity so employees can learn and grow

for themselves. I concluded a training four weeks ago and one key phrase was intent versus impact. I feel that the city is lacking in creating a fully diverse city. In June of 2020 -

Wheeler: We're having trouble hearing you. You broke up at June 2020.

Sakamoto: In June of 2020, the city of Portland passed resolution 37492 which states "adopt anti-racism, equity, transparency as the core values of the city". This resolution is not just what city council interprets it to be, but the impact on those it wishes to serve. Are we collaborating on having an equitable city for all? For the first time ever, a medicine ineffectiveness is being blamed on those who have not taken it. The vaccinated can still contract and transmit COVID-19, thus the unvaccinated should be treated equally. Shouldn't we allow people to make their own personal decisions. There's a toxicity on our nation. It's creating segregation and separation. Mandating people and their children who have consciously chosen not to get vaccinated is creating fractures in our city. 37443. This beginning supporting the right to bodily autonomy. This supports abortion. Roe vs wade wasn't about a woman's right to abortion. It was about her right to medical privacy. We should be able to choose our right to choose through research what is best with our families. Government officials have no greater moral authority to force a vaccine than they do chemotherapy. You have a chance to stand up for freedom, but do you have the courage? Do you believe we are all equal and should create a country that is welcoming for all.

Wheeler: We lost you at the last minute. We let you go a little long. Thank you for your comments. Is it just me or is the sound screwed up today?

Hardesty: I'm having problems.

Wheeler: We appreciate your being here and thank you for your work for the city and for your perspective. Next individual please.

Item 738

Dr. Brooke Bachelor: Thank you so much. Mayor and members of the city council. I'm she/her pronouns. I'm a family standing in solidarity that signed a petition. I honestly never saw someone who would be moved to testify about something had like this. I read about this story and went to the site to see these trees for myself. I saw tree right in front of me held captive by a ton of ropes while it was sawed down. Just like that a century was lost. As a family physician who thinks a lot about how systems effect. Trees being better producers of carbon.

This is the kind of pollution that disproportionately effect neighborhoods. Our system fails to place the system at the for front. By removing trees like this there's a cost that's unaccounted for on mental and physical health of the people of Portland. It matters today because of the cumulative effect determine the current trajectory. When I care with my patients with chronic pulmonary disease. We have a few days to a few weeks and you are the only ones that can change this. We elected you to act in our best interest. The choice to do nothing or allowing these trees to be cut down is detrimental. We must allow for more sustainable. I speak on health and on behalf of your constituents. I truly appreciate your time on this.

Wheeler: Thank you. We appreciate your thoughts on this.

Wheeler: Good morning. Donna, are you on? Let's go to the next individual and see if thank you can work Donna in.

Clerk: Request regarding a second upon on O'Brian square.

Donna Cohen: It was making me rejoin the meeting.

Wheeler: Wayne, can you wait just a minute.

Cohen: Thanks. Good morning council. I'm here to talk about and I hope you read the recent draft report on the effect of a major earthquake on the critical energy infrastructure hub. Very -- this sums it up that the impact can be on par with the 2011 in Japan. This is the infrastructure in orange. St. John's bridge. It's a lower income community. This is the cut. The cut is a trench that was built for the railroad to come through. Across this cut are three small bridges and on Columbia also. A bridge. Recently on a walk with PBOT, I was told all of these would fail with such an earthquake. An earthquake is likely to bring about a toxic cloud that we will be trapped within because there will be no evacuation routes here across the cut. It's crucial that the city looks at these locations and make recommendations for them to be seismically sound. We need to look at taking away the authority from the railroad to the city. This is a huge issue. We need to look at the larger issues hub. We want to see an intergovernmental committee. Last night I was made aware of another critical piece here. This is the cut as I mentioned. There's a railroad bridge three quarters of a mile east that cuts through the ports mouth and current areas. Both the cut and the bridges over the cut and the railroad bridge were built circa 1910. These are all failing in the anticipated earthquake. Leaving the workers stranded to be ungunfled in a toxic cloud with no evacuation route. I hope

you can see the danger involved. We're talking tens of thousands of people who would be sacrificed, it takes years to fix these things, I know. We need PBOT immediately start to evaluate these structures and work our way, we have some extra money now, it should go toward --

Wheeler: You've made your point very well. You're a minute over. Thank you.

Cohen: Thank you very much.

Hardesty: One of the things I know with you is when you dig in you dig in deep. I'm always grateful for both your advocacy and deep knowledge about the issues that you take on. Having said that, since I showed up here three years ago, it has been a priority work withing the city and the county to identify -- and with all attorneys to figure out every avenue to ensure the critical energy infrastructure is a just. We are halfway to all the knowledge we need to take very intentional actions. Part two of the study is being done now. I've worked we closely with -- this is not new information. We're working it from every angle possible. I appreciate the community advocacy continuing to educate yourself and being a partner in helping us make sure. You've pointed out one area of the city and so many others will be destroyed.

Cohen: Nobody will be able to escape.

Hardesty: Many people won't. You're not giving us new information. We're working on this very intentionally. Thank you for your action.

Wheeler: Wayne. Thank you for your patience. You're up.

Wayne Wignes: About two years ago I made a public records request O'BRyant square. I did an analysis on the underground parking garage. The results were summarized in less than one page. It boiled down to discoloration and water leaks. I used to go to marks and see these leaks for myself. I thought they were relatively minor. They are on the side walls. Anytime a building collapses there's notable deterioration, but there's none of that. It was kind of minor. I don't see why we didn't back fill it or add a few temporary support beams. I don't think closing the whole park was warranted. I think a second opinion is warranted. A homeless shelter was being abused along the water front. He happened to open a water front office when it closed. Even the best of us are not immune to bias. On a second note with the safe rest villages where we are to diversify our concept of outdoor shelter we can strive to house

the whole homeless community. A lot of people out here are lonely and develop connections and there's a need for freedom. I was thinking of r2d2 along the canopy and let people sleep for the night. That's all I have. Thank you.

Hardesty: Thank you mayor, I just wanted to also thank Wayne for his testimony and let him know that my office is actively working on O'BRyant square. We're hoping to have progress on funding soon. We're working with Commissioner Rubio's.

Wheeler: Next is consent agenda items. Have any items been pulled off consent.

Clerk: No items have been pulled.

Wheeler: Thank you. Please called the role.

Clerk: (roll call).

Item 741

Hardesty: Joint resolution of congress in 1964, a mobility aid commonly used by people who are blind or low vision. White canes help people navigate their ability to assess the situation and move quickly and confidently. The white cane allows users to avoid obstacles, locate and step over cracks. Find doorways, get into cars and buses and much much more. Oregon law 811.035 requires drivers to stop and stay stopped for people using a white cane or accompanied by a guide dog. There are similar laws in other states. They want to move safely on our streets everyday. Not just October 14th. Governor Kate Brown also issued a proclamation. On a personal note I can't think of a better way to celebrate my birthday than to have it on White Cane Safety Day. I understand that we're all just temporarily abled. I'm proud of the work that PBOT continue it do to celebrate White Cane Safety Day. One day we'll be able to do that again. Please keep an eye out for white canes and guide dogs and people who move about our community differently.

Wheeler: Thank you. And happy early birthday. Best to you.

Mapps: Thank you, I'm delighted to join you in making this day White Cane Safety Day in Oregon. Although the names may vary each names refer it the same idea. We celebrate the achievements of people who are blind. We recommit ourselves to economic developments. The same era when the nation passed landmarks registration acts. White cane safety day is part of a civil rights revolution that started 60 years ago and continues to this day. The visual impaired are our friends, family, and neighbors. One day the visual impaired might just be us.

While blind people and people with low vision are freer than ever before, much work needs to be done. This year the center for disease control and prevention ranks Portland 29th for people with disabilities. It comes down to high cost of living and uneven health care system. I have a personal story to share serving visual impaired Portlanders. We took multiple 911 calls from a gentleman walking along the side of a highway. It is a clear sign that Portland social safety net failed this gentleman. We must do better. That's what White Cane Safety Day is about. We recommit ourselves to full and equal access to employment and education. Recommit to making Portland to equally and just citizens. Liberty for Portland with visual disabilities. We thank the many city staff who advocate for the disabled community. We thank Oregon's commission for the blind for the work they do. I'm proud to join my council.

Ryan: Your comments Commissioner Hardesty we are all just temporarily abled. I grew up with two cousins who were visually impaired. This proclamation is close to my heart. I'm really happy we're acknowledging it today. And happy early birthday.

Rubio: It's important to raise awareness for our visual impaired individuals. We're only temporarily abled. It's a true reminder for all of us. It's incumbent upon us and an important reminder of our own responsibilities.

Wheeler: Before I read the proclamation. I want to give a heartfelt thanks. To PBOT and Commissioner Hardesty. Raise awareness of white cane guide dog users in our city. I'll read the proclamation on behalf of the city council. Whereas blindness or visual impairments from old age. They enjoy privileges of working and traveling in this great city of Portland. They travel independently while enjoying these rights, benefits, and privileges. Designating October 15th each year as a day of celebration an independence and safe travel. This great city of Portland calls upon city officials, to work together to enjoy the city. I do here by proclaim October 15th 2021 white cane safety day and encourage all residents to observe this day. Thank you all. We're just in time for the second time certain item.

Clerk: Direct Portland bureau of sustainability, the pricing options for equitable options task force.

Hardesty: While I was not the commission in charge at PBOT when this quick off. I remember directly bureau planning and sustainability. We're facing big challenges in our transportation system. We need new ideas. I've been excited about this project. Before we can consider

implementing pricing, we needed a community conversation about whether pricing can be an equitable tool towards moving towards the system we want. Over the last two years our transportation challenges have only become more pronounced. We must do more to address the climate crisis and make systems for everyone. We're facing a transportation funding crisis. We can't tackle any of these problems without sufficient revenue. The revenue it raises can be reinvested to help accomplish these goals. I'm inspired by the commitment the poem task force showed and worked through the entire pandemic and never took a break. They showed up, put in the work, asked tough questions, and really were truly leaders. I'm very much looking forward to hearing their recommendations this morning and continuing work with Commissioner Rubio this morning.

Rubio: I'm proud that the bureau of planning and sustainability. The bureau declared an emergency. Curbing raising transportation emissions is absolutely critical to meeting our goal. Making urgent head way on self fronts. So everyone has access to essential seven is their neighborhood. I'm also committed to the city moving on those grants. Low left click households and person's with disabilities. It's not all about reducing emissions but climate strategy. With that I'll kick it over to begin the presentation.

Chris Warner: Great. Thank you Commissioners Hardesty and Rubio. I'm Chris Warner director of transportation. We're excited to share with you the recommendations that have come from the poem task force. Today we'll begin by recapping and share the task force recommendations with you. We hope you will direct PBOT and vote to take this to the next stage. Take bold steps and advance pricing strategies. We're excited to be at this mile stone and share the recommendations with you. We have additional out reach and pricing design with each strategy before we're ready to implement them.

Andrea Durbin: Thank you. I'm excited to be here introducing the council presentation and resolution. Bps has been proud to sponsor this work with PBOT. This is critical piece of our work. The progress we've made as well as real challenge earnings we face to meet targeted in the next eight and a half years. Cut an additional 20 percent by 2030. The impacts are not equitable, BIPOC communitys are disproportionately impacted. Transportation sector emissions our fossil fuel addiction are responsible for significant portion of our climate problem. The easy stuff has been done. Time is growing short. It's important to understand

that the longer we wait the higher the costs will be. Costs on climate is significant in terms of human and economic cost. People are already dying due to climate change. Smart land use policies for connected communities. Affordable housing and more housing options. Multi modal options must be a part of our plan. That's why the poem program was so important. It tackled hard questions. I hope you support us in taking their recommendations forward and the challenges ahead.

Warner: Before handing it over to the poem project managers I want to remind you about this strategy that we brought to you in July. Include and complete communities. Transition to cleaner fuels. Shift multi modal shifts. To that last point, PBOT is the lead willing work to understand what is the most effective. Is this work has led to what we call our way to go plan. This reveals that one of the most impactful shifts is pricing. It raises question about equity. It may work. But does it work for Portland. Can it move goods move freely through the city? If it doesn't, it's probably not a good strategy for Portland. We've been working with this incredible task force. We're ready to hit the ground running with this incredible work.

Shoshana Cohen: I'm one of the project managers. I'm excited to be here sharing the results of the task force work. Before we dive into the recommendations, I want to set the scene and address a couple foundational questions. What are we really talking about when we talk about pricing and why are we talking about it now? In this context pricing means charging for a space. While pricing can generally help to capture the value in these costs, it can be a tool in the values you want to achieve in a particular project. Time of day, congestion level, number of people in a car, whether it's a electric vehicle or not. And income level of people in a car. For this project we've been looking at five different types of pricing. Parking pricing, something we already use. Parking based on commercial services. Uber and Lyft. We've been looking at area pricing which is charges for driving into a city. Road usage or per mile charges. Where a charge is exactly that based on miles driven. It's a safe assumption that asking people to pay for peopling on using a space that is free right now is not going to be popular. We're not going to add costs and increase burdens. We mentioned the climate crisis and significant carbon emissions from our very centric auto system. There are additional challenges with the status quo. Fatalities and serious injuries remain tragically high. Early in the pandemic they dipped. This isn't something -- it has real costs. There's cost in lost time. Economic costs to

businesses. Some of the many challenges with the system the way we have it today. This challenges all of us. I think it was mentioned that vulnerable systems that are already affected by climate change. There's data that 30% of households don't have access to a vehicle and this is in comparison to 12 percent of white counterparts. We have heard over and over the need to do better. We also understand that there are many reasons people drive. It's about helping people make different choices. Ours is the only choice for for a drive, going to a job, or taking their kids somewhere. Or people have been pushed out of areas and now have further to go. Provide education so they know about different mobility options like safe options to school. Incentives to use different modes. We're doing all of this and we're really good at it. We're known for being a city with multi modal options. There's no single solution. While we're making progress and continuing to make progress we're not making enough progress towards a climate safety that we need to see. We need new tools and stronger tools. This brings us back to why we're talking about pricing. We've seen examples from other places where pricing has proven to reduce trips and congestion. The question has remained can it be done in a way that makes the system more equitable rather than adding to existing inequities and burdens. We received direction from council and ask can pricing be a tool that helps advance carbon emission directives. With that, I will turn it over to my colleague.

Emma Sagor: We really appreciate the time to address you this morning and bring this exciting work to you. I'm one of project managers at the poem project. For most of the duration, I worked with the climate initiative. Two years ago if and how new pricing can advance our goals. We got right to work for putting together this amazing task force. The climate challenge provided funding for doing planning and policy work at the city. With her help and our great team we intentionally designed a strategy of a task force with diverse perspectives and expertise. All of those applicants had had to show their devotion to talk about pricing for the next year and a half. Members that engaged with us and we can't say enough about this tremendous group. They dedicated their time. I want to acknowledge what an awesome group they are and thank them for their serve he is. The task force began meeting in 2020 and met monthly. To set the scene before we started talking about pricing we started with a history lesson and why equitable pricing is so crucial. For the remainder of their time together, graduate level pricing, a very deep dive. They heard from international

experts, great modeling work from our friends at metro. We generally alternated from big information sharing and giving space for discussion to ask questions and raise new ideas. In the end the group came up with a very thorough group of recommendations. As I mentioned, we had to define what equitable mobility means. We held a workshop to dive into that question. And ask what does it look like. What are the indicators that we need to see to say yes, we're making our system more equitable. An equity focuses organizations that encourage transportation agencies around the world. Safety, economic opportunity, and planning process. As we went through every pricing strategy, they would ask what are the opportunities, risks, and questions we need to dive into more. Really taking that holistic view of what pricing can do, how can it impact our system. We can utilize this in the future.

Mapps: Thank you for the great presentation so far. I have a question about your equity framework here. What do we do about low income folks that need to get to work or take their kids to school. When I look at these five categories. I'm not sure where that fits in.

Sagor: The cost, affordability. That was the number one thing that came up in every single conversation. The task force addressed right on. We need to design pricing to not burden drivers who are already burdened today. Parking pricing, fees, vehicle based commercial pricing. Complexity, geographic scales, and impact. Some of our strategies are the types of things can implement. That's on the bottom part of the matrix. Other strategies have a bigger scope that may touch structures we don't own and require a regional stretch. Others require infrastructure or would take longer to implement. Things that build on exist willing technology. We wanted to share this graphic to give credit to the task force diving in with so many different nuances. There's a lot more deep work than we were able to do over the last 18 months.

Vivian Satterfield: Data driven solutions and are rooting for us to succeed in this process. I participated in many processes as an advocate. Our collective commitment to center willing equity in it. Shifting 80% of the meetings to a -- their time talents and engagement are inspiring to me. In addition to the attentiveness, we have members of the public engaging in written letters and testimony. I came before you all a few weeks ago during the update of the climate declaration for a bolder action for our climate future. We know how hard this is going to be, but we recommended that you do this. I do want to take a moment to recognize that

poem success. I was able to join this team and build on a foundational work. I look forward to continuing to support this work.

Cohen: Thank you so much. There's been a lot of buildup, we are ready to begin the task force recommendations with you all. We were asked to answer this request. If pricing can be used, not how can - it was an if question from begin. These recommendations are bold. We're excited to take them to the next step. Just a little more about the vote at the end in the last meeting we had eighteen of nineteen, at least sixteen voted in support of each recommendation. We found this level of consensus by the end was pretty remarkable. We're really trying to share these recommendations with with you, even though they are hard. We are in a climate crisis and we prioritize car use. Principles for pricing for equitable mobility. The central principle is that pricing does hold promise to move people more efficiently and in a climate friendly way. The city should advance equitably mobility policies, utilize the mobility framework when analyzing and designing specific policies. While this is centered on pricing, we can't do pricing alone. It has to be done with complimentary strategies – community and stakeholder engagement. They said we should prioritize reducing miles driven and center climate and equity, not focusing on revenue. We should provide exemptions for households living on low-income. I think there may be times where that's not possible, but if it is that should be the goal. We should reduce unequal burdens of technology and enforcement, and reinvesting revenue generated. Invest in those complementary strategies, which we'll share.

Sagor: Keeping all of those principles in mind. Those should apply, regardless the pricing strategy. These are our nearer term strategies in the next 1-3 years. Work is needed to do stake holder engagement. We're not asking to adopt any of these. The first is to create a flexible commuter strategies. There's examples in California or Washington dc and have been proven on reducing driving trips and emt and emissions. The next two you see on this list relate to vehicle based commercial services. The rapidly growing miles traveled and driven. All the amazon trucks as well as food delivery vehicles. Transportation network companies such as uber and lyft. Explore a fee for urban delivery to more explicitly capture the negative mobility cost and reduce the impact of these trips. Chicago has done these in the TNC spaces. Discouraging trips where there's other routes. The state of Illinois and los Angeles have these

kinds of taxes or fees in place. On off-street parking lots, to put a fee in place. Expand on-street permit and meter. Accelerate performance-based parking, Currently a topping on -- they would like to amend the Oregon state constitution restriction on using these taxes for right of way.

Ryan: This a great conversation. Urban delivery. You mentioned urban delivery, you mentioned Uber, Lyft, Amazon -- what about long-haulers

Sagor: Vehicle based commercial is looking at our local impact, but yes – in our surround area that could get into highway tolling. The moving goods impacts is definitely something that we discussed. For the things you see on the nearer term list was on demand. The meteoric rise, “order it now and get it in three hours” trips

Cohen: In some of the strategies on the next slide, we know there's eye are of interest from the freight community and trepidation about easing congestion but paying more. If we moved more towards a central city scheme further out.

Ryan: Was there anyone in the group who represented the freight haulers?

Cohen: We had someone who was associated with some freight movement who is one of the people who left after a couple months. We did not lose many people, but one freight person. When we set this up because the focus was on equity and community. We focused largely on equity.

Sagor: To share more about their principles about tolling. Those are ongoing conversation. We're at that table frequently. These principles are consistent with the final principles that Shoshana mentioned. They specifically called for pushing to commit toll revenue to support multi-modal transportation and mitigatr diversion adds well as well as involving local stakeholders in decision making regarding tolling revenue.

Hardesty: Thank you. He just wanted to at this point share that the state use of the word tolling is disconcerting, it's not what I know to be tolling from going up on the east coast and having tolls. We believe congestion pricing is a better term because it provides more option. We're continuing to advocate that we use the right terminology.

Sagor: Thank you for that. There were members on the task force that pushed for congestion pricing. They include more truly demand based parking. A locally controlled road usage charge. The state is looking at a road usage charge in place of the gas tax. Let city explored its

own usage charge it could play on top. Finally the task force said a century city core. You have a downtown core. Especially because that the area that had the most options today. Modeling results for the way the highways curl around our city. Keep thinking about it. We're not ready to say it's our top choice. The task force was clear in saying it should not be done in a vacuum and used to invest in those things. This list shows the ideas that came up in so many of our conversations. Bicycle and pedestrian infrastructure improvements. Incentives, fuel shifting - we know people will always have to drive. The trips on our roads will need to be powered by clean fuels. The task force was very clear that when we talk about support for low-income folks. It's important to provide direct benefits for them and giving them options. Process next steps: Be bold. Take a leadership role. Seize this moment and move with the urgency it requires. They said do it thoughtfully, thoroughly. Use data to analyze equity. All the indicators on that framework. Do our homework we're evaluating both before and after we implement everything. Covid 19 is changing our system. They recognize the need for community engagement. As we get more serious about pricing You don't have to apply for one discount over here or exemption over here, let's make this easier for folks who are already experiencing challenges.

Cohen: This resolution directs us to continue this work and use the Poem principles to take the strategies to the next stage and develop implementation of plans. As part of that work, we know we'll have additional stakeholder analysis for each of those strategies. It directs us to do long term analysis. While we know we have more work to do, we also heard the continued request for urgency and doing something from the task force. It directs us.

Hau Hagedorn: Hi. Good morning. I served as a member of the POEM task force. I'll try to keep my comments brief. Often times I question the value or utility of serving on these committees. This experience was much different thanks to the PBOT and bps team for leading this effort. The recommendations in the report include the diversity of voices that mobility options are equitable. This is another ambition plan that will require working across bureaus and jurisdictional boundaries. I do believe this is what is needed in order to make any progress and make sure that the plan doesn't sit on a shelf. There are some near term actions that the city can fall quickly on. I urge the city to move these strategy.

Sara Wright: Thank you for the opportunity to speak today. We're proud and happy to see the recommendations move forward. As you know, our transportation system is responsible for 40% of greenhouse gases state wide. By focusing on accommodating private vehicles. These recommendations offer a path forward to a better system that is safe, convenient, affordable, and accessible to everyone. We can allow people to continue to choose to use a private vehicle to get around and turn that convenience into money that can be invested into created better choices.

Tony Jordan: Good morning. I also served on the poem task force. I want to thank my partners in what was really an exceptional experience. I believe the attendance and support speaks to the seriousness and urgency that we're in. These policies should have been implemented 20 years ago. Some of these policies are easier than others but are working in other places around the world. I hope we can get moving because we don't have time for any other approach. The reason parking pricing is so prominent is the easiest way to gain revenue and reinvest that revenue. This is something that's too important. Even better. The city should incentivize a rebate program. Any form of tier pricing is better than the status quo. If these strategies return time to stable outcomes, the transportation wallet city wide.

Esme Miller: Thank you for considering today's solution. The addictive haze of fossil fuel dependency that beholds the heart of our travel. We cannot solve for climate without solving for equity. We cannot solve for equity without solving for climate the policies outlined in the report move us closer to a sustainable city. Thank you.

Ady Leverette: Hello. I'm here on behalf of business for a better Portland. I have been in quite a few zoom rooms. The team that coordinated these conferences deserve some sort of peace prize. What struck me was not only the quality of the public servants that we have but what an incredible resource we have in the people to dedicate their time and resources for a better Portland. At times it can be frustrating work. The pandemic made it difficult in some ways, a greater sense of urgency in the subtle ways it manifests in our society. Will it be easy to advance these situations, of course not. The status quo. Is it possible to make these changes to move us towards the transportation system that we must have, yes. It's not only possible but it's imperative. Thank you.

Stephenie Frederick: Good morning. I'm grateful to have been part of the poem task force. To call out a reality we kept in mind. We car owners don't pay anywhere the near cost of the driving we go. We don't pay for the asthma we inflict on people trapped in housing. We don't pay for our role in the climate crisis. We don't pay for noise, harm, or economic losses. It's no wonder we're out there in droves doing damage. We can't make the big financial markets capture the invisible like -- you have drivers pay higher driving costs or change the way we travel. Our task force recommended looking at parking early on. Parking is a huge determinant of driving behavior. We were conscious of our vulnerability. For that future, please approve the resolution perfect you today. Thank you.

Aaron Grimmer: Thank you. Thank you for letting me be last. There's a lot of pressure now. I represent -- I'm a business owner. I'm on several business forums in town. I entered this being passionate. I came in passionate about this but the obvious thing representing the business community all of these recommendations at what expense. What will this cost my business and my future. I really want to echo the sentiments of the other members. They really did a great job converting me. I learned a lot about the history of our city. Firsthand from the members of our task force to be a member of these marginalized community. To not have the same access that I do. I learned from my employees and what it's like to see them moving farther and farther out from the central part of the city and their commute times gone to an hour and longer. These are not at the expense of the business community but necessary to our success. On an economic level. Most of us are considered and supported and given access then we all suck said from the very top. Especially the business community. I know this is a challenge not so much in conflict of interest but conflict in messaging. I want to say in behalf of my efforts, the challenge is to understand that basic concept. Through these changes we'll be a beacon of a city of how we can be a city to look to on those that have been marginalized. I encourage you to adopt this resolution and make real change. Thank you to the task force leaders and everything you've done. I know it's not been easy. Thank you for what you've done.

Hardesty: Thank you, mayor. Thanks to all the speakers. Aaron, you inspired me to ask how are you going to help me to sell this to businesses as good for their bottom line. I love the fact

that you exposed yourself as converted as a vision to a more climate friendly and just city.
How are you going to help sell this.

Grimmer: Let me know. I'm a member of an Oregon business forum. I would love to you have there. Perhaps some other members of our task force. There's a lot of questions there. That's where the work needs to be done.

Hardesty: I agree with you 100%. You're absolutely right. We're not doing something to people. We're inviting people to join us and actually fixing our climate so our children and grandchildren will actually have a planet that they will inherit from us. I love that you are a convert now. Thank you for your work.

Wheeler: Does that complete the presentation. I don't see any questions from my colleagues. Do we have anybody signed up?

Clerk: We do. We have 13 people signed up.

Wheeler: Okay. Two minutes each.

<https://youtu.be/AT9Z160S9jo?t=6838>

Victoria Paykar: Good morning. My name is Victoria. I'm the oregon policy manager. I'm here to support the recommendations. These pricing recommendations are important to communities because they can transform our greenhouse gas emissions and ensure transportation access for all. While many of us think of moving goods and services, it's really about access. Making sure folks have access to health care, groceries and more. We're dealing with providing a human right. Our transportation system determines who does and who does not have access as mentioned earlier. Air pollution, gentrification, and lost lives. The design of our transportation system was often intentional and those bearing the burden of class and planning decisions today are low income communities an communities of color. We also have the potential to intentionally design people centered and puts the welfare of our people and planet first. We need innovative and paradigm shifting policies that reduce greenhouse gas emissions. I hope you will support the recommendations and thank you so much for listening to my comments.

Wheeler: Thank you.

Clerk: Next up we have Elizabeth Stampe.

Elizabeth Stampe: I'm with the resources defense council. We're in strong support of the resolution perfect you and urge its passage. Combat climate change and traffic congestion and expand and improve transportation options for all residents. Portland is among the cohort of leading cities and with this project Portland has emerged as a model. We applaud the dedication to develop these recommendations as well as their eloquent and moving comments today. We recommend all the recommended strategies and urge you to implement in the the coming months. The deep inequities in today's transportation system. The many potential benefits of the task force's work. Be bold portland. Cities across the nation are looking to you to lead. Thank you.

Paxton Rothwell: Good morning. I'm here speaking on sun rise pdx. It raises my expectations put forth by the poem task force. All things have cost. Unpaid parking incentivizes driving to places that could be accessed by other means. This inequity has to stop. It's hard to reimagine our current infrastructure. By changing the ways we think about mobility in the city, we can stitch bang communities. You can start advancing for all parties in Portland. You urge you to invest these funs pedestrianized streets. The city needs to improve connectivity of its bus system. We deserve equity mobility policy just as much as we deserve a liveable future. Thank you for your time.

Owen Christofferson: Good morning. I'm a long time uber and lyft driver. I'm speaking in support of poem. I believe that within the framework we can tackle these issues simultaneously. In non-pandemic times our streets were flooded with drivers trying to make a living. 40% of driver miles without a passenger. It benefits customers who's are used to a vehicle being minutes away. Who loses, the environment. The driver who's with no limit on the number of vehicles allowed have a precarious work environment. Racial justice issues seventy two percent of drivers are immigrant or black. Paying drivers while driving without a passenger. This incentivizes not to flood the road with vehicles. Provides living wages for drivers and pays them for the time they work. I hope we can work with higher sectors that are so essential to the poem plan thank you very much.

André Lightsey-Walker: I'm a fourth generation Portlander. I'm here today as the policy manager of street trust. We support the recommendations and encourage the council to approve the resolutions. Let's reestablish Portland as a global transportation leader. As you

work towards implementation. You remember to prioritize travel behavior not generate revenue. Revenue should only be utilized to improve our transportation system. People will be angered by paying for something that they cognitively have had had for free. You have the unique responsibility of making people understand that something they perceived as free is actually quite costly. I ask for your continued leadership as we move forward in showing Portland and joining streets for people and justice for action.

Clerk: Next up we have Anna Kemper.

Anna Kemper: All right, good morning. Commissioners and mayor Wheeler, my name is Anna Kemper, and I'm here today as the new policy and engagement coordinator on behalf of better business for Portland. I'm excited to speak in favor of the recommendations put forward by the task force and encourage the city to move quickly and efficiently in implementing these long overdue and important changes. The work was led by a diverse group of community advocates and leaders, and the vision is a walkable, safe, sustainable Portland that is accessible for all of our neighbors. Transportation has been a focus of the members we represent since the founding of our organization because we know efficient and equitable mobility is a key factor to a thriving, healthy city, and it's critical in combating the climate crisis in a big way. The hidden cost of cars and trucks on the road, they impact all of us but disproportionately impact low income communities. An essential component was to examine the range of pricing options and evaluate them for their ability to provide equitable options for all of our neighbors. Pricing options that disproportionately impact marginalized group hurt the communities being burdened in our current transportation systems. Business for a better Portland's diversion coalition of members represent the businesses that make Portland strong, and I'm really excited to represent this group. Approving the task force recommendations today is the easy part. Complex problems require innovative implementation and actual effective execution and program design of these recommendations will require political will and thoughtful coordination. The recommendations by the task force represent an incredible opportunity for Portland to be a leader in transportation justice. As city staff stated in their presentation earlier, swift implementation is critical for a climate-safe future, and as city leaders, it is your responsibility to implement the bold changes that we need to see. Thank you.

Clerk: Next up we have Ariadna Falcon Gonzalez, franklin jones and doug klotz.

Ariadna Falcon Gonzalez: Hello. Thank you for having me. Good morning, Commissioners and mayor. My name is Ariadne, and I'm the getting there together coalition manager. GTT formed in 2017 as a multicultural, multigenerational coalition that centers and uplifts the voices and needs of people most impacted by transportation through education, advocacy, access and leadership. We envision a role where black, indigenous, people of color, youth, people with disabilities, older adults and low-income communities have meaningful participation in the creation of an accessible, affordable, equitable and climate-friendly transportation system. Our current transportation system is broken and needs immediate attention before it fails us all. We believe it's important that community and elected leaders are critically aware that the over prioritization of cars goes hand in hand with the underfunding and disinvestments that disproportionately harm BIPOC and low income. The equitable mobility framework reflects the importance of advancing options while not neglecting mechanisms that create a more equitable and sustainable mobility infrastructure. The city of Portland's commitment and pursuit of racial equity and transportation should mirror the process of investing in equitable pricing. We urge that the staff of the city of Portland look for ways to engage the coalition in implementation of the recommendations. We are BIPOC led. The communities, organizations and businesses that make us up are diverse and powerful in their experiences and backgrounds. Thank you all. We are proud to support the recommendations and look forward to the implementation plan.

Clerk: Next up we have franklin jones. Franklin, are you able to unmute?

Franklin Jones: Yes.

Clerk: Yeah, there we go.

Jones: Hello, Commissioners and mayor Wheeler, and thank you very much for the opportunity to provide testimony in support of the report on pricing option for equitable mobility. My name is Franklin Jones, I am the founder and ceo of beeline urban delivery, best known for our sustainable last mile delivery service which utilize large e-assisted cargo tricycles to deliver goods throughout the city. And, in fact, since 2010 beeline has worked closely with office depot and office max for delivery of office products to the city of Portland as well as Portland state university. Today I'm here to provide testimony in support of the

continued efforts of the city to closely look at transportation the systems and recommend pricing options for mobility. Especially in terms of our freight and delivery systems and the impact those systems have on all of our residents. The palms report's recommendations point to the urgent and important need to address both the climate crisis and inequality of our transportation systems. As a small business owner in the last mile delivery sector, the recommendations for reducing driving, shifting trip loads and planning and building connected transportation networks align with our mission and vision of creating a more livable community for all. However, key to this report is the acknowledgment and recommendation that the recommended price -- need further analysis. And not unlike the transportation system itself, the strategies to implement true change need not to be one size fits all, but rather, carefully crafted implementation that uses the right tools for the job. This is beeline's approach, and I would support council to move forward with the recommendation for further study. I do so because I believe that this will open the door to innovative solutions that may break down the inequalities and push us to a more climate-friendly future. And beeline looks forward to participating in that future. Thank you, everyone, again.

Clerk: Next up is Doug Klotz.

Doug Klotz: Hi. Mayor Wheeler and Commissioners, my name is Doug Klotz. Although I am a registered lobbyist, I'm speaking for myself today only. Hopefully, we need to bring all those factors together. As well as that, I was on the advisory committee for 20 years and also cofound Oregon walks, and all these things are now coming together toward the same goal. I support the pricing options for equitable mobility plan. This will reduce carbon emissions, reduce congestion and make our transportation system more equitable by reducing the disparate impacts on people of color and indigenous people. I support all the recommendations of the plan but especially the unified financial assistance system with potentially informed cash payments which would mitigate impacts of pricing strategies on low income households. This is a key feature of making this an equitable plan, and I urge you to adopt this resolution, and we can get the work being done to further implement this. Thank you.

Clerk: Next up we have Indigo Namkoong, Sean Sweat, and Cathy Tuttle.

Indigo Namkoong: Hi, folks. Good morning, Commissioners, and thank you for having me. My name is Indy, I'm the coalition manager of 350pdx. While we're thrilled to be making position progress as a city and a state toward grid and building electrification, the transportation sector is still responsible for more than 40% of our city's greenhouse gas emissions. We cannot meet our climate goals without rapidly decarbonizing our transportation system. We must also take care not to reduce the inequities of power and burden. I'm calling in from a neighborhood where just about 50 years ago hundreds of black homes and businesses were bulldozed to build freeways. Today BIPOC, low income folks and disabled folks are still bearing the heaviest burdens of our current system including climate impacts like extreme heat and weather, unsafe streets and sidewalks and more. We can't afford to delay addressing these problems, and we can't ignore they are part of a larger history of injustice, and we must confront the fact that our strategies are not making the necessary progress. Electrifying the vehicles that must remain are the bare minimum required to address carbon emissions alone, and I don't think it's too radical to say Portland deserves better than the bare minimum. This offers a road map to build complete neighborhoods for all, to add hours spent commuting back to our days and to walk, bike, move and play on safer streets and sidewalks. And finally, to begin to correct the historical injustices that have kept these out of reach for many Portlanders. I'm urging you to accept these recommendations and to address the bureau to begin planning for implementation as soon as possible. I also strongly encourage you to ensure these areas are well resourced both to support this work moving forward at a pace that matches the urgency of the moment and to keep Portland's most impacted communities moving forward. We all win when the people closest to the problem lead on the solutions. Thank you for the opportunity to testify today.

Clerk: Next up we have Sean Sweat.

Sean Sweat: Hello, thank you. I'm a resident of Portland. I ride a bike, I take transit, and I also drive a car, but it needs to be, I think it needs to be harder for me to drive and easier to bike and use transit. Safer, of course, but also just easier. There's really three points I wanted to hit. First one was about the value and necessity of our leadership on this issue. I'm just going to skip over that because I think all the speakers before me have hit that really well. So the second thing is I wanted to just encourage us not to rely too heavily on electric vehicles. I

think I saw on one of the graphics a triangle, clean energy and electric vehicles down on the right side of it. But if you peek behind the curtain at the upstream supply chains of those, they're really not very clean. So are they better than combustion engines? Definitely for the area they're in. For other regions where they're actually sourced from, maybe, maybe not. So I really would focus, encourage us to focus on designing our city to prioritize the bikes and transit, not electric vehicles like I feel like a lot of people are hoping for to be a panacea. I think a lot of people think, oh, look, we can solve the problem without actually changing anything about how we live, and that's just not the fact. So prioritizing bikes and transit doesn't mean just make room for them, but actually put them ahead of cars in all our street and building designs. I'd encourage us to focus on that. And lastly, I do support this program, but I also think it's moving a little -- it's moving too slowly. It's already taken us too long to get to this point today, and nine months more is simply time we don't have in a climate crisis. So please approve this resolution today, but I would also ask that you think about accelerating it because the climate disasters are escalating quickly, and if we don't move faster, I just think we lose. Thanks.

Clerk: Next we have Cathy Tuttle.

Cathy Tuttle: Hi, Mayor and Commissioners, this is Cathy Tuttle. I'm a new resident in the pearl district. I moved here, actually, because of the Portland clean energy fund, and I'm studying that. I moved here from Seattle, and I think it's a program we could export back to Seattle. And this set of recommendations from the task force is just as meaningful and just as impactful, or it will be, as the Portland clean energy fund, I think, in the long term. I think they both address the same kinds of issues. And I'm very impressed both with the pcef and with the task force at the process that they're gone through to reach the recommendations. I strongly support it, I think it's thoughtful and meaningful. I have one small caveat, which is echoing the private speaker that it needs to go faster. And I looked at the way to go plan and the appendices, and there was no mention of the 2030 bicycle plan in either the plan or the appendices. If you don't call it out, if you don't measure it, if you don't push for it, it's not going to happen. You really need to include the bicycle master plan as part of this whole set of policies and actions. I get around by bicycle, and I'm going to turn 65 this year. And right now the bicycle infrastructure really isn't sufficient for an old person, and I think we really

need to make some serious changes if this is going to be a city that I get old in, and I'd like to. So I support the plan, I support putting pricing in thoughtfully and at great speed, and I encourage you to support it as well. But put in that bike plan, please. Thank you.

Clerk: Mayor, that completes testimony.

Wheeler: Excellent. Thank you, everybody who testified today. Colleagues, if there are any questions, this is our chance to do so. Commissioner Mapps.

Mapps: I have a question for staff. I think -- I appreciate all the testimony and the report. Could we get a quick summary of where we are in this process? Like, let's remind both ourselves and people watching at home what's happened, what we hope to happen next and what the next several steps are going to look like.

Sagor: If you're speaking, you're muted. [laughter]

Cohen: Yeah, I just realized that. Yeah. So this is completing the phase of work where we were looking at all of this with the task force, and we just talked about the recommendations. What this resolution does now is direct us to take those recommendations and go deeper and, you know, there's a lot of different policies that they're talking about. So we need to dive in. We have the principles that sort of give us guidelines even for each particular one how at a high level to develop them, but we need to go deeper on each particular area and really develop specific policies. And the nine month period is when, again, hearing that urgency, I know some folks said it still wasn't urgent enough, but knowing that we do have a lot of deeper work to do, that's, you know, that was the timeline when we said, okay, we're going to do, first, a little bit more staff analysis --

Warner: Thank you very much.

Cohen: -- the principles and the specific policies and then do more outreach as well, particularly with some of the, you know, impacted stakeholders that that haven't been involved today. And then we hope to come back with some more specifics, you know? I don't think in nine months it will be here's our plan to implement all of them, it will be here's a few we're ready to recommend moving forward on next and updates on where we are with the other ones.

Mapps: Thanks, that's helpful. One of the reasons I asked is I've looked at some of the media coverage which was anticipating today's report, and I, for example, I see one media outlet

that says council's going to meet today to approve two plans that would increase the cost of driving in Portland. Is that what we did today?

Cohen: No, there's no, there's no actual increases. There's nothing being implemented today. This resolution directs us to keep doing more work.

Mapps: Great. And I look forward to that work. I want to express my great appreciation for the great thinking that we heard today, and I'll just tip my hand. As we think about how to flesh out these ideas, I sure hope that city staff think about equity in terms of affordability for low income Portlanders. I think there's an inherent kind of paradox we're trying to navigate here, and I suspect we can navigate it, but I'm not quite sure how. Thank you.

Wheeler: Thank you, Commissioner Mapps. Any further questions?

Ryan: Sure, I'll --

Wheeler: Commissioner Ryan, go ahead.

Ryan: I could save these for my remarks, but I thought it'd be good for the public record. First of all, that was an amazing presentation, thank you. It was really thorough. And I know I brought up the inclusion of freight, and I appreciated our brief dialogue on that. And also I liked your graph that showed the influence of what the city could actually get done with the control influence area. What was missing for me, and so this is just some feedback as you move forward, is the impact. Clearly, the goal is to reduce carbon emissions, correct? So what is the impact of each strategy that will reduce carbon emissions. And then that leads to what I think everyone really wants in the community, which is a lot of clarity on the community-wide indicators, the dashboard on what success looks like so that also gives us the accountability we need going forward. So that's something I'd expect to see in the next nine months. When I was looking at who was involved, I saw the names, but I didn't see the affiliations, and I think it's really important we include affiliations of task force members so we can see the collective impact of the work. I tend to like to have the tension in the room on the front end and include those, like we heard from the one gentleman who was a convert, I love hearing about those converts, but I also like knowing who in the room -- you know, everyone being on the same page on the front end doesn't make for an interesting task force. I'm not saying that happened, but right now it's hard to see where the collective impact was of every sector, and we need them all to line up as we save our climate. On that, last comment would be we're all

in, and that's wonderful, but I'm curious what the two just ending had to say, so it'd be nice to have the transparency of their feedback. Those comments are in the spirit of having everything included on the front end and that necessary tension that really gets us to population-level success. And when we, when we isolate and don't have all that inclusion on the front end, it's harder to implement that success which is what we all truly want, which is fresh air. Thanks.

Wheeler: Thanks, Commissioner Ryan. Commissioner Hardesty.

Hardesty: Thank you, mayor. And thank you, Commissioner Ryan, for both your statements and your questions. I really want to appreciate where we are at this moment, right? And I, we've heard from many of these speakers today about the sense of urgency. And I am really proud of where we are because we didn't come today and say, like, adopt now, and we're just going to move forward on it. What we said was we spent, we've taken a deep dive, and we've got some ideas, but we need more data. And, Commissioner Ryan, your question about the stakeholders, the presentation clearly said that that's the next step, is to get a bigger stakeholder group and to continue that dialogue, right? The sense of urgency on my part is both that we are in a climate emergency, we are, in fact, the earth's on fire, and we cough to act as quickly as we possibly can. But at the same time the, we actually have to be thoughtful knowing that the state is in the process of creating some pricing mechanism that will impact Portlanders as well. And so I think between the work at the state level and some of the changes that we still must see at the state level and the work that we're planning to do at the local level, I just think that we're, I would like us to start tomorrow, but the reality is, is that we're not there yet. And, but I appreciate the thoughtful process, and I am so proud to be working with bps and Commissioner Rubio, because we are committed to making sure that we have a climate-just future and not just in our boroughs. I know the mayor's also committed. So I just want to assure people that this is fabulous work put forth to us today by an incredible group of volunteers who, again, did not miss a beat during some of the most trying times in our city's history. So I look forward to what comes next, I look forward to moving this work forward and, again, my appreciation is just really huge for the time, the commitment and the thoughtfulness that this work has been done. Thank you.

Wheeler: Thank you. Colleagues, would anybody have an objection if I invite one more person to testify? They logged on a little bit late, they're here. Two minutes, please, name for the record.

Aaron Brown: Oh, wow, awesome. Thank you, mayor, appreciate it. Got multiple google docs up. My name is Aaron brown. I'm testifying to you today as a board member of Portland neighbors welcome. I'm calling in this morning in support of the solution for equitable mobility findings, and we urge the city to implement the recommendations aggressively. I want to talk about one of my favorite things in the world, the reliable, dependable peanut butter and jelly sandwich. As a scrawny teen with adolescent metabolism, the pb&j was an absolute staple, and while I admit my diet has improved, it's still my go-to today. They need each other to succeed. Peanut butter by itself is soft and chewy, toast with jelly isn't fulfilling. They play to each other's strengths. It's within this framework that I'm going to suggest that housing and transportation reforms go together like peanut butter and jelly. The success of our new land use policies including better housing by design hinges on Portlanders being able to walk, ride bikes and take transit safe and conveniently. There simply isn't the space in our city to build the housing that we need without dramatically reforming how much of our urban space is taken over by parking and offers solutions to the perceived problem of parking and congestion associated with housing. We are impressed by and grateful for the efforts to propose new policy solutions that prioritize equitable fairness. All the work will only provide tangible benefits if this slate of policies is fully implemented without delay. The community and the government have provided the playbook to reform our transportation system, and today we call on the city's elected officials to act on it. We simply cannot afford to delay if we want to act for justice. In closing, I urge you to pass this resolution, recognize the hard work is yet to come in program design and implementation, and I ask the city to move forward with haste and determination in the next phase of this project. I am going to go eat a peanut butter and jelly sandwich, and I hope you'll all join me. Thank you for your time.

Wheeler: Thank you, appreciate it. With that, I see no further hands raised. Keelan, please call the roll on the resolution. [roll call]

Clerk: Mapps.

Mapps: I want to thank the members for their hard work and really great study. As this transitions over to staff to be fleshed out, I sure hope that we will continue to explore and expand on equity issues, especially equity issues surrounding affordability. But I look forward to the work and ideas that you come up with over the next nine months or so. And for those reasons, I vote aye.

Rubio: I want to thank Shoshana and PBOT, Commissioner Hardesty and her team and the task force members for their excellent and thoughtful work here. And I also want to thank my colleagues for their great feedback and questions because it helps us go deeper. This is a very compelling presentation, and it's clear that the task force took a nuanced and deep look at what equitable mobility means and should look like in Portland, and it means people being able to get around easily, safely and comfortably without a car. It also means decreasing carbon emissions by reducing driving trips, giving people who have been displaced from their homes and pushed to outer Portland an affordable and realistic, clean option to use electric vehicles, but it also means incentivizing owners of heavy duty freight and delivery vehicles and those who often profit while Portlanders suffer health consequences to switch to low carbon fuels. And we need new tools. And what we're doing right is right now isn't enough to move the needle in the ways need to, eight and a half years. This is not easy stuff, and these new things can be complicated and complex. But as Aaron testified, there's also a real communications problem to tackle here and another testifier, Andre, also said it's about behavior change first. So I just want to elevate that as well. And this task force has laid the critical groundwork and road map to help us move all these things forward if we design it carefully and methodically. And by starting the process this way and with community and equity focus in the conversation, we're ready to develop these tools and come up with the innovative solutions that will reduce disparities and advance our goals. So I'm excited to see what staff comes back with in nine months, and I really appreciate them moving forward with the urgency that we all need to see. I vote aye.

Clerk: Ryan.

Ryan: Yes. I'd like to start out by thanking Commissioner Rubio and Commissioner Hardesty. Clearly, you've picked up with these bureaus and brought this to where we are today, and so that was noted, and your staff. And this is a primary goal for the entire council. So it's a really

important issue that we spent some time on today. I also want to recognize the amazing staffing, Shoshana and Emma. I hope you appreciated the thoughtful, kind comments that came your way for shepherding this along. You don't always hear that. It seemed very thoughtful and sincere. The task force members, thank you. You have provided some amazing testimony that made me want to second what Commissioner Rubio said. In my career I've found that changing adult behavior is by far the most difficult thing we can ever do in life. You really know that when you're working in the education sector. Kids are resilient and they change quickly, but adults? Not so much. So I thought it was great that the testimony that focused on that from street trust, it kind of tipped it from my thoughts focusing on revenue. So it was great to hear that perspective. This is a very complex and important issue, so complex challenges like this take complex solutions, and I thought you really dove into that today. The findings in this report -- oh, also, before I forget, I want to acknowledge the testimony that came, and I've got to do a shout-out to Aaron because it's like, no, not another person's going to testify. And then he talked about peanut butter and jelly. So it was really important in that metaphor to look at how you're connecting the dots. And so I wasn't surprised to see low-income housing advocates testifying today. Thank you for being here. These finds in this report for the pricing options offer us a real opportunity to plan for and implement equitable mobility options that will meet the needs of the growing economy, residents and climate. So thanks again for connecting the dots. Our office looks forward to being in touch with our fellow Commissioners, and I know nine months will go fast, and you have a lot of work to do, so keep on including those that might be the doubters because, again, we won't be able to implement without them. Thank you. I vote aye.

Clerk: Hardesty.

Hardesty: My cursor seems to be moving in slow motion today. I want to start by thanking Commissioner Rubio and her fabulous team. I want to thank director Warner, director Durbin for your strong leadership of this project. It faced some really challenging times. I also want to thank Shoshana and Emma. You did incredible work. I knew it was incredible before you presented it, and you couldn't present everything today. There's certainly some areas that I want us to take a deeper dive in like the fact of people of color not feeling safe in public spaces in the city of Portland and how that is impacting people's choices when it comes to

transportation. When I got Portland bureau of transportation in my portfolio, I never imagined just the incredible impact we could have in both creating a more climate-just community and a more equitable transportation system. You talk about these regional connections. I am at those regional tables because of my position as the Commissioner in charge of transportation, and I can assure you we're having these conversations at every single table that I'm at. And we know that if we do not start off with equity as a core of our effort, we will once again leave people of color behind and people with disabilities, and we will be developing programs into the future to try to address our failure. This is an opportunity for us to do it right from the beginning, and I am so proud that both of you understand the need for more community engagement and that we will have those hard conversations with people who, as I think Aaron or someone put so eloquently, people who are used to using our roadways for free, there is a cost. That's why we have a \$5 billion maintenance backlog. There is a cost. That's why we have high asthma and other health issues. There is a cost with people who have been pushed out to the edges of our city. We must ensure that any pricing mechanisms we put this place does not exacerbate the inequities that were here before covid, were exposed during covid and will still exist when covid is a distant memory. And so I applaud the work of the task force. I applaud all the staff and the innovation that went into this. I can tell you personally, for me, I remember way back when I was battling with Commissioner you daily about whether or not we should be charging people to use the road. When I learn better, I do better too, and you guys have done a great job of educating me and preparing me to lead us through what's going to be some very challenging couple of years. So I'm very happy to vote aye.

Clerk: Wheeler.

Wheeler: Yeah. Thank you, Commissioner Hardesty and Commissioner Rubio. Thank you, it was a great presentation. I just want to quickly relate a conversation I had yesterday with some youth activists. They were some of the leaders of the climate strike. As you know, a couple of weeks ago they were here at city hall by the thousands, and these are some of the young activists who led that effort. They came with several what they described as demands, and I hope they had the opportunity to see this report being given as well. Because two of their key points that they made when they were meeting with me, the first sort of key point

that I would stress is a sense of urgency. And while they are appreciative that we are taking time to engage community, that we're taking time to insure we have good strategies, they were, if they were here, remind us that time is limited. This is something that has to be taken up as a priority for the city of Portland. The second area which this report is all about is the question of equity as we seek climate justice understanding that it is disproportionately impacted in communities of color, low-income folks and, therefore, the work that we do must put those communities first and foremost. And I believe this report clearly underscored equitable mobilities as being the key outcome for all of this. Last but not least, I would make the point that if we're talking about how, you know, climate justice and housing justice are intimately related. And they would remind us about a really good point that they were making yesterday in their meeting with me. And this report and, you know, Aaron's testimony, I believe -- it was right at the end -- really underscored this point. We can't talk about transportation equity without talking about housing equity. And although the southwest corridor didn't quite develop the way I think that ODOT and others would have liked to have seen it develop, I was really proud of the work we did in the housing bureau around that time to prioritize low income and affordable housing alongside. In fact, in front of the transportation investments. And we've established that now as a city priority. This report certainly embraces this as a city priority. And certainly what I'm hearing from those who are deeply concerned about progress towards carbon reduction. So I just thought you guys hit some great points. I look forward to the work ahead on this, and I'm very happy to vote aye. The resolution is adopted. Thank you, everybody who worked so hard on this. Next up, Keelan, to the regular agenda item 747, please.

Clerk: Price agreement with graybar electric company inc. To increase the annual not-to-exceed amount to \$2 million for electrical, lighting, data communications and security products and services.

Wheeler: Colleagues this, this amends a citywide price agreement that was approved by the council back in 2020. The agreement supplies electrical, lighting, data communications and security products and services to various city bureaus as necessary. More recently, it's provided for a consolidated purchasing and installation model that creates compliance, efficiency and value through the bureau of technology services. This ordinance will increase

the yearly not-to-exceed amount from \$1 million to \$2 million to accommodate these new services and greater usage by the city bureaus. Chief procurement Officer Taylor is here to present the ordinance. Good afternoon.

Biko Taylor: Good afternoon, mayor. Good afternoon, Commissioners. He/him pronouns. This measure is essentially put forward to provide greater flexibility for our BTS bureau. The first year exceeded the plan by \$466,000. We encumbered \$1 million in year one, and we have POs for \$466,000 over that \$1 million. So based on that trajectory, BTS requests additional spend under this blanket agreement for the final two years of the agreement. So, essentially, we're providing a just in time source for BTS to source items such as I.T.. Hardware and other item that are needed on BTS citywide projects including electrical, lighting, data communication and security products.

Wheeler: Thank you, Director Taylor. Commissioner Hardesty.

Hardesty: Thank you, mayor. Thank you, director Taylor. My understanding is this is really because of a significant increase in data usage because of the zoom world we've lived in for the last, what, 20 months now?

Taylor: Yes, that's a contributing factor, Commissioner Hardesty. That's correct.

Hardesty: Thank you so much. That's my only question.

Wheeler: Okay, very good. Any further questions? Keelan, do we have any public testimony on this emergency ordinance?

Clerk: No. No one signed up.

Wheeler: Very good. Please call the roll.

Clerk: [roll call]

Wheeler: Thank you, director Taylor. The ordinance is adopted. Next up, item 748, that is a second reading.

Clerk: Amend human resources administrative rule, funeral and bereavement leave to define and clarify eligibility for leave.

Wheeler: So we took public testimony on this item, we heard a presentation during the first reading. Is there any further business on this item? Seeing none, please call the roll. [roll call]

Clerk: Mapps.

Mapps: I just want to thank all the staff who worked on this important item and thank everyone who gave testimony on this. I think that this reform makes our city more just and more humane, and for those reasons I vote aye.

Clerk: Rubio.

Rubio: I want to thank the mayor HR Staff and other city employees and groups who participated and co-created this policy. It's great to see there are real ways that reflect how we form families and relationships. So for that reason I support it, and I vote aye.

Clerk: Ryan.

Ryan: Yes. Thank you for the work last week that was brought forward. It was very relevant and kind of surprising that this hasn't been passed years ago. So anyway, about time. I vote aye.

Clerk: Hardesty.

Hardesty: I want to thank Ashlie for her follow-up with some of the questions that I had last week about financial impact, and it is correct that it will have financial impact in some bureaus more so than others. But I want to be really clear, this is absolutely the right policy at the right time for the right city, and I am 100% in favor of adopting this ordinance. I'm happy to vote aye.

Clerk: Wheeler.

Wheeler: Thought it was a great presentation, and I appreciate our employees bringing it forward. I vote aye. The ordinance is adopted. Next item, 749, please.

Clerk: Accept Portland bureau of transportation's way to go plan, a transportation demand management strategy to advance mobility, climate and equity goals.

Wheeler: Commissioner Hardesty?

Hardesty: Thank you, mayor. I'm going to move this item back to my office.

Wheeler: Without objection. And with that, colleagues, we will reconvene this afternoon not at our usual time, we reconvene this afternoon at 3:30 p.m. Until then, we are adjourned.

At 12:14 pm, Council recessed.

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. The official vote counts for council action are provided in the official minutes.

Key: ***** means unidentified speaker.

October 13, 2021 3:30 p.m.

Hardesty: Thank you very much. Session to order. Please call the roll.

Clerk: Good afternoon, commissioner. [Roll call, Ryan and Wheeler absent]

Hardesty: For the record i believe the settlement agreements with the department of justice are ongoing so the mayor and commissioner are excused for this afternoon's session. If we could get legal counsel's advice please.

Naomi Sheffield: To participate in council meeting you may sign up in advance with the council clerk's office for communication to briefly speak about any subject and sign up for public testimony on resolution authorization or first reading and there's a description how to sign up for testimony upon public meetings and when testifying state your name for the record and your address not necessary. Please disclose if you are a lobbyist and if you're representing an organization identify it and individuals usually have three minutes to testify and when your time is up the providing officer will ask to you conclude and interrupting others or failing to conclude when asked will not be allowed. If there are disruptions a warning will be given that the person may be placed on hold or objected from the remainder of the meeting. Be aware all council meetings are recorded.

Hardesty: Thank you very much. I believe we have one agenda item this afternoon. Please read the item.

Item 750

Hardesty: Commissioner Mapps

Mapps: Thank you Commissioner Hardesty and Commissioner Rubio. I suspect the presentation we are about to hear will be one of the highlights of your week. I know i have

been looking forward to this moment for months. We are here today to hear a request from the bureau of environmental service to recognize the three young Portlanders who won this year's regional coalition for clean rivers and streams student video contest. The regional coalition for clean rivers and streams is a partnership of the municipal agencies in Washington, Multnomah and Clackamas counties dedicated to educating the public about the impact of stormwater on our rivers and streams. For the past two years, the coalition has invited Portland area middle and high school students to create original videos on how our daily actions impact rivers and streams. Here to tell us more about this year's winners, we have Megan Hanson, an educator with environmental services clean rivers education program. Welcome, Megan. Please introduce us to these students and wonderful films.

Megan Hanson: Thank you so much Commissioner Mapps. My name is Megan Hanson with the clean rivers education program with environmental services. And soon we will introduce the student award winners. I am going to share my screen and tell you a little bit more about the River Starts Here video contest. The coalition for clean rivers and streams is a partnership with municipalities across Multnomah and Washington and Clackamas counties and we're all dedicated to educating the public about the impact of stormwater on our rivers and streams. In 2021, the coalition launched the second annual River Starts Here video contest. The contest was open to middle and high school youth and students were invited to submit original videos on how our daily actions impact rivers and streams. The contest had multiple categories. In the section of clean water actions categories, students could submit videos about active transportation minimizing pollution from driving and maintaining vehicles. They could submit under the category of rivers are also drinking water, reducing storm water pollution down our drains for clean drinking water. Climate change. Taking action to stop climate impacts on salmon in our waterways. Leave no trace. Protecting rivers while enjoying the outdoors. And new to this year's contest was a category on community story telling which we were thrilled to add to the contest this year. And it was to highlight the work of a community organization that's working for clean rivers and streams. And these organizations could be working on environmental justice issues protecting water ways or engaging people in the outdoors. And \$500 awards were presented for the best clean water action video, best BIPOC filmmaker and the people's choice award during a one-week period in June students rallied

friends and families to vote for their video and while it was a regional contest we're thrilled three portland students were winners of \$500 awards for their original video submissions. I'd love to introduce our award winners. The winner for the best bipoc filmmaker was presented to K. (Kingston) Bonneau from portland's harriet tubman middle school and i don't think K. was able to join us today but you will see the video soon. The people's choice award was presented to Shea Stephens from grant high school with the video keep our rivers clean. And the award for the clean water action leave no trace went to Liliana Jacobsen a home school student with a video called don't litter, be better. I'm going to stop sharing my screen i would love to introduce Liliana and Shea. If you don't mind unmuting, Liliana first, and soon we'll be watching your video.

Lilian Jacobsen: Okay. Hi. I'm liliana.

Hanson: Do you mind telling us what grade you're in.

Jacobsen: I'm in eighth grade.

Hanson: Fantastic. Why did you decide to join the contest?

Jacobsen: I like to make movies. They're really fun for me to make and to be able to influence people is fun too. I don't know. It's interesting and fun to do.

Hanson: Wonderful, thank you. I'd like to introduce Shea, if you are able to introduce yourself.

Shea Stephens: Shea Stephens, a senior at grant high school. Yeah.

Hanson: Wonderful. We'll have a chance if any commissioner have questions or thoughts for our award winners and wondering if we could now present the videos. We'll watch all three in succession. They're each about 54 seconds.

K Bonneau: My name is K and I go to harriet tubman middle school and I'm about to complete my first full year of being in the Blueprint. I love taking pictures in nature and seeing things in their natural state. Blueprint foundation has been a good opportunity to go out into nature and also help save it. I love being able to enjoy outdoors while helping our environment and the earth. I also enjoy learning new things and exploring our waterways, including the columbia slough, Willamette river, Columbia river, sandy river and johnson creek. I'm also getting to meet a lot of cool people and make connections. I feel like the

relationships i'm making and the work i'm doing will stay with me and impact the rest of my life.

Shea Stephens: Portland is known for its beautiful landscapes and fresh water. In fact, 32 bottling companies are located in Oregon alone. But it wasn't always like this. The Willamette river used to be one of the most polluted in the nation at one point containing sixty-five harmful chemicals. In recent history there's been many efforts to clean the area up and they were mostly successful. But what can we as individual community members do to pollute less and make our water clean and sustainable for future generations? It all starts with what we put in the water, what we flush down toilet, what we wash our cars with and what we kill our weeds with. When we use toxic chemicals in our water they eventually end up in the Columbia river. Things like medications, heavy metals, motor oil and other chemicals need to be recycled elsewhere and some places even do it for free. Do your part and keep our rivers clean.

Liliana Jacobsen: Do you ever litter or forget about your trash? You might think it's fine if you just do it once, right. Wrong. If every single person in the entire world littered and threw away at least one piece of trash that would be about 7.9 billion pieces of trash. And a lot of that trash would go into our rivers, streams and oceans where animals live and eat and can get struck in the trash. So whenever you're about to litter, remember this video and be better.

Hanson: These students should be commended for their work and I will just remind you the students took this on while our education system was in online and hybrid mode. It wasn't just a school project assigned to them. This was truly self-motivated and we're very proud of them. My job is to lead classroom field trip programs and anytime i'm working with students i tell them we have a lot to teach adults. Students can teach so much to our community members and they are the voices that will be our leaders in the future and i think these students are representative of the hope that we have for the dedication and the positive message we can send out to the community. We are here to honor these students and recognize their creative and original videos. And the important messages they have for our whole region. I want to say thank you and i will turn it back to you, commissioner Mapps. That's the presentation i have and congratulations, students, we're very proud. And thank you it's not easy to step away from school to even join city council. Thank you.

Mapps: Absolutely. And thank you Megan for stewarding this project forward. I want to take a moment to express my gratitude to Lilliana and Shea and everyone who participated in this video contest. I'm the commissioner in charge of bureau of environmental services and you did a great service to me and everyone else who works at environmental services. You helped tell our story a lot of the work we do is fundamentally about trying to keep our rivers and lands clean. This is often invisible work for most Portlanders and a lot of what we try to do is educate our friends and neighbors why that's important and what each and every one of us can do in order to keep our rivers clean and our lands pristine. The videos you made for us today are an important step in this direction. I believe most you will have a chance, not sure about Shea, to participate in the video contest again in the future. I sure hope you will. I can't wait to get these up online so we can brag about you and help tell the story of environmental services here in portland. Thank you very much.

Hardesty: Thank you very much, megan and students. I was so impressed with the shortness of the video and I'm going to come back and ask questions about that because the messages were so clear and they were very short which says a lot of about our attention span these days. I see commissioner rubio's hand up.

Rubio: Thank you Commissioner Hardesty. Thank you Megan, I want to start off by saying how impressed I am with Shea and Lilliana. We're so very proud to have you represent our city at this regional contest and we're so lucky to have such talented and active student advocates in our community. It's clear have you a lot of dedication to our natural environment. It's very evident, as is your creativity. And you get right to the point. I can't wait to see you all continue advocating for what's important and especially now because we're all in this climate emergency. I know the bureau of environmental services and other environmental and climate focused bureaus are all thinking the same thing right now, and that's how can we stay connected to you both to recruit you both to work for us in the future because we all know how important your voices are for the future of environment and also for climate action here at the city. So again, i just want to say thank you for your wonderful work and congratulations on this very amazing accomplishment.

Hardesty: Thank you commissioner rubio. Very well said. Both videos had a clear message and spoke directly to the core of the issue. I'm curious, i'll ask Shea first. I'm curious how did you focus so directly in the short period of time that you had?

Stephens: Well, I had to use every bit of video with the same amount of voice to jam as much as I could in the 59 second time slot. When i was editing, all the information I wanted was over five minutes long so it took me a while to shove it all into one package.

Hardesty: You did a remarkable job. Thank you. And Liliana, your message was clearly about the climate crisis we're in. I just loved how you used the natural environment so effectively. Do you take pictures as well? Do you consider yourself a photographer as well as a filmmaker?

Jacobsen: I'm not quite sure. I don't take many pictures, actually. I mostly make videos and movies. It was interesting though because i actually had too much time. I had to just lengthen it out.

Hardesty: Interesting. Wow. Well, if you two represent the talent of students in the city of portland, we're doing a really good job. We are really grounding people in where we are as a community but more importantly in where we want to go. I'm so impressed with your clarity. I wish i had that clarity at your age. Thank you, thank you, thank you. Megan, what a joy you are to be able to identify this kind of talent all across the region and like commissioner mapps, i bet you had some fabulous entries that we don't get to see. I would love to figure out how we showcase those young people as well even though they didn't win. I just can't wait to see what they produced and how we can elevate those voices as we continue to develop public policy that is so critical at this moment especially about climate mitigation, transit justice and more equitable fair and transparent cities. You guys are light years ahead of where i was at that age.

Hanson: We are excited to start sending out the materials for next year's video contest at the beginning of november. So we'll have another host of amazing artists join the ranks of filmmakers of importance in the city and i'll go back to the regional coalition to inquire how to get all the videos. The river starts here dot-org is where the contest information is with the other award-winning videos from other jurisdictions. That's another place i can share.

Hardesty: I think i can speak for my colleagues when i say we want to help elevate those voices. However we can be helpful. We don't want to step on toes but make sure the voices are out in the public sphere.

Hanson: I couldn't agree more and it's a highly collaborative close partnership among quite a few municipalities. There's a lot of shared vision and effort and we all have a shared mission of getting the word out about protecting clean water and so it's a pretty important and easy message to get behind.

Hardesty: Let me say i work with all the jurisdictions in my role as transportation commission and i have never seen anything more spectacular come out of a regional collaboration so i look forward to seeing what's next. Well done. Megan, well done. Commissioner mapps and well done, students. I can't wait to see what's next. Is there any public testimony? Megan?

Clerk: This was a presentation so we didn't have any sign up for this.

Hardesty: Excellent. Well, if there's nothing else for the good of the order, i say we are adjourned. Thank you once again, all. Have a great afternoon and again, well done everyone. Thank you.

Council adjourned at 3:52 p.m.