



July 20-21, 2022 Council Agenda

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City Hall - 1221 SW Fourth Avenue, Portland, OR 97204

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Questions may be directed to councilclerk@portlandoregon.gov.

Disposition Agenda

Audio Recordings

Wednesday, July 20, 2022 9:30 am

Session Status: Recessed

Council in Attendance: Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Former Commissioner Jo Ann Hardesty

Council convened at 9:52 a.m.

Council recessed at 10:45 a.m. and reconvened at 11:14 a.m.

Mayor Wheeler presided. Commissioner Rubio presided at 11:54 a.m.

Officers in attendance: Anne Milligan, Deputy City Attorney; Matt Farley, Senior Deputy City Attorney; Keelan McClymont, Council Clerk

Item 639 was pulled from the Consent Agenda and on a Y-4 roll call (Mapps absent), the balance of the Consent Agenda was adopted.

Council recessed at 12:26 p.m.

Communications

631

[Request of Takara Rahalski to address Council regarding a ban on foie gras](#) (Communication)

Document number: 631-2022

Disposition: Placed on File

632

[Request of Ronald Brown to address Council regarding homeless issues](#) (Communication)

Document number: 632-2022

Disposition: Placed on File

633

[Request of Clair Coy to address Council regarding a towing concern](#) (Communication)

Document number: 633-2022

Disposition: Placed on File

634

[Request of Leonard Hayes to address Council regarding homeless hygiene](#) (Communication)

Document number: 634-2022

Disposition: Placed on File

635

[Request of Hayden Alexander to address Council regarding Portland elected official](#) (Communication)

Document number: 635-2022

Disposition: Placed on File

Time Certain

636

[Accept the Locally Preferred Alternative for the Earthquake Ready Burnside Bridge design as defined in the Supplemental Draft Environmental Impact Statement and direct further actions](#) (Resolution)

Document number: 37582

Introduced by: Former Commissioner Jo Ann Hardesty

Bureau: Transportation

Time certain: 9:45 am

Time requested: 20 minutes

Disposition: Adopted As Amended

Motion to accept proposed amended resolution: Moved by Hardesty and seconded by Wheeler. (Y-4)

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

637

[Amend Trees Code to improve clarity, efficiency, and outcomes of tree regulations \(amend Title 11\)](#) (Ordinance)

Introduced by: Commissioner Carmen Rubio

Bureau: Parks & Recreation

Time certain: 10:05 am

Time requested: 20 minutes

Disposition: Referred to Commissioner of Public Utilities

Consent Agenda

638

[*Create two new non-represented classifications of Investigative Crime Analyst and Digital Forensics Examiner and establish compensation ranges for these classifications](#) (Emergency Ordinance)

Document number: 190928

Introduced by: Mayor Ted Wheeler

Bureau: Human Resources; Management and Finance

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

639

[*Create two new non-represented classifications of Public Environment Transition Director and Public Environment Management Office Incident Command Manager and establish compensation ranges for these classifications](#) (Emergency Ordinance)

Introduced by: Mayor Ted Wheeler

Bureau: Human Resources; Management and Finance

Item 639 was pulled from the Consent Agenda for discussion.

Disposition: Referred to Commissioner of Finance and Administration

640

[*Pay property damage claim of Kimberly Superneau in the sum of \\$8,660 resulting from a motor vehicle collision involving the Bureau of Transportation](#) (Emergency Ordinance)

Document number: 190929

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue and Financial Services; Risk Management

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

641

[*Authorize an Intergovernmental Agreement with Washington County for the administration and collection of the Countywide Transportation Development Tax and the Transportation Impact Fee \(repeal Ordinance No. 164372; amend Administrative Rule TRN-9.06\)](#) (Emergency Ordinance)

Document number: 190930

Introduced by: Former Commissioner Jo Ann Hardesty

Bureau: Transportation

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

642

[Authorize Intergovernmental Agreement with Oregon Department of Transportation for stormwater drainage facility improvements for the US 26 \(Powell Blvd\): Outer Powell Stormwater Improvements Project for an estimated cost of \\$495,000](#) (Ordinance)

Document number: 190931

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Second reading agenda item 616.

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

643

[*Authorize an Agreement in the amount of \\$58,000 with the Water Research Foundation for the Enhancing Drinking Water Treatment Resilience to Wildfire Events Project](#) (Emergency Ordinance)

Document number: 190932

Introduced by: Commissioner Mingus Mapps

Bureau: Water

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

644

[Amend Cooperative Utility Agreement with the Oregon Department of Transportation for the US 26 Powell Blvd: SE 122nd Ave - SE 136th Ave Project in the amount of \\$372,951 \(amend Contract No. 30006627\)](#) (Ordinance)

Document number: 190947

Introduced by: Commissioner Mingus Mapps

Bureau: Water

Disposition: Passed to second reading

Passed to second reading July 28, 2022 at 2:00 p.m.

645

[*Authorize Intergovernmental Agreement with Multnomah County Department of Health Services for enforcement activities of specified animal regulations not to exceed \\$64,506 in FY 2022-23](#) (Emergency Ordinance)

Document number: 190933

Introduced by: Commissioner Carmen Rubio

Bureau: Planning and Sustainability

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

646

[Waive Street Tree Planting Standards Code on SW 10th Ave between Jefferson St and Main St for the approved additions to the Portland Art Museum \(waive Code Section 11.50.060\)](#) (Ordinance)

Document number: 190934

Introduced by: Commissioner Carmen Rubio

Bureau: Parks & Recreation

Second reading agenda item 619.

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

647

[Approve Council Minutes for November 3, 2021 - March 30, 2022](#) (Report)

Document number: 647-2022

Introduced by: Former Auditor Mary Hull Caballero

Bureau: Auditor's Office; Council Clerk

Disposition: Approved

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

Regular Agenda

648

[Update the City of Portland Sustainable Procurement Policy \(amend ADM-1.09\)](#) (Resolution)

Document number: 37583

Introduced by: Mayor Ted Wheeler; Commissioner Carmen Rubio; Former Commissioner Jo Ann Hardesty

Bureau: City Attorney

Time requested: 15 minutes

Disposition: Adopted

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

649

[*Pay settlement of Cory Elia and Lesley McLam bodily injury lawsuit in the sum of \\$55,000 involving the Portland Police Bureau](#) (Emergency Ordinance)

Document number: 190935

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue and Financial Services; Risk Management

Time requested: 15 minutes

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

650

[*Pay settlement of Gabriel Watson employment lawsuit in the sum of \\$93,291 involving Portland Fire & Rescue \(Emergency Ordinance\)](#)

Document number: 190936

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue and Financial Services; Risk Management

Time requested: 15 minutes

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

651

[*Authorize grant agreements with four nonprofit neighborhood District Coalitions to support Neighborhood Associations, the Neighborhood Small Grant Program, and for insurance for Neighborhood Associations and eligible community groups supported through City-run offices](#) (Emergency Ordinance)

Document number: 190937

Introduced by: Former Commissioner Jo Ann Hardesty

Bureau: Office of Community & Civic Life

Time requested: 10 minutes

Previous agenda item 630.

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

652

[Rename NE Halsey St Ramp over Interstate 84 to NE Halsey St and rename adjacent portions of NE Halsey St to NE Jonesmore St and NE 81st Ave](#) (Ordinance)

Document number: 190938

Introduced by: Former Commissioner Jo Ann Hardesty

Bureau: Transportation

Second reading agenda item 624.

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

653

[*Authorize competitive solicitation and contract with the lowest responsible bidder and provide payment for construction of the S Bancroft & S Texas St Sewer Rehabilitation project, Project No. E11504, for an estimated cost of \\$1,770,000](#) (Emergency Ordinance)

Document number: 190939

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Time requested: 10 minutes

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

654

[Authorize one or more competitive solicitations for professional, technical, and expert services price agreements in support of Portland Parks & Recreation Capital Improvement Program for a total amount not to exceed \\$17,900,000](#) (Ordinance)

Document number: 190942

Introduced by: Commissioner Carmen Rubio

Bureau: Parks & Recreation

Time requested: 5 minutes

Disposition: Passed to second reading

Passed to second reading July 27, 2022 at 9:30 a.m.

655

[Authorize grants from the Portland Clean Energy Community Benefits Fund for total amount not to exceed \\$121,964,895](#) (Ordinance)

Document number: 190941

Introduced by: Commissioner Carmen Rubio

Bureau: Planning and Sustainability

Second reading agenda item 628.

Disposition: Rescheduled

Rescheduled to July 20, 2022 at 2:00 p.m.

Four-Fifths Agenda

655 - 1

[*Pay settlement of Dan Buckner employment lawsuit in the sum of \\$60,000 involving Portland Fire & Rescue](#)
(Emergency Ordinance)

Document number: 190940

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue and Financial Services; Risk Management

Time requested: 15 minutes

Disposition: Passed

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Absent

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

Wednesday, July 20, 2022 2:00 pm

Session Status: Adjourned

Council in Attendance: Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Former Commissioner Jo Ann Hardesty

Commissioner Mingus Mapps

Mayor Wheeler presided.

Commissioner Ryan arrived at 2:05 p.m.

Officers in attendance: Adrienne DelCotto, Deputy City Attorney; Keelan McClymont, Council Clerk

Council recessed at 4:26 p.m. and reconvened at 4:40 p.m.

Council adjourned at 5:10 p.m.

Time Certain

656

[Adopt the Climate Emergency Workplan 2022-2025 as Portland's Climate Action Plan](#) (Resolution)

Document number: 37585

Introduced by: Commissioner Carmen Rubio

Bureau: Planning and Sustainability

Time certain: 2:00 pm

Time requested: 2 hours

Disposition: Continued

Vote called. (Y-5)

Motion for reconsideration to rescind the vote and keep the record open until the item comes back to Council on August 24 at 9:55 a.m.: Moved by Rubio and seconded by Hardesty. (Y-5)

Oral record is closed. Written record will remain open until August 24, 2022 at 9:55 a.m.

Written testimony may be submitted at cctestimony@portlandoregon.gov.

Regular Agenda

656 - 1

[Authorize grants from the Portland Clean Energy Community Benefits Fund for total amount not to exceed \\$121,964,895](#) (Ordinance)

Document number: 190941

Introduced by: Commissioner Carmen Rubio

Bureau: Planning and Sustainability

Previous agenda item 655.

Disposition: Passed As Amended

Votes: Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

Thursday, July 21, 2022 2:00 pm

Session Status: Cancelled

Time Certain

657

[*Readopt remanded Ordinance No. 189807 to restrict bulk fossil fuel terminals \(amend Title 33\)](#) (Emergency Ordinance)

Document number: 190978

Introduced by: Commissioner Carmen Rubio

Bureau: Planning and Sustainability

Time certain: 2:00 pm

Time requested: 2 hours

Previous agenda item 603.

Information found at <https://www.portland.gov/bps/planning/fossil-fuel-zoning/about-fossil-fuel-terminal-project>.

Disposition: Postponed

Postponed to August 24, 2022 at 2:00 p.m. Time Certain.

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.

July 20, 2022

9:30 a.m.

Wheeler: Good morning everybody. Sorry for the delay. This is July 20th, 2022. This is the morning session of the Portland city council. Good morning. Sorry for the delay. Please, call the roll.

Clerk: Hardesty.

Hardesty: Here.

Clerk: Mapps. Rubio

Rubio: Here.

Clerk: Ryan

Ryan: Here.

Clerk: Wheeler

Wheeler: Here. And we'll turn it over to the legal counsel.

Anne Milligan: Good morning. Welcome to the Portland city council. City council is holding hybrid public meetings in addition to electronic attendance. If you wish to testify before council in person or virtually, you must sign up in advance by visiting the council clerk's web page at www.Portland.gov/council/agenda. You may sign up for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions, reports, or the first readings of ordinances. They may occur

from one of several locations including the city council chambers and the love joy room in city hall and the Portland building. Written testimony may be submitted at cc@Portland.gov. Your address is not necessary, please state your name for the record. Please close if you are a lobbyist. If you are representing an organization, please identify it. For testifiers joining virtually, please unmute yourself once the council clerk calls your name. The presiding officer preserves decorum so that everyone can feel welcome, comfortable, respected, and safe. The presiding officer determines the length of system. Individuals generally only have three minutes to testify unless otherwise stated. A timer will indicate when your time is done. Disruptive conduct such as shouting, refusing to conclude your testimony when your time is up, or interrupting others' testimony or council deliberations will not be allowed. If there are disruptions, a warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. After being ejected, a person who fails to leave the meeting is subject to arrest for trespass. Additionally, council may take a short recess and reconvene virtually.

Wheeler: Thank you very much. First up is communications. First, item 631.

Clerk: Request of Takara Rahalski to address council regarding a ban on foie gras.

Takara Rahalski: I am asking for your support on a proposed ordinance to ban the sale of foie gras in Portland. I know that you have heard from many about this issue over the past few months and so with the other Portland residents who have spoken before, we are asking you to take action on this ordinance. As you know, the production of foie gras which can be described as a luxury food is a cruel is inhumane practice. Animals are force fed amounts of grain and fat to produce this product for human consumption. Current Oregon law protects animals for capable of feeling pain and stress. This ban would be a simple extension of these existing laws. Because of the animal cruelty, environmental impacts, and human health risks involved in the foie gras industry, it's already been banned in new York city and the entire state of California. This ordinance will fund a clear message to the world about Portland humane values. This initiative is

supported by over 50 Portland-based restaurants and these business owners have expressed how a ban on the force fed foie gras would help support the Portland food. The city has the ability to put this ban in place just like it was able to do in banning plastic bags, Styrofoam containers, so this isn't a matter of can you do it but rather will you do it. So if the city council cannot figure out how to ban the sale of a problematic product, there's very little hope for much larger, more complicated issues that we're currently facing. We know that you can ban the sale of foie gras. We just need the city council to show us that you can solve the little problems so you can give us hope for the larger ones. Thank you for your time and considering this report from the Portland residents.

Wheeler: Thank you. Next item. 632.

Clerk: Request Ronald Brown to address council regarding homeless issues.

Wheeler: Good morning.

Clerk: I think they were planning to be in person, so it looks like they're not here.

Wheeler: If Ron shows up we'll let him speak. Next individual, item 633.

Clerk: Request of Claire Coy to address council regarding a towing concern.

Wheeler: Hi, Clair.

Claire Coy: Good morning. Sorry. I had to turn that light off so you could hopefully see me.

Wheeler: We can hear you but we can't see you.

Hardesty: We can see you.

Wheeler: Oh, yeah. Good.

Coy: Let me know when it's time to go.

Wheeler: Go ahead. Right now. You sound great.

Coy: Okay. On March 6th, my daughter's car was towed from Wimbledon square apartment. She'd gone with a friend and was taking her to the hospital. When she submitted the complaint regarding the tow in the hearings office she listed it as a.d.a..

Nonetheless, when she returned the car was gone. The reason I'm writing is there were so many wrongs in this scenario including but not limited to how the hearings officer handled the complaint. Evidently the lot she parked in only had two signs. One was placed on the wrong side of the driveway, so on the exit side and about 2' off the ground surrounded by bushes. The other sign was in the lot. There might have been two others that were on opposite ends of the lot and unless you were anywhere near one, you wouldn't know you couldn't park there. I had spoken to the hearings office and they explained there should be three spots. I sent them pictures of where the signs were in my complaint. When they responded, they were unable to confirm my allegation as insufficient signage. I asked if they had seen my pictures. They said they do, but they wouldn't be able to truly tell without sending someone to the site and they just couldn't make that happen. I was speaking to Timothy Moore, the towing program coordinator. I expressed my frustration to him because why should the company make a killing because they don't follow a proper code just due to the fact they're lucky there's staffing shortages at the city level. I'm asking for not doing a thorough investigation due to the staffing shortages. Ken Moore did confirm if they were able to send someone out, they would have been able to personally verify if there was improper signage. But sadly due to the staffing, they couldn't. I just can't leave this as "sorry, honey, the city's short people so I guess you have to pay" because it's simply unjust. If the city doesn't have to follow the rules due to staffing, the citizens should not be victims due to the shortage. Citizen rights when codes from private property rules. I can provide those specifics. I was able to clearly illustrate the two rules that were violated in my complaint to the hearings office as well. I have been told if the tower violated these rules, a refund would be given. Can you please direct me if not the council as to where to address this Timothy Moore recommended that I come here. That is all.

Wheeler: So, first of all, thank you for your testimony. None of us on the council are involved with the hearings, the claims hearings due to potential conflict of interest. You

do not want an elected body doing this work on behalf of the public, but I'm also hearing your concerns and your questions as to where you go next. I don't have a good answer for you right now, but I do have a follow-up question and maybe that will help. So the hearings officer, could you reiterate clearly what the hearings officer told you in terms of adjudicating this issue?

Coy: He told me that they don't have the staffing to be able to go to location and check for proper signage and I said, "well, I've provided the pictures, were you able to see those?" and they said, "we saw your pictures but without being able to send someone out there and investigate, we just can't -- I'm sorry. We just don't have the staff to do that." very clearly --

Wheeler: What was the total fine from the city's perspective?

Coy: It was -- hang on. I'm sure I've got a copy. I believe it was \$290. I'd have to get the exact.

Wheeler: That's not a problem. So why don't you do this, e-mail my office. I'm obviously the mayor. I can't promise you anything, and I will also seek the guidance of our legal council to make sure I'm not getting into a quasi judicial standard. Again, it's with those caveats. I would like to be helpful. And I appreciate you being here and I understand your frustration and I can tell you're frustrated about it. Send it to my office and just put "urgent or for ted Wheeler to be sure I get it.

Coy: And what am I providing to you?

Wheeler: Just as much of the basic information as you can. 634, please. Next individual.

Clerk: Request of Leonard Hayes to address council regarding homeless hygiene. They were planning to be in person and I don't think they're here.

Wheeler: All right. We'll move on then to 635.

Clerk: Request of Hayden Alexander to address the council regarding a Portland elected official. I don't think they've joined the meeting.

Wheeler: First time certain item number 636. We started a little late.

Clerk: Accept the revised preferred alternative for the earthquake ready burnside bridge design as defined in the supplemental draft environmental impact statement and direct further actions.

Wheeler: Colleagues, today, we continue our discussion of the burnside bridge modernization process. Since our meeting last week, my office worked with commissioner Hardesty to develop some additional conditions for the project. Commissioner Hardesty, thank you for your partnership and your hard work on this. Would you like to describe the changes in the substitute proposed resolution and make a motion.

Hardesty: Thank you, mayor. It has been a pleasure to work with you on this amendment. Here are the details of the amendment that we will be moving forward. So the details relate to specifically to conditions to the l.p.a. For the pedestrian bicycle facilities on the bridge to be no less than 17' and that ramps are required for a.d.a. Facilities to connect the east bank esplanade. With these conditions on the eqrb including the bridge section shown in exhibit b.

Wheeler: Yeah. And that concludes the substitute.

Hardesty: I move that we accept the substitute resolution for item number 636.

Wheeler: I'll second that. Any further discussion on the part of the council regarding this substitute? Seeing none. Please call the roll.

Clerk: Hardesty.

Hardesty: Aye.

Clerk: Rubio.

Rubio: Aye.

Clerk: Ryan

Ryan: Aye.

Clerk: Wheeler

Wheeler: Aye. The substitute's now on the table. Commissioner Hardesty, I'll turn it to you for some additional remarks and introduce today's presenters.

Hardesty: Thank you, mayor. And thank you, community. This, we should be excited today. This is a project a long time in the making. The burnside ready bridge project is a major interest nationally, locally, and to us as to ensure that when the earthquake comes, we will have a bridge that will withstand that incident. I will also say that for this city council, we want to make sure that during an emergency, that bridge is accessible for any and all people that need it. That's why a ramp is so vital to us as supporting this bridge. I will also say because we know we're in a climate crisis and people will be using multimodes of transportation to utilize the burnside bridge in this day-to-day operations, we want to make sure that bicyclists and walkers and everyone who uses the bridge can use it in a safe, reliable way. And we do believe that shortening the span for a bicyclist will put bicyclists in danger. It is so fabulous to be working with incredible folks both at the county, at pdot and with the mayor's office to really make sure we are united in our vision of what's possible with this project. I want to make sure I've spoken many times with commissioner Vega Peterson about the importance and the city's commitment to this effort and I want to remind my colleagues because some weren't here, when the city commit all of this revenue from the department of motor vehicles to support this bridge and this was done before I was transportation commissioner, but I want to make sure that our financial investment is really clear that we have a financial stake in doing this bridge right. I think now I should -- am I turning it over to staff at this moment, mayor?

Wheeler: Yes.

Hardesty: Yes. I see I have Sharon Daleo from the Portland bureau of transportation who is going to present a slide show to us about what we're going to vote on in just a few minutes. Thank you so much, mayor. And, take it away.

Sharon Daleo: I'm actually going to turn it over to Megan Neill to start with the county's presentation and she will hand it back over to me.

Hardesty: My apologies. My notes are in very small print, so I missed that whole part. Megan, it is my pleasure to welcome you to the Portland city council. I understand you will do the first part of the presentation and then you'll turn it over to Sharon. Thank you both.

Megan Neill: Thank you, mayor Wheeler and city commissioners. I just want to confirm you guys can see my screen right now? Great. Good morning everyone. My name is Megan Neill, I'm the project's manager for the burnside bridge earthquake ready project. We're very pleased to have this opportunity to have the city endorse all the work that we've done today collaboratively with the city. So I know we don't have a lot of time so I'll be very brief. I just want to review what is included in the locally preferred alternative, provide a brief summary of the comments that we received on the supplemental draft environmental impact statement that disclosed the refinements and then I'll hand it over to my colleague at the city Sharon Daleo to talk a little bit more in depth about some items as a preferred alternative and provide some updates to the developments around the ramp connection from the bridge to the esplanade. I just want to briefly remind council that we were in front of this group back in December where we reviewed the cost-saving refinements that the county was considering adopting for the alternative. And also we were happy that council approved the i.g.a. Amendment to support staff to continue to work on this project with the addition of the supplemental draft environmental impact statement. Just a reminder where we are with our schedule, we are wrapping up the environmental review phase. The green bar there, we are hoping to publish our final environmental impact statement by the end of this year. We will be rolling into the design phase given that we are funding that phase through the vehicle registration fee that commissioner Hardesty mentioned. And should they be successful, we hope to begin construction as early as 2025 with having

something open to traffic. Next, I'd like to review what is the alternative. Up on the screen, we have two images showing various structure types. I'll just walk through them briefly. On the left, we have a tied arch structure type being considered which is a very long span that spans over highly liquefiable soils and on the right, we have a cable supported structure that we're also considering for this eastern span. We're really hoping to engage a contractor in the design phase before we make a decision on which structure type. They'll be able to advise me on which one will be easier to construct and most cost efficient for the project. The removable span of the center of the river, we're asking for a structure type similar to what's out there today and then it's a bit off the page, but for the west structure type, this preserves the open city and the historic district as well as out of that I just wanted to cover. You're probably already aware. But it is a full replacement of the existing bridge. Same touchdown location point as the existing bridge. We are proposing a four-lane bridge rather than the existing five-lane bridge and Daleo will talk a little bit more on the traffic configuration. We're opting to move forward with on that 4-lane bridge. We are also considering a range of 14' to 17' for the bike/ped space. This will be protected by a physical barrier from vehicular traffic just to provide that additional sense of comfort and security as people are using our bridge. And the last three bullets, I've touched on and they're related to the structure types that we are also moving forward with. We published our -- we did extensive outreach last fall about the cost-saving measures leading up to the publication of our supplemental draft in April. We used a variety of publication tools that everyone's familiar with. We are most specially proud of our translation of materials which we translated into six languages and had a number of community engagement liaisons reaching out to culturally specific communities to ensure we get there are feedback on our cost-saving measures. That feedback was shared with our projects policy group and board of county commissioners and both groups may have supported the refinements to the preferred alternative earlier this spring. We did receive many comments. Most

from the city on our supplemental draft environmental impact statement and I think Sharon Daleo will be talking a little bit about what we heard from the city on our refinements to the preferred alternative. We also received a variety of letters in addition to the city from government agencies. We heard from national parks service as well as the environmental protection agency and from our community organizations and individuals, we heard a lot from our historic preservation community as well as our bike/ped community. And, just to wrap up, as a reminder some key next steps. Since we published our supplemental draft e.i.s., we will be working this summer to address comments, finalize publication measures and finalize the e.i.s. By the end of this year. We are currently pivoting to prepare for the design phase by having r.f.p.s on the street shortly for designer and contractor to support design phase services which we hope to start early next year. We will be back in front of council later this fall to seek approval of another i.g.a. Amendment for city staff in support of the design and construction phase. With that I will provide some additional details about our project for you.

Daleo: Great. Thank you, and good morning, mayor Wheeler and commissioners I am going to share my screen. So to the council vote for the locally preferred alternative, we are preparing for council to accept an update on the study. The items that are in bold here so that the lane configuration on the bridge, the pedestrian and bicycle space and the connection to the east bank esplanade is what I will focus on in the coming slides. The city has authority and the lane configuration is a city decision. Our traffic team has reviewed the however, 17' is the minimum for pedestrian of 10' for inside lanes and 11' for outside lanes this is the overall bridge width as shown. Supported by fire and rescue. We've included the conditions and resolutions that commissioner Hardesty noted and the l.p.a. Includes stairs and elevators in the connection to the east bay. How the ramp design development will dove tail with the county project. But to serve people with and woe appreciate the council's direction on this so shifting to the update, I'm going to review the concepts that factor into our key considerations. A key constraint is a shift

that's expected to occur during a catastrophic event due to the liquefiable soils that exist. And this shows where the soil is expected to cause the greatest shift. So any facility would require an extensive soil amendment for support. We have developed four very high-level concepts that are shown in red and I'm going to step through four concepts as I'm talking and can go back to any for questions. These all provide access to these and allow us to share the and one thing I want to note for the ramps is any of these showed on the east side of the bridge will be shared. For instance, we call this a basket concept. We could have this on one side of the bridge with kind of an out and back approach on the other side of the bridge. And then, one last thing that we are considering with the floating portion is the possibility of instead of having it follow along the existing amendment as shown today, modifying it a bit to connect into the base of where the staircase is and this would also help reduce impacts in the water. And then the last concept that's shown here is actually one that is seeming to offer the most opportunity for reduced impacts and lower costs. With the modification that would change this spiral healable part of it and place it on the north side and that would help reduce the amount of work that is needed to be done on that south side where those liquefiable soils are greater. We are beginning to take a closer look at this and hopefully be able to tighten up the cost estimates that I'm going to speak to here in a couple of slides. The last concept that was part of our feasibility and cost analysis was a review of the human access project concept that I think you all had seen previously and due to the fact that the majority of this -- well, actually all of it is within that highly liquefiable soil zone, we've determined that the ramp portion of this is likely feasible due to constructability and cost concerns. It also provides access to the south side of the concerns and on the bridge itself with the concern about people crossing. The toes in the water aspect of this which there's three of showing here, these allow people to have access to the water and those are options that can be paired with any of the ramp concepts that were studied and could be implemented independently of any of those

ramps and in a phased approach. So those are most certainly still a feasible aspect of this project. We're still working on the concepts. But right now the concepts that provide connection to both sides of the bridge to the esplanade are approaching \$90 million. I mentioned we've got some potential ideas to reduce that and I want to note that all of these estimates include a 40% contingency for unknowns and 30% for design and engineering. So a substantial amount of room for tightening up that estimate. So that concludes our presentation. I want to thank you again for your time and we can open it up for questions.

Wheeler: Very good. Colleagues, any questions at this time? Commissioner Hardesty.

Hardesty: Thank you, mayor. I was actually just going to turn it back over to you so that you can facilitate the conversation.

Wheeler: Perfect. If there are no questions at this particular time, we can go to public testimony. Do we have people signed up?

Clerk: We have nine people signed up.

Wheeler: Very good. Three minutes each. Name for the record.

Clerk: First up, we have Andre Lightsey-Walker.

Andrew Lightsey-Walker: Good morning. Thank you so much. For the record, my name is Andre Lightsey-Walker. I'm here on behalf of the street trust. I hope your summer's in full swing and you've been able to enjoy some of our amazing summer activities. This is a particularly special week for me as a pedestrian advocate because right now our neighbors down in Eugene are hosting some of the world's fastest pedestrians. So if you're a fan of athletics, I hope you get the opportunity to go down there and check it out. Track and field aside, I first want to thank commissioner Hardesty for her resolution this morning and for you all moving that forward. I am here to express community concerns surrounding the design of the new burnside bridge, particularly the current ramp access for the walkers and cyclists of our city. The vertical access is a critical design element that will significantly impact how people walking and rolling

experience the bridge and this will likely impact peoples' decision to traverse the bridge other than driving. It encourages multimodal travel and enhances safety for all modes and users. We should not accept stairs and an elevator as a viable connection option. The flowing tributary at the core of our city has been a central point of human connection for the last 10,000 years and has gone by many names over that time. I'm sure we are at a unique point in history and one that will impact our relationship with the bridge in our communities for the next 100 years. So baring that in mind, I ask that you continue to engage around the bridge's design. You not only reflect on the crossing of the river, but also what a meaningful access to the water means for our community and how it can help better connect us to each other and restore our relationship with the powerful Willamette that holds us together. I appreciate your time and enjoy the rest of your day.

Clerk: Next up, we have Scott. I don't think they've joined us yet. Next, we have Willie Levenson.

Wheeler: Good morning, Willie. Congratulations on yet another successful big float. Well-done.

Willie Levenson: In thank you. Appreciate it. It was a great day. Thanks for coming out, commissioner Rubio, and sorry you couldn't make it, commissioner Ryan.

Wheeler: Bobby was there.

Levenson: He was. We had a good showing, for sure. So my name is Willie Levenson, I'm with human access project. It's great being back in city hall. City hall's open for business. It's great. And its fun being here witnessing. It feels like a call-in talk show with everybody coming in. So the work of human access project is cultural change. We've had organization now for twelve years and it can be difficult to measure cultural change. We want to look at just the big float in of itself. First year we did it is either a lark or irrelevant. Twelve years later, when we put the bow on it, people are missing it and asking for more. With anything else, the big float has brought us that from an

investment standpoint, travel Portland was one of our sponsors this year. They did an Instagram post for the big float a few days ahead of time. It was the third most-liked post that they did for the entire year. That shows presumably that the travel Portland audience cares about access to the Willamette. But I'm here today to really mostly let the county now I think more than the city because I have a very good relationship with the city and its process. We feel heard and collaborative. I have yet to have a meeting with the county. Mike pollen was a conduit. Now he's gone. I want to thank commissioner Hardesty, Derek in particular for navigating the process to get a ramp on the table. It's, again, surprising that it was such a hard process particularly considering that the county was really looking at this through a strict equity lens and the public outreach process was clear. I also think that and also thanks to Sharon Daleo and Patrick sweeney from pdot. This ramp should be a county cost. There were spots they're building a bridge; they are responsible for doing an a.d.a. Resolution. And just shows the direction we want to do because ultimately, the city asked to approve it, but I think that's money the county should have spent. I hope you keep that in mind that it might be one thing to contribute to this, but this is something the county I believe should be paying for. Ultimately, as far as the access component, I was really happy with the cost estimate. I have no idea what these things cost from the toes in the water standpoint. I was expecting it might cost \$30 million or \$40 million. So the fact it cost \$9 million to create a new park, essentially side gets denser, we will not be able to add more green space. This is our city's blue space and being able to create a ramp connection that's red carpet to our blue space is critical. So continuing to work with parks and recreation and we'll be talking more, commissioner Rubio. And then ultimately the other thing we were talking about mitigation. I just want to get on every bodies' radar. Audrey McCall beach is being something that's being driven out. But it's an opportunity to have mutual banking to have a revenue neutral way to create a first class world class beach park in

the omsi district and help leverage that as well. Thank you so much and for all the other advocates that came.

Wheeler: Commissioner Hardesty.

Hardesty: Thank you, mayor. I just really want to really appreciate you. You know, you're like the energizer bunny. You're one of those kind of people that you hear "no" 99 times before you get to the 100th which is a "yes" and you keep that big smile on your face. You still keep reminding us of the best that Portland is and will be in the future and I just want to take a moment to just really appreciate your heart, your spirit, and your can-do attitude. You are one of what makes Portland a place that I want to live. You're one of the reasons why it's a place I want to live and I want to lead in. So I just did not want you to leave here without me saying that to you.

Levenson: Thank you, commissioner Hardesty. Well, in terms of twelve years of cultural change and the hard work too, it can be dirty, rough work to get a seat at the table as I know you know very well, commissioner Hardesty. I used to name city hall the temple of nil, now it's the temple of maybe.

Hardesty: That's an improvement. And let me say, yes, I've spent 30 years banging my head against the outdoor walls of city hall. So I'm not surprised when people say they actually have tried for over a decade to get something done.

Levenson: Believe me. The support and the relationships from city hall, city employees, that's what keeps me in the game and keeps it fun. So I appreciate you guys.

Hardesty: You and me both. Have a good one.

Wheeler: Next individual.

Clerk: Next up we have Cathy Tudle. Next, we have Kiel Johnson.

Wheeler: Good morning.

Kiel Johnson: Hello. Thank you. My name's Kiel Johnson and I'm the chair of bike pdx. Our goal is to have 25% of all trips in Portland made by bike and we're here to show support for this concept especially the ramps and we're very excited that there will be an

opportunity to have ramps as opposed to an elevator. During my day job, I run the bike valet at the bottom of the tram. More people ride their bikes to the bottom of the tram than any other location in north America and we have a little repair shop, we're at the base there. And so our window looks out at the Gibbs speed pedestrian bridge with which has an elevator and stairs as part of it. And one of my least favorite things is watching as that elevator is frequently out of repair and having parents, especially people with electric bikes having to carry their bikes up those stairs and I just feel so bad for these people and it really makes that bridge inaccessible. And so I was really happy to see this ramp design move forward and especially the ramps on both sides and really look forward to the toes in the water feature as well. That will be a great biking destination for people to ride their bikes to the river there and access the river. So, yeah. Thank you very much. And I look forward to helping this project continue along and provide support for the ramps. Thank you very much.

Wheeler: Thank you.

Clerk: Next up, we have Dave McCleary. I don't think they've joined us. Next, we have Ryan Hashagen.

Wheeler: Hi, Ryan.

Ryan Hashagen: Hi, guys. Hello mayor and commissioners. Thank you for your time today and thank you, commissioner Hardesty for this resolution. My name's Ryan Hashagen. I've run a business in old town for the past 15 years and more recently organized secret roller disco and efforts to get the long awaited steel bridge skate park built. I'm here to speak to Portland skaters today. The need for an accessible skatable a.d.a. Ramp to our amazing cherished and often skated east bay esplanade. This is an investment for our future which invests in the future that will see more people using mobility devices and other rolling devices like skating. As we've seen elsewhere in the city, elevators can break and require ongoing maintenance. An ada ramp will provide a consistent and reliable connection for the burnside bridge for future generations. This

project is very important to skaters in our community who engage in the process and look forward to skating the future a.d.a. Ramp to the burnside bridge. Thank you all for your time and consideration.

Wheeler: Thank you. Appreciate you being here.

Clerk: Next up, we have Keith Jones.

Wheeler: Hi, Keith.

Keith Jones: Good morning, mayor Wheeler and commissioners. Thank you, commissioner Hardesty, for this amendment. My name is Keith Jones and I'm a resident of the Lloyd neighborhood, a year-wide bike commuter and friends of green loop. I'm here today to support the concept of the project. I first found eleven years when some of my friends used the east bay esplanade into a swimming dock. Very interested in making that happen and because of their resources and community organizing, the duckward dock is now a newly explored. And one of the best places to see a sunset in Portland. It's become a neighborhood amenity for the residents of Lloyd. The toes in water concept builds on that work at the duck work dock, enhances the beauty of the east bank esplanade and adds more access to the river. This will only bring more people to the river. The simple addition of a ramp to burnside would make it easier for east bank esplanade commuters to access east side. Currently, if I'm biking home to the Lloyd at the esplanade and want to stop at share don's for groceries I'd have to get off at salmon or go past Lloyd by the steel bridge and backtrack along Lloyd boulevard and mlk. It's not great. Also not great are elevators. They break down, require extensive maintenance, limit traffic, and honestly interrupt the flow of your ride. Look no further than the Stacey bob bridge which was down for a long period of time especially during the pandemic. If we're trying to be more resilient, a ramp makes more sense than an elevator. I strongly encourage you to avoid the elevator concept at all costs. The east bank esplanade is already a special place in Portland. Thank you so much. Appreciate it.

Wheeler: Thank you. Appreciate it.

Clerk: Our next testifier is Serenity Ebert.

Wheeler: Welcome.

Serenity Ebert: Thank you.

Wheeler: Yes. We can hear you and we can see you. Good morning.

Ebert: Good morning. My name is Serenity Ebert and I'm the vice chair of bike club. I'm here today to talk to you about the burnside bridge project. As a disabled cyclist, I feel very strongly that there needs to be pedestrian access to both sides of the bridge. A safer community pedestrian access to the bridge from both sides of the river. First and foremost, I want to say that I fully support the decision not to build an elevator as access to the bridge. An elevator cannot be counted on to provide reliable access. I believe that we simply can't afford the maintenance issues as evident by the frequent and prolonged outages of the city's other public elevators. As a disabled cyclist, I believe that a ramp is clearly the superior choice. Looking at the proposed examples, I urge you to choose a design resembling -- excuse me -- concept too. It seems to me this design most closely resembles the pathway leading to the street from the steel bridge lower deck. This would provide a gradual ascent/descent and ample opportunity to adjust your speed without having to navigate a hairpin turn. Thank you.

Wheeler: Thank you. Appreciate your testimony.

Clerk: And that completes testimony.

Wheeler: Very good. Colleagues, questions? I have one question just from staff if a number of the individuals who testified today were concerned about the a.d.a. Access in particular, what is the staff's response to those concerns?

Neill: So I think that from our perspective, we agree and that speaks to the importance of the ramp connection to provide an a.d.a. Accessible connection and I would like to note one thing I didn't mention is that some of the considerations that we are looking to include in the ramp concepts are pull-out areas for arrests along the ramp structure itself.

Wheeler: Very good. So you believe that these a.d.a. Concerns are being addressed or have the opportunity to be addressed in the final design phase; is that correct?

Neill: With the inclusion of a ramp connection, yes.

Wheeler: Very good. Commissioner Hardesty.

Hardesty: Thank you, mayor. I just wanted to make sure that I put on the record that we have been working very closely with the county and really had hoped that a ramp would be part of the process and that's why we did the locally preferred options because the city was forced to do its own study about the ramp and whether or not building this new bridge would provide access to the river. We felt it was important that we could not enter an environmental assessment phase without being really clear about the need for a ramp versus an elevator. I wish the county had concurred and actually put it in their original application, but I see the city's role of making sure that we are walking our talk when it comes to climate mitigation, when it comes to access to the water. When it comes to making sure pedestrians, bikers, walkers, and rollers are safe. I want to be really clear with that. My preference would to have not be doing this amendment but it's absolutely vital as the federal government starts this environmental assessment they understand what the issues are.

Wheeler: Yeah. Thank you. Appreciate that very much. Colleagues, any further questions? Commissioner Ryan.

Ryan: Yeah. This is probably for commissioner Hardesty. Everything you're saying, all the testimony was so easy to get behind, like, yes, we have the disco roller people, the advocates for handicap. What's the pushback at the county? I know the county's complex?

Hardesty: Well, it's money. Right. Nobody has enough money to build the things they want to build today. It is a very competitive federal transportation money -- a grant. All the grants are very competitive. Again, in my conversations, I've been consistent in all my conversations around the bridge, so all I can say is that they made some choices

based on factors that were different than the factors that we are using to determine how we will support this effort.

Ryan: And so it's the elevator versus the ramp and the cost differential.

Hardesty: Yes. As you know, even the county's recommendation is 14' to 17', but what we -- 17' is normally the preferred. So, and, again, it had more to do with cost and I don't want to speak on behalf of the county, but I do know that as people are looking for transportation dollars, people are trying to shrink their projects so they can get the resources they need.

Ryan: That's helpful.

Hardesty: Again, I don't think -- everybody agrees that the burnside bridge needs to be replaced. Everybody agrees that this bridge when we replace it must withstand the earthquake. Everything agrees that if we're going to spend be this amount of time to build a bridge that will last a generation, shouldn't we have access to the waterways and shouldn't people be able to actually continue to plan about how we incorporate the greenways into our lives. So I'm very comfortable that my staff at pbot has done the work to get us to this point and I think we're going to be having the right conversation with the federal government through the environmental assessment project.

Ryan: Thank you. I want to report -- [fire alarm].

Wheeler: We have a fire alarm so we're in recess. [please stand by] .

Wheeler: We're back in session. Colleagues, we've now been delayed twice during this morning's proceedings. And so we're substantially behind schedule. I would like to propose without objection that we move item 655 which is to authorize grants from the Portland clean energy community benefits funds for a total not to exceed \$121,964,895 to this afternoon. At the end of the afternoon agenda. This is a second reading. I'd like to give it the time that it deserves and because we have been so delayed this morning, unfortunately, I am getting close to the point where I'm going to have to turn the gavel over. I will still be participating remotely, but I want to be here for that pcef discussion

towards the end of our agenda. So without objection I'd like to move it to this afternoon's session. Yes. And I'm going to move the 4/5's item earlier in today's agenda for the simple reason we're going to lose staff at some point on that item. So we are in the middle of a resolution, we're in the middle of item 636. This is the burnside bridge. We've heard public testimony. Colleagues, are there any questions for staff? Seeing none. Please call the roll on the resolution.

Hardesty: Excuse me, mayor. Of there was an amended version.

Wheeler: Yes. Yeah, we're voting on the substitute.

Hardesty: It's been a long morning.

Wheeler: Yeah. So we're voting on the substitute that was put forward by commissioner Hardesty and seconded by the mayor. Any further discussions? Please call the colonel.

Clerk: Hardesty.

Hardesty: I want to thank pbot staff, I want to thank Multnomah county and my colleagues here at council. Burnside is something we all care passionately about. And we want to make sure we do this project right. We want to be good partners with the county and making sure that whether people are walking, rolling, riding across the burnside bridge that they can do it safely and they can do it understanding the climate emergency that we are in as a nation. I also want to say that the access to the water, one day, we will be able to enjoy our water front like our neighbors in vancouver are able to do. One day we'll have a vision on how people work and play and hang out on the water without actually having a boat. But until then, having a ramp that provides access actually gives us a fighting chance to build the city we say we want to build for the future. So I am very happy with the work that we've done to get us to this point and I'm very happy to vote aye.

Clerk: Rubio.

Rubio: It's great to see us at this point in the process and I'm glad to see the partners talking about the city of Portland's conditions. And the commission for parks and the office of equity, I do want to underscore all that's been said that the impact this bridge will have on the community. This bridge will connect waterfront park and east bay esplanade and no one should be denied access to the water and these parks because of accessibility issues. I'm especially appreciative of these designs and concerns about the elevator and also includes the ramp and I want to thank commissioner Hardesty and pbot staff for their hard work to get us here. I vote aye.

Clerk: Ryan.

Ryan: Yeah. I want to begin my remarks today thanking everybody who was here testifying. They were here before the fire alarm. These necessary improvements you advocated today are easy to get behind. I also want to thank the Portlanders who testified advocating a greater accessibility for folks with disabilities and diverse disability needs. From disco lobby and to the mobility access advocates. I think we will be able to persuade the county to do the right thing. Recognizing the historic burnside bridge is not able to withstand an earthquake, we cannot fall short of meeting the accessibility needs of Portlanders. And this is one of many transportation infrastructure projects that will ensure Portland is a climate resilient city and ready for the future. The burnside bridge is such a big deal. We have the river that separates east west and then we have the burnside bridge which separates north and south. So it should speak to the values. I appreciate pbot's presentation today. I really want to thank commissioner Hardesty for being in those countless meetings that we get updates on here at the dais, but I know you've been advocating with hearing our concerns and I noticed that with our check-in. So it's appreciated we've listened to your advocacy. The project demonstrates or climate goals and public transportation bicycle pedestrian access for all. I'm delighted to vote aye today.

Clerk: Wheeler.

Wheeler: I'd like to thank commissioner Hardesty and the pbot team. I'd also like to thank our partners for Multnomah county who are working with us on a really important project and I agree with much of the public testimony today around making sure that this is a.d.a. Compliant, that we are actually intentional about a.d.a. Access. This bridge is going to be around for hopefully well over 100 years and whatever configuration it's ultimately designed to have. I want to make sure that a.d.a. Access is a key part of it and you're hearing from the community as well as the city council loudly and clearly that that is our expectation and I believe that's where the county is too. I vote aye. The resolution is adopted. Colleagues, we're going to move the 4/5s item to this point in the agenda unless we've already lost staff which is possible. The 4/5's agenda item, please, Keelan 655-1.

Clerk: Pay settlement of Dan Buckner employment lawsuit.

Wheeler: Colleagues, this our senior claims analyst and Rose Radich are here to present the ordinance. Welcome. Thank you for being here.

Anne Milligan: Thank you, mayor and commissioners. What follows a brief summary of facts for the 4/5s case. In 2017, Buckner claimed his then boss who has since retired promises a future promotion at an unspecified date. But for his alleged whistle blowing activities, he would have been appointed to the deputy chief rank. The successful candidates for the deputy chief role were equally as qualified or more qualified than he was. His former boss wrote in a sworn affidavit that he never promised Buckner a future promotion. The parties engaged in a mediation with a private mediator and were able to setting the case of \$60,000 with health care inclusive of all attorney fees and costs plus an in name only promotion subject to the approval of council and contingent on plaintiff agreeing to retire no later than July 29th and to never seek re-employment with the city of Portland. The city attorney's office recommends that council approve the settlement and I'm happy to approve any questions at this time.

Wheeler: Commissioner Hardesty.

Hardesty: I was with you up until almost your very last sentence. Did I hear you say this person will be promoted in name only?

Milligan: Correct.

Hardesty: To what position?

Milligan: Deputy chief.

Hardesty: Does that set a precedent that we are -- that we negotiated a -- what is the impact of a promotion in name only?

Milligan: Um, I don't believe it's precedent setting. We made it clear in the mediation we had no intention of this being precedent setting. He has not been allowed to come to work since the mediation occurred. Obviously, since this is a public settlement, he is free to opt out of this settlement to whomever he would like to. As the city's employment litigator, I have never provided this in the past. This was a deal-breaker for them and they would not have resolved this case for anything less than \$500,000 if we did not provide this in name only promotion for the period of 30 days.

Hardesty: So let me understand, that if we approve this today, this person will be named a deputy chief and then we'll be asked to retire with the net 30-daytime period and they will retire adds a deputy chief.

Milligan: Correct. He will retire as a deputy chief in 9 days.

Hardesty: And that will increase as a new increased.

Milligan: He'll only be having this additional money for approximately one month. So I think that's a difference of about \$1,500 or so.

Hardesty: Mayor, does this concern you as much as it does me?

Wheeler: Deeply. Thank you for saying this. We have a choice to make here. If this goes to court, it will cost the taxpayers a lot more, but I want to be very clear on the record, I think the individual we are dealing with here is dishonest and I think it's reprehensible what they are seeking to secure from the city of Portland and there is a part of me that says, you know what, we'll see you in court. We may lose, but there will also be a full

disclosure of all of the documentation. I realize on the flip side, there's some problems with the city's case. I'm told that there are very limited in fact maybe nobody to testify. But this is ridiculous and I'm not blaming you. Your job was to seek a good settlement agreement for the public and the taxpayers. So we limit our financial damages and we get rid of this individual as well we should. As well we should. The problem is everybody in the world knows that it's cheaper for the city to settling than it is to go to court and so I told my chief of staff when I was briefing on this I can't believe this individual is getting this payday for this kind of behavior and we've only scratched the surface. If it goes to court, there will be a fuller disclosure of the issues surrounding this individual in the case. So I came in here today to be honest, commissioner, prepared to accept this settlement because I believe we have done the best we can to limit the exposure of the taxpayers, but this just strikes me as fundamentally wrong, dishonest, unethical, in a way cowardly on the part of the individual who will receive this payday. It does not sit well with me as a taxpayer and does not sit well with me as mayor. I understand trying to be dispassionate which is hard to do when you sit in this seat, but this is probably the best settlement that we would get that somebody would ask to be promoted to deputy chief ahead of all of their colleagues who come to work and sacrifice so hard for the city of Portland and say I want to go out the door being somebody waves the magic ferry wand and becomes the deputy chief of the Portland fire bureau. It cheapens the brand of the Portland fire bureau because there are a lot of good hard-working people in the Portland fire bureau who will become deputy chiefs because they've earned it, not because they've extorted the taxpayers to get the title in name only, whatever that means. So you asked me if I was concerned.

Milligan: Mayor, just one comment responsive to your concerns. What I believe that the city is achieving that outweighs what we are ultimately paying is this individual planned on working with the city of Portland for a minimum of three to four more years. He was a dishonest individual and there were many other reasons that your staff has

been briefed on of why we would want to separate him and so \$60,000 to cut this individual out of our entity is worth it.

Wheeler: I will support it. I just wanted to put all that on the record. And now it's in the public domain and I feel better about it.

Hardesty: I'm glad you feel better, mayor. I don't feel better about it. I really don't want any firefighters to think they can extort the city so that they can go out and brag about being a deputy chief at Portland fire and rescue. I would prefer this person never wear a Portland fire and rescue uniform again. And, by the way, when my office was briefed, we were not told that he was going to get a promotion in name only. And so to be fully aware, I'm not surprised when I'm asked to make these kinds of decisions. Mayor, this is one of those situations where this is not a good solution. My gut tells me I should just vote no. But also I know there's been a lot of time and work and money that was put into this settlement.

Wheeler: Let me persuade you. This person's attitude and demeanor in the way they comport themselves in one of the most important jobs in the city firefighter is sub par. And I do not want it to be a contagion within the fire bureau that might impact other people who are there doing the dangerous and hard work every day. \$60,000 is a lot less. It's probably one tenth of what we will spend having this go all the way to court. There are problems with the city's case too. Not getting to the core of the issues that our legal council and I and others have discussed, but we have some policies that need to be tightened up and all of that will also be counter vailing evidence to our position. So my advice to this council is to cut bait with this individual, tighten up those policies and make sure this never happens again. It's a cheap lesson. That's the best I can do.

Hardesty: Okay. You convinced me. Well, the policy is to make sure that we actually have data and that we're holding people accountable for the outcomes we say we want.

Wheeler: On a consistent basis.

Hardesty: And that we're transparent. As you know, we just got a very detailed discipline guide for Portland police bureau. Right. My plan is in the next contract talk to have that Portland fire and rescue as well because, you're right, we've had no clear standards of how do we hold people accountable especially when your friends are the ones supposedly holding you accountable. That is a systemic issue at the city, not just fire or police. Okay.

Ryan: So the action did not set a precedence, but actually trigger us to do some policy changes so this won't happen again.

Hardesty: Well, it's been in the works, but as you know, we've been in a couple of places over the last couple of years and it has been in the works. We've just got the data from the accountant that we've actually -- the consultant is helping us put this system in place. I don't expect we will see something like this again any time soon. But I want to remind you this is actually a couple of fire chiefs ago that this began and two fire chiefs ago when the person was not promoted because they in their own minds thought they should be. This is where the retaliation started taking place. So we will have a better system in place. I'm ready to reluctantly vote in favor of this. But I do want -- if you would be kind enough to put on the record, this, in fact, is not setting a precedent and this is not something you normally offer in negotiations when you're negotiating a settlement. That would be helpful for me.

Milligan: That is correct. I have never in my four and a half years in this position offered a promotion like this.

Hardesty: And, if it turns out to set a precedent, would you please let this council know so that we can undo the harm that this could possibly cause.

Wheeler: I'll be clear. Each case has its own unique aspects and I think you've done the best you could with the facts of the case as handed to you as our attorney. Sometimes we're in the wrong and we deserve to be held accountable for being in the wrong. My comments or my opinion only and it should not reflect on anybody else other than

myself, in this case, the facts are very unique to this case. I can think of one case where the council believed that they were in the wrong and we did extend a promotion that we believed was justifiable, but that's not this. That was a completely separate case with completely different facts surrounding it. So I appreciate your work on this. Man. This is the kind of thing where if you're a lawyer, you probably just say I'll take a pass on it if you had a choice. As a public sector attorney, you don't get that privilege. Thank you for doing what I think is excellent work on this.

Milligan: Thank you.

Wheeler: Is there public testimony on this item.

Clerk: We had one person sign up, but they're not on the call.

Wheeler: Any further questions? Please call the roll.

Clerk: Commissioner Hardesty.

Hardesty: I want to thank the mayor for your hard work on this. I wanted to double check if I heard what I thought I'd heard. Clearly, this is not -- this is the right decision for this based on the circumstances that you've laid out to us. I vote aye.

Clerk: Rubio.

Rubio: Aye.

Clerk: Ryan.

Ryan: I really appreciated the conversation. Thank you. Aye.

Clerk: Wheeler.

Wheeler: Aye. The ordinance is adopted. Thank you for your service. We appreciate it. To the consent agenda, Keelan, have any items been pulled off consent.

Clerk: We've had one request, item 639.

Wheeler: 639. Please call the roll on the consent agenda.

Clerk: [roll call]. All Ayes.

Wheeler: Consent is adopted. Official announcement, the consent agenda for July 27th will be moved to July 28th, the following day and that is just to accommodate decorum

requirements. So, again, items from the consent agenda that are currently scheduled for July 27th, will be moved to the subsequent day, the following day of July 28th.

Clerk: Mayor.

Wheeler: Yes?

Clerk: Sorry for the interruption. Mayor, I also add that emergency ordinances on the regular agenda will also be moved to the afternoon of the 28th.

Wheeler: Great. Terrific. That is so done. So any emergency ordinances requiring four votes of the council on July 27th will also be moved to July 28th. Thank you for that reminder. I appreciate it very much. Next time certain item please. Item 637.

Clerk: Amend trees code to improve clarity, efficiency, and outcomes of tree regulations.

Wheeler: Commissioner Rubio.

Rubio: Mayor, we're going to be referring this back to my office.

Wheeler: Very good. We'll move to the regular agenda. First item, item number 648, a resolution.

Clerk: Update the city of Portland sustainable procurement policy.

Wheeler: Colleagues, this resolution updates labor peace requirements within the city's procurement policy. We have deputy city attorney here to present the ordinance.

Fallon Niedrist: Thank you, mayor and council. This was to provide some technical updates to the city's labor peace agreement requirement. That requirement was adopted initially in 2020 to help the city provide services, continuity of services and our janitorial services. This update to the policy allows for some more nuanced situations in our contracting when labor peace requirements are more difficult to obtain. So this allows for a little bit more flexibility and procurement while still requiring good faith efforts be I our contractors to obtain labor peace with those industries. I'm happy to answer any questions the council may have.

Wheeler: Colleagues, any questions at this particular juncture? Seeing none. Do we have public testimony on this resolution?

Clerk: No one signed up.

Wheeler: Please call the roll.

Clerk: Rubio

Rubio: I want to just take time to thank our city attorney's office specifically Fallon and Ann for working closely with our office on updating the policy and their help with the parks bureau. We want to make sure that the city service continues to operate with the least amount of disruption and this update will allow the city to continue its duties while sticking with our values of serving Portlanders with the best services available. I also just quickly want to thank my staff for his work and the mayor's office for allowing us to have a meaningful role in getting to a final resolution. I vote aye.

Clerk: Ryan.

Ryan: Thank you for managing the nuance. I vote aye.

Clerk: Wheeler.

Wheeler: Great work. I vote aye. The resolution is adopted. 649. Emergency ordinance.

Clerk: Pay settlement of Cory Elia and Lesley McLam bodily injury lawsuit in the sum of \$55,000.

Wheeler: This involves the senior claims analyst Joseph and Jessie are here to present the ordinance. Welcome.

Ryan Bailey: Good morning. This ordinance pertains to a lawsuit as you said arising from a number of encounters by plaintiffs, Ms. McLam and Mr. Elia with officers on a number of dates. In particular, May 31, June 2nd, and June 6th. These encounters occurred in the late evening to early morning hours during protests in 2020 which at the relevant times at least had been declared riots in the vicinity of the Multnomah County justice center and p.p.b.'s north precinct. They were both arrested during the primary of these events on June 6th and subsequently made allegations of wrongful arrests and

excessive force against p.p.b., Multnomah county sheriff's office, and the Oregon state troopers. The city, county, and state each deny these allegations and continue to do so. The case proceeded through a litigation and was set for depositions in trial with an expectation that indeed this case would proceed to trial. However, plaintiffs ultimately requested formal mediation in lieu of litigation and ultimately the parties agreed with that request and were able to with the help of a federal judge serving his mediator reach the settlement that is reflected in this ordinance. The county and state have also reached settlements with plaintiffs and have agreed to contribute \$15,000 and \$20,000 towards the global settlement. They are contingent on the city's adoption of the settlement and vice versa. Of the city's payment is based on ratification by the state and county which we expect to be duly authorized. The payments are inclusive of all attorneys fees and costs and the city attorney's office as well as risk management recommend adoption of this ordinance as a prudent and appropriate means of resolving this lawsuit without further litigation. I'm happy to answer any questions you may have.

Wheeler: Commissioner Hardesty.

Hardesty: Thank you, mayor. And thank you for that presentation, Ryan. Could you tell me what the county's financial contribution and what the state's financial contribution is again?

Bailey: Yes, ma'am. The county's contribution is \$15,000 and the state's contribution is \$20,000.

Hardesty: And we're being asked \$55,000.

Bailey: Correct. And that allocation roughly reflects the proportion of interaction between the respective law enforcement agencies and the plaintiffs. For example, Multnomah county's role primarily attained of incidents that happened at the jail after p.p.b. Delivered the plaintiffs to the jail.

Hardesty: And the state's?

Bailey: The state had state troopers deployed alongside p.p.b. Which is the basis for their involvement.

Hardesty: Thank you very much. Appreciate it.

Wheeler: Very good. Thank you. Any other questions? Is there any -- dan -- no. Commissioner Keelan, congratulations. It's in name only, folks. That's right. I'm here all day. Do we have any public testimony?

Clerk: We have two people signed up.

Wheeler: Very good. Three minutes each, name for the record.

Clerk: First up we have Dan Handelman. Dan, are you able to unmute?

Dan Handelman: Yes. I had to double unmute again. Good morning mayor Wheeler and commissioners. My name is Dan Handelman. I use he/him pronouns. We have no problems with the city of Portland. It's between the survives and now I find out that the county and the state I suppose as well. This brings the settlement for violence protests over \$655,000 over the last two years. As we talked about over and over, the council should use these issues that brought the policies of city hush money to the table. There was violence against journalists. This often covers community events. I don't want police attacking me in that role. Directive 663.5 says the officers can't stop the media from recording if they are not breaking any laws. In this case, the officer knocked the victim's cellphone out of his hand. They said it was sexual misconduct as they investigated and the city's failing to investigate secondary matters. I haven't read the lawsuit paper work in addition to the principle of the first amendment rights. P.p.b. Policy against attacking civilians. A state law passed in 2015 ensured the right to cop watch. To record officers in the line of duty. And community observation of police also supports this right. The units of police think also should not attack them. Again, as a cop watcher, this makes this one person. There's no indication at all, but these officers are being held accountable for the behavior through the administrative process through a complaint or an investigation of their activities and we hope that that does happen and that gets publicized if we get

guilty misconduct. And just as a side note. Settled this morning which long before you got this onto your agenda. I'm not sure how that happened. And my colleague has more to say. Thank you very much.

Wheeler: Thank you, dan.

Clerk: Next up we have Marc Poris.

Marc Poris: Good morning. I'm testifying as a member of the. I missed the city' presentation so I apologize if any of this has already been covered. Since this \$55,000 settlement is over \$50,000 it's landed on the regular agenda and I appreciate you sticking to that threshold that you set. I've heard the message if every settlement came before council it would be too time consuming and that's exactly the point. The more time you spend reviewing police misconducts more likely it is for you to put a stop to. We have no objection to the settlement. The ordinance states that the encounter with the Portland police officers happened on May 31st, 2020 and all the information we found regarding this happened on June 30th, 2020, and we'd like to ask again the impact statements by city attorneys and risk management employees. All you have stated at one time or another there is an appreciation for having the parties to agree to a settlement without going to a trial. It looks like the city writes a \$55,000 check and that's the whole of it. And the cost of the city is far greater as this case has dragged on for two years and there seems to be no accounting for time spent in the settlement. Diminishing of community trust and our local government and police bureau as yet another case disappears behind a settlement. I wanted to read a little bit from Mr. Elia's statement. He wrote, because of the oppressive tactics used by police to silence journalists -- [indiscernible] but an attack on the public's right of the unjust at the community. And she filed a suit because the city and other elected officials have failed to hold the police accountable. Of these two journalists have with p.p.b., the question remains were the officers who brutalized these journalists actually held accountable. Thank you for your time.

Wheeler: Thank you. Any further discussion on this item? Seeing none. Please call the roll.

Clerk: Hardesty.

Hardesty: Let me start by saying I am sorry that community members have been injured by people sworn to protect and serve. It should never happen and we should not be continuing to pay claims because it did. I thank you as always Dan Handelman for your presentation. Like me, you've been following these issues forever and let me just say that this particular settlement troubles me as well because someone who is just watching what police are doing should not expect to be brutalized so I vote aye.

Clerk: Rubio.

Rubio: I also want to thank Dan Handelman and mark for bringing this up -- bringing up some underlying issues. I'm glad we are at least finding a resolution. This situation and hoping that we are carrying our learnings forward. I vote aye.

Clerk: Ryan.

Ryan: Aye.

Clerk: Wheeler.

Wheeler: My personal opinion is that the facts of this case are in question. That being said, I think this is a good settlement and I'm glad that the city has reached this agreement with those involved. I vote aye. The ordinance is adopted. Next item, please. 650.

Clerk: Pay settlement of Gabriel Watson employment lawsuit in the sum of \$93,291.

Wheeler: Deputy city attorney Ann Milligan and senior claims analyst Rose Radich are here to present this ordinance.

Milligan: What follows is a brief summary under lining the facts of the Gabe Watson case. Plaintiff was a long-time fire bureau employee and continued to work as a firefighter for the city after becoming licensed as an attorney. In late 2021, he sued on behalf of himself as both a plaintiff and his own attorney alleging various forms of leave

and disability related discrimination related to his employment. Goods from a local business and being placed on leave while under investigation for another matter. Plaintiff also objected to being medically laid off at one point during his career although he was later reinstated. He had been identified as an individual the city would like to separate. Plaintiff was twice offered a targeted severance of one-year salary and six months health insurance. He declined those offers on both occasions. Plaintiff secured new employment as a lawyer at a law firm here in town. In February 2022 and quit his job with the city on or about April 4th, 2022, while still under investigation for another discipline matter. The parties engaged in mitigation with a judge and were able to reach an agreement. E.i. One year salary of \$93,000 plus six months continued health care inclusive of all attorney's fees and costs to resolve all claims brought by plaintiff subject to the approval of council and contingent on plaintiff toner seek re-employment with the city. City recommend that council approve the settlement and I'm happy to answer any questions.

Wheeler: Any questions? Sorry. None. Any public testimony on this item?

Clerk: No one signed up.

Wheeler: Very good. Please call the roll.

Clerk: Hardesty.

Hardesty: I look forward to actually resolve many of these outstanding claims that we have. I want to thank the city attorney for providing some help so that we can get through a lot of this backlog let me just say I vote aye.

Clerk: Rubio.

Rubio: Aye.

Clerk: Ryan.

Ryan: Aye.

Clerk: Wheeler.

Wheeler: I reluctantly vote yes on this one. And, again, I think it gets to some deeper issues. Chalk one up for ingenuity.

Hardesty: I just have a quick question about I just have a question. If someone cannot work for the city, can they get a contract with the city. Do you know the answer to that?

Milligan: Do you have a question about the contract?

Hardesty: Any kind.

Milligan: I'm sure the plaintiff would be able to secure the contract as outside council.

Hardesty: Let's pretend we're not lawyers. Just somebody who sued the city with the stipulation, they can't work here anymore.

Milligan: Right. I see what your concern is. In our settlement negotiations at least in employment negotiations, we don't have any kind of clause that says they are prohibited with contracting with the city. There have been several locations where I have seen where we have retained people on contract even though they've filed tort claim notices against the city.

Hardesty: Please provide us what we need to change that as soon as possible.

Wheeler: Yeah. We don't need to get into it today. We're a little bit time-pressured.

Milligan: I will refer that matter to Robert Taylor.

Wheeler: Colleagues, at this point, I'm going to turn the gavel over to commissioner Rubio. I will still be participating, but I will be participating remotely. Thank you. There it is. Enjoy it.

Rubio: Thank you. All right. Next item.

Clerk: Item 651. Authorize grant agreements with four nonprofit neighborhood district coalitions to support neighborhood associations, neighborhood small grant programs and for insurance for neighborhood associations and eligible community groups supported through city-run offices.

Rubio: Thank you, commissioner Hardesty.

Hardesty: Thank you, commissioner Rubio. As you know, this is a second reading of a nonemergency we heard last week. I'm open to any questions before we move it to a vote.

Rubio: So are there any questions?

Hardesty: Commissioner Ryan has some questions.

Rubio: Sorry. I'm rusty.

Ryan: Colleagues, first, I want to thank you for allowing my office to work through concerns raised by constituents and I still have a few clarifying questions, so thank you for being here. I think what's important is we get all of them out on the public record. There seems to be speculation and I want to hear directly from you. Essentially, I'm seeking clarity on the math that was offered last week and the initial amount of 30k and will that be enough based on previous contracts? And, I want to better understand the revenue mechanisms that are in place to support these unforeseen costs. When is the 30k quote based on in terms of rate. Do we have in the public record the quote from is it e.p.n.? Yeah.

Michael Montoya: Thank you for the question, commissioner. And, thank you.

Welcome -- appreciate you allowing me the opportunity to speak. So I've learned some things in the past week as well. So, let me sort of try to give you what I've learned. The original \$30,000 quote was based upon the insurance coverages that we've provided as a city to southwest and east Portland coalition and district offices. This year, because the insurance, the nonprofit agency that was providing and procuring the insurance was going out of business, we were adding north Portland. The \$30,000 figure came from we just added those numbers of neighborhood associations to the east and southwest risk pool, if you will, and asked the broker how much would it be? And the estimate was about \$30,000. We have since learned just this morning got an e-mail from a constituent Tom Carwalky who testified last week that, in fact, the bids are going to be higher than that because the types of insurances that north Portland was getting was different than

the types of insurances of that east was getting. And, actually, it was a matter of equity that enabled us to say, stop, this needs to be higher because the north Portland package was more expensive than what east and southwest were getting and we want them to be all equivalent. So as to the availability of funds, civic life has availability of funds up to \$60,000 or whatever the case may be and there's many mechanisms and pathways for that to happen at some future point. As to our commitment to providing insurances to our neighborhood associations and all the wonderful groups that we heard from last week who are doing all these amazing events at the neighborhood level, that is our bread and butter. That is why we're here. We would do nothing that would jeopardize those volunteers and those leaders to carry on the wonderful work that they do. We will make that happen. That is our commitment. We've never had a conversation otherwise in our bureau. I am disappointed that we didn't have a conversation a month ago from constituents. All they would of had to do is call me and we would have resolved it and having understood the language to this ordinance, but unfortunately they didn't. I'm also sorry that you had to be the one to run point on some constituent concerns because I would have happily got to the bottom of it and resolved this. It remains not an issue for us. We'll find a way to fund it. We're totally committed to do it and I hope that answers your questions.

Ryan: Yeah. Just a couple more. First of all, I think it's fine. This is good government. Good government's being transparent and humble. Getting new information. Those in emergency ordinance and so we saw it on a Friday afternoon and I think it's just timing. What I want to ask is just reflect a total of two years of actual planned activities for each member organization or is this one year?

Montoya: Those are annual amounts.

Ryan: Okay. So what I'm hearing is the total could definitely be up to 60k and that you'll be able to leverage that quickly if necessary.

Montoya: That's correct.

Ryan: Okay. I wanted that into the public record because I think that will alleviate the concerns I've heard from constituents and I'm learning a lot about this, just enough to ask these questions and make sure that my job as a community person that's serving in this capacity that I do my job. So I think this was a necessary dialog that we needed at least for me and from what I've heard from constituents so I could get to a "yes". And is there anything else you'd like to add? What I'm hearing is flexibility and if you need more we can come back.

Montoya: Correct.

Ryan: I think I'm good. Thank you for allowing that dialog to take place. Anyone else?

Rubio: Okay. So this isn't a second reading. This is a second reading -- no?

Clerk: It's an emergency ordinance that was continued.

Rubio: Okay. And we've already heard public testimony, then, on this.

Hardesty: I'm sorry. Point of order. I actually thought we moved the emergency clause last week because commissioner Ryan had some additional questions which means it's a second reading document. Am I accurate?

Clerk: The decision was made just to continue it, there was no motion to remove the emergency clause. I believe the mayor is still on.

Hardesty: Is the mayor online? If the mayor's online --

Wheeler: Yes. I'm here. And so if you want to add an emergency clause, that's fine.

Rubio: Great. Okay.

Clerk: Yeah.

Hardesty: So this already has an emergency clause and we're going to vote as presented.

Rubio: So we don't hear testimony.

Hardesty: We already heard testimony.

Rubio: Okay. So anything else you'd like to add? If there's no further discussion, please call the roll.

Clerk: Commissioner Hardesty.

Hardesty: Thank you, commissioner Ryan for taking the time to get your questions answered. Thank you very much Michael Montoya for being responsive to last-minute requests with detailed information. I'm grateful for your kindness in had that process. I also want to be really clear that there is no set amount for insurance. We will look around. We will find the best insurance broker we can find and we may end up with new insurance brokers because, guess what, no one's entitled to city money to provide insurance service. And, what I will say is I share Michael Montoya's commitment to having equity across all of our coalition offices and my understanding is that it's some coalition offices also are their own independent 501c3s and have other activities that they're involved in and they want to buy more insurance, they should be able to do that with their other resources. But they should not expect the city to over insure one coalition office at the expense of others. So, director Montoya, I want to say thank you. I really appreciate the hard work and I know it's not easy when you have as many neighborhood associations that we have that want -- who want service and who are doing great work out in our community. So thank you again. I vote aye.

Clerk: Rubio.

Rubio: I want to thank you, director Montoya, and civic life and commissioner Hardesty for bringing this forward and for the conversation today. I'm glad that we're moving forward in a way that has taken into account all that we've talked about and for these reasons, I vote aye.

Clerk: Ryan.

Ryan: Thank you, director Montoya. It's been nice to get to know you this past week and I appreciate the transparent dialog we're having about this issue. I think a lot of us know that our neighborhood associations have been evolving. I also think it's important to know that our history has a lot to be proud of. We've had going back to many years,

we've been looked upon nationally as having one of the strongest neighborhoods associations in the country and we just don't want to ever lose that trust and that faith.

Montoya: 1974.

Ryan: 1974, thank you. And I was here. [laughter]

Hardesty: Just a baby then.

Ryan: Yeah. Just a baby right. But my point is I'm just thrilled we have this dialog because we have to keep building that trust and we have to continue and evolve and include renters and organizations and all of those that are traditionally involved all of us can evolve together and these little moments, the dialog can help us continue to build that trust. With this opportunity to have a week to digest this a little bit further, I'm now there and I can vote aye. Thanks.

Clerk: Wheeler.

Wheeler: I vote aye. Thank you.

Rubio: Great. With that, the ordinance is adopted. So, Keelan. Next item.

Clerk: Item 652, rename northeast Halsey St. ramp over interstate 84 to northeast Halsey Street and rename adjacent portions of northeast Halsey street to northeast Jonesmore is it true and northeast 81st avenue.

Rubio: This is a second reading. Can you please call the roll.

Clerk: Commissioner Hardesty.

Hardesty: I want to thank pdot for their great work on this item. I vote aye.

Clerk: Rubio.

Rubio: Aye.

Clerk: Ryan.

Ryan: Aye.

Clerk: Wheeler.

Wheeler: I vote aye. Thank you.

Rubio: Great. So this ordinance is adopted. So, Keelan, would you please call the next item.

Clerk: Item 653. Authorize competitive solicitation and contract with the lowest responsible bidder and provide payment for construction of the s. Bancroft and south Texas is it true sewer rehabilitation project.

Wheeler: Colleagues, commissioner Mapps sends his apologies for not being here to introduce this item. He's currently dutifully representing the city in meetings with the newly appointed regional director, the e.p.a. Management that's k.c.64 who is visiting Portland celebrating the federal funding coming to the ground field program. Here today to give a brief presentation are James Allison, program manage and Daniel Boatman project manager both with environmental services. Thank you.

Daniel Boatman: Thanks, mayor Wheeler. I don't believe James Allison is in the call right now, so I think it's just me. Oh, there we go.

James Allison: I'm muted.

Boatman: All right. James, I'll pass it off for you for an intro.

Allison: Okay. Great. I was going to say good morning. Good afternoon mayor Wheeler and city council. Apologize for the fire drill this morning. You folks schedule everything with such grace. My name's James Allison. I manage a large scale sewer rehab system. The project manager Daniel boatman will detail the project for which we are requesting approval. To locate sewer pipes with the highest likelihood and the highest consequence of failure and then to package those projects for cost effective construction. This is part of an ongoing and July investment for reliable sewer system services to Portlanders. Daniel, do you want to take it from here.

Boatman: Sure. I'm going to share my screen. Let me know if you can see it all correctly let me go full screen and swap. Okay. You should see the presentation.

Allison: Yes.

Boatman: Thank you. As James mentioned, my name's Daniel boatman. I'm the project manager and design engineer for this project. This project has two sites in south Portland. Originally, this was part of a larger project that was already approved by council and that is the south Portland Burlingame project. The project was advertised and received only one bid which was significantly over the engineer's estimate. We coordinate Wednesday engineers at the Prebid meeting to see why they didn't submit bids and they indicated many of them indicated they would be available later on in the year toward the end of the year. Meeting with management, we determined that the project would be readvertised at the end of the year when it's forecasted that more bidders would be available, but there were two sites that were time sensitive that we did not feel could wait for that delay. Those two sites shown on the right here are ban croft and McAdam where d.e.s. Has a multibureau coordination to reduce overall pavement restoration costs to the city. So water bureau has a project there in that area. We have an m.o. U. And the timing of who goes first and so on and so forth. So we wanted to honor that m. O.u., that memo random with the water bureau and keep this site moving forward. The other location, south Texas street, you can see this photo on the lower right. It has a spike of unknown origins through the pipe and pbot has tried to remove the pipe and was unsuccessful. Our maintenance engineering did not want to see this spike go through another storm and so they requested this one move forward as well. That's the two sites in this project. Approximately 1200' of main line pipe. Two sewers one of them is 100 years old, one of them is 114 years old. There are about 240 feet of service laterals. It will be a mix of open prints, excavation and trenchless rehab. We have done extensive communication primarily under the overall larger project that was already approved and then we've done additional notification now that this has split off in the larger project is being delayed. There is one location that has an approved noise variance to do night work because it's on highway 43 McAdam avenue and so just to reduce traffic on the highway. The engineer's estimate is \$1,770,000. We only put a

moderate confidence level because the existing market has been so volatile that most projects have been coming in overbid, over the estimates and we looked at what was bid on the overall larger project and some of the more recent projects to redo all of the estimates for this scope that's been split off. So we do anticipate that that should be close to what it is, but nonetheless, with the given market, we are only putting a moderate confidence level. We are hoping to send it to procurement before the end of the month and hopefully be in construction by the end of December. Our memo random says we would be there by November. I don't think that date is achievable, but nonetheless, we will endeavor to get out there as fast as we can to honor our side of the agreement. And we are putting 180 calendar days on the overall project and part of the time with it only being two sites, you might wonder why so much time and that has to do with paving and needing good weather to do that final paving so we've got 180 days for the construction phase. Any questions? And this is the south Texas right of way. One of those two sites that the spike is through the pipe. So you can see it's undeveloped and it's quite a challenging site.

Rubio: Great. Any questions. Commissioner Hardesty.

Hardesty: Thank you so much for that presentation, Daniel and James. My question is what are your aspirational goals as it relates to this contract?

Boatman: Great question. So on the project we are utilizing the typical what we do for our projects, the 20% minority actually covid certification and I think it's the 14% being minority and women-owned businesses and so we're doing that for this project. On the overall larger project, we've also been working with procurement to try and develop methods that we can do additional outreach to co-bid certified firms and really streamline a process doing additional outreach not just for that project, but also for all of our projects and maybe even we set a good template bringing that to other bureaus within the city as a way to increase our utilization for these projects. This split-off project will only have that typical 20% aspirational goal.

Hardesty: Let me just say, Daniel, thank you for the explanation. I hope you're not limiting your vision to co-bid certified firms because as you well know, almost none are actually certified at the state level. I do know that director Taylor has developed another opportunity at certified firms, not necessarily co-bid, but firms that have a record of success of doing this kind of work and so I would encourage you to actually not limit your perspective to co-bid because it's never worked for us at all and actually reach out to director Taylor about this new certification that actually allows us to create representation and more opportunity for women and people of color-owned firms. So please don't come back and tell me about the aspirations. Come back and tell me that you've actually done something radically different and you're on a path to actually creating a more equitable contracting opportunity. Thank you.

Boatman: Thanks, commissioner. That sounds great because my understanding is it's quite difficult to obtain and to maintain Oregon co-bid certification and that some of our neighboring states are less difficult.

Hardesty: Yeah. And, are honestly, the co-bid doesn't work for anyone. So the fact that we still depend on that as the primary opportunity to get people of color and women into our system is a travesty on us. It's not on the state, that's on us. So we get the opportunity to do something different and be creative and bring more people into the pipeline. Thank you.

Boatman: Thank you.

Rubio: Great. So this is an emergency ordinance. So is there any public testimony?

Clerk: No one signed up.

Rubio: Okay. If there's no further discussion, can you please call the roll.

Clerk: Commissioner Hardesty.

Hardesty: I look forward to continuing to monitor who we actually select to do this work and I hope what we're using all these opportunities especially for emergency work is to expand the pool of people who have access to these dollars. The city has never

done a good job. I'm looking forward to us being able to actually be proud of actually expanding that pool. I vote aye.

Clerk: Hardesty.

Hardesty: Aye.

Clerk: Rubio.

Rubio: Aye.

Clerk: Ryan.

Ryan: Aye.

Clerk: Wheeler

Wheeler: Aye.

Rubio: Great. The ordinance is adopted. Can you -- thank you everyone. Can you please call the next item.

Clerk: Item 650 tower, authorize one or more competitive solicitations for professional, technical, and expert services price agreements in support of Portland parks and recreation capital improvement program for a total amount not to exceed \$17,900,000.

Rubio: Colleagues, the price agreements for on-call professional technical expert services are a valuable tool for the city of Portland and Portland parks and recreation to expedite the valuable capital project work that we do for parks in the community. The use of these contracts allow city staff to utilize the diverse and talented businesses that the Portland private sector offers. This kind of contract also allows opportunity for a wide variety of businesses to work with the city particularly co-bid certified and also procurements new inclusive certification approach. The 2014 parks replacement bond utilized a large percentage of price agreements to accomplish the \$68 million of bond replacement and renovation projects for the parks system. 31% of the \$68 million bond money was spent on professional and expert services went to co-bid certified terms for a total of \$9 million. We were able to achieve this by targeting these firms. Parks staff are looking forward to providing the same level of relationship building and are

dedicated to working collaboratively with procurement services, inclusive contracting manager Theresa Green to raise awareness around the projects well ahead of the bid dates. Procurement and parks and recreation will reach out to firms owned by black and indigenous people of color, women-owned firms through intentional efforts. Preliminary notice of the invitation for work will be made public on the portal through an invitation to attend a project held by procurement and parks. And the inclusive contracting manager will follow up with any feedback they receive and work with parks management team to identify and eradicate barriers to these firms and any barriers they may face in responding to the city project. We're simply doing business with the city. So to prepare contractors for construction work that will come from the design work, Portland parks and rec will attend meetings in person with our partners and the local contracting community such as national association minority contractors Oregon, Latino built professional services groups and are others. They will share with their clients verbally and on the public facing communications. So a representative from procurement service social security here to share a presentation and ross wants from parks is here to answer questions.

Theresa Green: Good afternoon, elected officials. My name is Theresa Green. I'm the inclusive contracting manager that's housed within procurement services. I work very closely with our chief officer director Taylor. Today we're here to talk about the arts and engineering solicitation that's going to be solicited by parks and to really discuss the efforts that we are making to incorporate equity into the solicitation process and after the contract is awarded. With this particular solicitation, we are looking at how we're going to break it out to create opportunities. We are definitely looking at increasing our candidate pool to expand to more bipoc and women-owned firms to introduce them either to this opportunity as a new opportunity to help them build capacity with the city or to build upon the experience of those bipoc firms that the city has been doing business with in the past so some of the things will include the work in the areas of

solicitation. We're going to break them out in an attempt to make the solicitation. We are also taking a look at utilizing our solicitation document to advertise our ability to accept alternate certifications for firms so that we can get them in and contract with them so that the utilization persists on this project. Outreach for this project will be made directly to firms of interest. We currently have an inclusive contracting analyst on our team who will assist us in researching firms who may be interested in this opportunity. Half of that work is already been completed. We have identified several co-bid certified firms. 15 of which have been identified for this opportunity. Three of them are certified m.b.e. Eight of them are certified w.b.e., however, we have heard our call from council very loud and clear to seek outside of co-bid certification and we're also doing a level of extensive research into those firms who are not co-bid certified who we can reach out directly and invite them to this opportunity. The other piece of this work also involves us holding project information sessions. What we really like to do is get funds more involved in the specification writing. If we're going to be incorporating equity, we actually have to hear their voice, understand the challenges that they're facing, and correct our solicitation documents around solutions that we can propose provided of course that they are legal for us to do so. Other things we can look at is just making sure that, you know, we provide that outreach, make firms aware as well as our community benefit organizations who we partner with to announce opportunities and find firms that make them aware that we're having a preproposal meeting as well. And have those meetings in those spaces where we know our target audience is going to be. So we really are trying to be very intentional in our outreach efforts. We're also going to be offering trainings to those firms submitting their proposals. It sounds like a lot. We were really trying to offer wrap-around services to firms particularly bipoc and women-owned firms who may have been hesitant to do business because they didn't understand the technical pieces. We really are going to go above and beyond to engage with bipoc and women-owned firms to give them the information that they need just so

that they can participate and ultimately submit an offer to the city that's going to get them a contract awarded.

Rubio: Thank you so much, Theresa. Yes, we have a question from commissioner Hardesty.

Hardesty: Thank you, commissioner Rubio. And, I can't tell you how giddy I am from listening to your presentation because when I first saw the \$17 million, I did not want us to miss an opportunity to be thinking just like you're thinking about how we can make sure that the community benefits are broad and wide and you laid out -- you may have been on the call with us talking to the last presenter and you answered all my questions. So I just want to thank you, thank you, thank you for your visionary thinking and I want to remind folks that it's okay to have people of color and subcontractors who are not co-bid or any others certified. We do that for white firms all the time and it just boggles my mind why firms owned by people of color, they always have to fit into that co-bid box. So I hope you're going to bust that box open and I will be watching closely how we invest that \$17 million. So, again, thank you so much for being here and thank you for the clarity of your vision about what you're working on. Appreciate that.

Green: Thank you.

Rubio: Great. Any other questions from my colleagues? No. Thank you so much, Theresa, not only for the great presentation, but for your very important work on this project. We're very eager to see the progress on this on the goals and the outcomes. So this is a first reading, correct?

Clerk: Yes.

Rubio: Yes. So let's see, is there any public testimony?

Clerk: No one signed up.

Rubio: Since this is a first reading, we will move on to a second reading. Thank you so much for being here today, Theresa. I think that's --

Clerk: We have the consent agenda item that got pulled, 639.

Rubio: Okay. Can you read the next item? 639.

Clerk: Create two non-represented classifications of public environment transition director and public environment management office incident command manager and establish compensation ranges for these classifications.

Wheeler: Commissioner Rubio, I'd like to pull this back to my office for additional re-working.

Rubio: Okay. Mayor Wheeler is pulling this back to his office. So, with that, I think this concludes our agenda. So great work, my colleagues, and we are adjourned. Thank you, Keelan.

At 12:26 p.m., 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.

July 20, 2022

2:00 p.m.

Wheeler: Today's episode is happening on Wednesday, July 20th, 2022. This is the afternoon session of the Portland city council. Please call the roll.

Clerk: Good afternoon mayor. Good afternoon commissioners. [roll call] .

Wheeler: And, colleagues, we moved the Portland clean energy fund from the morning session to the afternoon session so we could give it a little more consideration. It will be after the item that's scheduled for this afternoon. And that's item 656.

Clerk: Adopt the climate emergency workplan as Portland's climate action plan.

Wheeler: Commissioner Rubio.

Rubio: Thank you, mayor. It's an honor to bring this to council and the public, the city's latest climate action plan. A clear list of action items and responsible parties to do all we can as fast as we can to be more resilient. The plan you'll hear more about today states our carbon emissions reductions goals, describes the pathways to reach those goals and also names the specific priority actions that we, city council must consider over the next three years. The plan represents broad collaboration across eleven bureaus and offices and the input of dozens of city staff. I'm so grateful to all of the dedicated employees and the bureau of directors who distributed time over the last few years. It is a clear, concise snapshot of where we are with respect to our goals. What actions are most

important to take, why it matters and what it might cost the city. The plan rests on a foundation of community input, engagement, and involvement that went into our north star policies. The climate emergency declaration. The 100% renewable energy and the 2035 comprehensive plan. Implementing these actions means partnering and deeply engaging with communities, nonprofit organizations, business, industry, labor, renters, and property owners, academia, and other agencies at all levels of government to wrestle with difficult policy choices like what has helped our harm by action or inaction. How do we remove barriers to collaboration? And how do we resource these changes that are needed for a just transition? The solutions will involve all of us, but the plan being presented to you today focuses intentionally on actions where city council has the agency and the authority to act. In addition, we know that the impacts of the climate crisis are not felt equitably. We're hearing more and more from frontline community members who are concerned about the handling -- about handling the impacts of climate change like heat, wild fire smoke, and the lack of access to clean, cool air. We have heard and are responding to the urgent need to build climate resilience. That's why this work centers racial, social, and economic justice to shift power for designing solutions to communities who have not historically been at the decision-making table and are often first impacted. For example, action b1 in the plan, the climate and health standard for existing buildings is a direct result of engagement work that centers black and brown voices. You will be hearing more about this policy in the coming months. I want to highlight how much I appreciate how this plan is laid out. Action items that are clearly listed with the relevant bureaus. All of this can't be carried out by one bureau or one commissioner. So I look forward to the continued collaboration as all of these efforts move forward. I also want my colleagues to know we are increasing the engagement into the city's climate process. This city council voted that will help establish a sustainability commission and accessibility for the public and we're excited to get to work on this. Moreover, b.p.s. Recently invested resources to significant investing

in the city's climate improvement online. These dash board capabilities will continue to be improved and refined overtime. So thank you to all who have shaped this plan and to all who will assist in seeing this work through and getting us closer to our climate goals. So I'll now hand it off to director Olivera to give us some more.

Donnie Oliveira: Thank you, commissioner. Council, good afternoon. B.p.s. Director for the record. Council, I'm going to start a little different because when it comes to climate change, I can't help but reflect as a parent, what we're experiencing globally. So as I want to share with my family I want to read a poem. It's 2: 30 in the morning. My great great grandchildren ask me if my dreams, what did you do when the planet was unravelling? As mammals, reptiles, birds were all dying. Did you fill the street with protest when democracy was stolen. What did you do once you knew? And we're sharing information that we've heard in different iterations and different plans from bureaus and our communities, your own commitments that you've directed us to take on because frankly what we're experiencing as a city, as a nation globally is not new. We've tried today in this work plan is to compile those actions in a way that's clear to understand how the city of world specifically has the capacity and the potential to take action on climate change. I want to be clear, often times we hear anyway sayers speak up and say well, the city of Portland even if we met all of its goals, we're not going to save the planet. Technically, that's accurate. What's missing is the fact we need leadership when leadership fails elsewhere. And as we watch the lack of leadership in different parts of our country, we see globally people stressing in how to respond to the climate crisis. I believe Portland is incredibly positioned with our innovation and spirit and your leadership and commitment to climate to actually take action. So the climate emergency declaration was passed two years ago. This council dove in and said, we need to take action. We need to make a bold commitment to what it looks like to address the climate emergency. It's no longer a future state, it's upon us and that aspiration is a climate policy that represented year one engagement with 50

organizations around the city focused on not just addressing omitted page strategies, but addressing the impacts of climate change. I'd like to acknowledge mayor Wheeler who was a true leader in that change. Not just business sector, but utility and frontline youth as well. Thank you, commissioner. Thank you, mayor. As commissioner noted, for the last couple of years, we've had [indiscernible] climate action plan and. So the plan we're sharing today rectifies the things we adopted. While also drilling down on those aspirational goals that the declaration laid out. I want to also address the name. There's a name change in experience with our frontline communities. The cap that sun set in 2020. In 2015, that cap was adopted. It was award-winning. It was the first in the world to integrate racial equity into the climate action plan. Equity working to inform that cap, the process was pretty traditional and planning process and over time we learned that after dozens of community reflection, we can do better. So not only that, but our communities most impacted have historically treating the problem at the top. So with this process, we're looking at identifying how we ensure that our communities most impacted affect our next process. B.p.s. Has engaged the work with a different container. As examples and many others, but that work has absolved the city of the need to have a climate action plan. The city itself is responsible and I think it's interesting the last few weeks as the world has been heating up, as people have experienced this crisis, this council has been addressing climate in various ways, the fossil fuel terminal zoning that we hit in June. We've been talking about the Portland clean energy fund and now the climate emergency declaration today. The truth is right now, today, we're sharing with you the 43 actions that this council will have in front of you over the next three years and how you can help shape Portland's climate future. So the past six months, b.p.s. Led a process and offices to collect a pile that city bureaus are focused on in climate. Both decarbonization and elements. The fact is we think we've captured the 43 actions that are most prevalent, most necessary to take the needed steps to meet our 2030, and 2050 goals. The climate emergency work plan represents a focus and in the council's

leadership in dealing with the climate crisis and taking together this path on the climate goals established in the climate declaration. The truth is you can sum up our climate agenda pretty similarly. We need to use less energy in our buildings and the energy we do use needs to be greener. We need to ensure that our transportation systems allow for safe, active transit, safe, active personal transit biking, walking, and if people are using personal cars, it's in green fuel vehicles. We need to invest in urban can fi and make sure our natural resources are resilient and we need to address our consumption and as we reduce our consumption ensure we're investing in a circular economy. The truth is the actions to achieve that are much more complex and the decision before you in the coming years are going to be very difficult. Are going to be choices to make, and investments to make that choose the course of how we do it in Portland. But that's a good thing. As we choose things, there can be equal opportunities not just for Portland, not just for the region, but to ensure that we are leading by example on what it looks like to transfer an economy that does not just serve Portland, but all the cities on our globe. The comprehensive plan or city wide system plans. In other words, you're looking at stuff that you see in different formats compiled for you to understand what it looks like when the city of Portland steps forward and leads on climate. It's important that we understand that the science is very clear. The carbon path is also clear for us. At this point, we'd like to get working on the policies and goals. The bureau planning sustainability, we love plans. I would ask that you consider that this plan be enough for us to embark on action. Deck please. Can you start the deck? Thank you. Next slide, please. So here it is, commissioners. This is our climate emergency work plan reflective of the work that's been put in by city staff. Next slide, please. And it wasn't just b.p.s., I want to take a moment to acknowledge all the staff that contributed to this work. As we mentioned, ten bureaus and offices came together to ensure that we begin the actions necessary to tell the story at this moment. I also want to acknowledge this is a moment in time and unlike a static report in different parts of the city, I want to acknowledge and

encourage you all to appreciate this is iterative. When new opportunities present themselves, we want to be agile in responding to them. We want to present to you today. I also want to acknowledge that the work continues and as we come back every year as requested by the emergency declaration, we'll continue to provide feedback, updates, and hopefully successes. Climate action is upon us. Not just the crisis that we're experiencing, but the work we're doing. There are many actions and many processes that the city's already embarked on that are not included and that's not to acknowledge those, but it's just to point out that we're doing the work already whether it be our fleets in the city, whether it's the bureau of environmental services, natural gas captured programs, excellent work. But this is the story of what happens next. And, with that, I'd like to hand it off to b.p.s. Climate manager Andrea Jacob.

Andrea Jocaob: Thank you, Donnie. Good afternoon mayor and commissioners and thank you for the opportunity to share this work with you today. For the record, my name is Andrea Jacob and I'm the climate policy and program manager for the bureau of planning and sustainability. I've been working on climate and energy policy and programs at b.p.s. For the last 17 years. I have been part of the bureau's climate action processes and the team since the 2009 climate action plan and I'm very honored and excited to present the next iteration of this work. On behalf of my colleagues and b.p.s. Across the city who show up every day with passion and resilience to ensure a safe and healthy climate for us all, but especially for those of us who already on the front lines of a changing climate. When it comes to the climate science. Next slide, please. When it comes to the climate science, there are many things we know for certain, the science and the research is irrefutable at this point and the most concrete fact is that we are running out of time to make the changes required to prevent irreversible damage to the systems that support life on earth. Those changes center around decarbonization, taking carbon emissions out of the economy and resilience. When I first started working on climate all those years ago, resilience and adaptation, those were very much on the back

burner. We didn't focus on them. We focused on mitigation or decarbonization. But just in the span of my career, we have reached a point where we can't just plan for and invest in decarbonization. We need to focus on resilience with equal urgency because lack of action at the federal level and around the world have brought us to a place where resilience will not be achievable without deep emissions reductions. The climate work plan addresses how we achieve those reductions and the actions are the steps that we take to meet those goals and uphold the climate commitments we have made on an international stage. This shows our state in Portland. While you can see we've made some progress from 1990, it's not nearly enough to meet the net zero goal by 2050. The steep decline we need. In fact, we have to reduce carbon emissions 50% in the next eight years in other words, another 30% from where we are today and the science makes it clear that our window to act is closing. It made our 2015 action plan obsolete. But the climate emergency declaration was not an action plan. And this climate emergency work plan is that. It outlines the action we need to take, but also bringing into sharp focus council's specific role if you look at the 43 priorities, you can see they involve impact, industry, community members, the nonprofit sector, academia, and other levels of government including the county and the state. We will meet everyone. In almost every case, these conversations have already begun and will continue over the life span of this work plan. Next slide, please. So while we cannot really overstate or minimize the severity of the worst case scenario if we don't act, I want to make it clear there's good news. We can do this. We can reach our goals while simultaneously preparing our most vulnerable communities and making infrastructure investments in resilience. And I also want to mention that the decarbonization actions don't only reduce carbon, but they bring numerous benefits to our communities in the form of new business and work force opportunities, cleaner air, more accessible and plentiful transportation options, less congestion on our streets, and safer and more comfortable homes and buildings. To the next slide, please. So, there's been a lot of talk about the

analytics and the numbers under paving the climate emergency plan. I do want to show there's a change to our foundation in particular. What you're seeing here is output and analysis based on a model called our decarbonization pathways analysis. We did hire a consultant in 2020 to help us build this. We just call it "pathways" for short. But the purpose of the tool is to help policy makers and the public visualize the scale and condemnations of specific climate strategies and sometimes we call these wedges needed to get to net zero. The wedges are pretty well-known and well established in the literature. Electricity, buildings, transportation, industry, and other which is land filled emissions and fugitive emissions and things like that. So pathways allows us to sort of toggle the scale of each of these strategies and combine them and show how different scenarios get us to different places, so it's dynamic. It's hard to show a dynamic tool in a static document. We just chose one scenario. We feel it's defensible. It was the middle of the road scenario. It is aggressive, but it's not the most aggressive and it's also not the least. So it is a way to have the discussion and b.p.s. Staff are happy to provide a look under the hood to anyone who wants to dive deeper into the analysis and the assumptions. But it is very clear it tells us a few things and one of those there's no single strategy or reduction wedge that gets us to net zero. What gets us there is stacking each one of the strategies for an interactive and cumulative effect among them. It also tells us which carbon reduction strategies have the greatest impact in terms of reducing cumulative emissions and as I mentioned, you'll start to see those map to what's listed in the priorities and the work plan on pages 5-10. Simply put, 100% renewable electricity is supplied. This has huge carbon reductions. It's a precursor and a foundation for many actions that come after it. Of the Portland preferred transportation policy narrow, very important transportation emissions are a huge part and increasing part of our emissions pie. Replacing gasoline and internal combustion engines with electric vehicles, overtime, huge impact. Similarly replacing diesel fuel with renewable bio fuels and industrial innovation. All of those strategies deliver somewhere between 6% and 12% of our

overall reductions and all the other ones are like 1%, 2%, 3%, 4% that underscores the need to stack them all. Next slide, please. As we mentioned several times, the priority actions are divided among decarbonization and resilience. You can see that b.p.s. And pbot have previewed over most of the carbon actions. This doesn't mean that b.p.s. And pbot can do this alone. We are naming ourselves as accountable and leaves all of the spaces where we're having these conversations with all of the industry stakeholders, all of the community stakeholders. On the resilience side, you can see many more bureaus have a role in accomplishing the climate outcomes for our community. Where the decarbonization actions largely contain policy directives and objectives, resilience actions are based in real-time solutions to address the impacts that are already here and those are organized by risks such as wildfire, flooding, heat, and smoke, as well as investments in the solutions such as increased tree canopy, natural resource protection, resilience hubs and more. And, we have bureau leadership invited today and you will hear more about those priorities as we go through the presentation. For now, I'm going to hand it back to Donnie to introduce our bureau invited guests.

Oliveira: Next slide, please. All right. Thank you, Andrea. So as alluded to several times, this is not a b.p.s. Work plan, this is a city wide work plan and I can't thank my colleagues enough and their staff for their contributions and sincere commitment to climate action. So as you have the report in front of you for those at home viewing that's on our website. We're going to invite the bureau directors to share the highlights and where they're at for their bureau's perspective on the climate agenda. So, with that, are I'd like to welcome director Chris Warner for the bureau of transportation. I think he might be online.

Chris Warner: Yeah. I'm online. Yep. And then next slide, please. Great. Thank you, director Oliveira, mayor Wheeler, members of council. For the record, Chris Warner, director of pbot and I'm here to share detail about our approach of emissions from the transportation sector helping build community resilience in the face of more climate

extremes which are already impacting our community. Next slide, please. Pbot is committed to advancing equity and climate justice. These two questions are embedded in our strategic plan. We always ask ourselves will the advance equity and address structural racism and will it reduce carbon emissions. Importantly, how do we understand the intersectionality between these two questions is something we work through every day. Next slide. To set the context, unlike other sectors, Portland's transportation carbon emissions are heading in the wrong direction. The latest emission measurements from 2019 are up 3% since 1990 while city council has adopted a goal of 50% reduction by 2030. While the 2020 data reflecting covid may show temporary gains from decreased demand just like after the great recession, we're not currently positioned to maintain those reductions as the economy recovers. In addition, transportation outcomes for black, indigenous, and peoples of color continue to be inequitable. In short, we're not on target to meet our goals. While the city has adopted a net zero by 2050 goal, the climate science tells us we must rapidly reduce emissions in the near term to avoid the catastrophic climate impacts and make it easier to achieve resilience through adaptation to changes already occurring within the climate. Next slide, please. This triangle shows pbot's strategy for reducing emissions by 2030. It has three parts. First is to rapidly reduce the miles that are driven and shift to more trips that are walking, biking and transit. The second is for most motor vehicle trips that remain, we must rapidly transition to cleaner fuels and electric or other no or low carbon vehicles. And, finally, we must continue to plan and build connected, complete communities in a transportation system that's climate friendly trips that make it easier for businesses to meet their needs without having to drive. With more people able to meet their needs without driving, we can reduce the risk of the climate crisis while also supporting local economic prosperity and help the community have a healthier environment and improve traffic and personal safety on our streets. At the same time, our community and our transportation system are already facing real impacts and

increasing costs from climate change from extreme heat to landslides. We must also plan for that. We must invest in operations to support community resilience and prepare for more extreme weather now and into the future. Next slide. Having described our overall strategy, I wanted to take a couple of moments to highlight some of our most recent accomplishment ams. Last month, ownership of 82nd avenue transferred. It's a critical north south connection in one of Portland's high crash corridors. It will allow us to make significant investments and operational changes to improve safety and to make it easier to walk, bike, and use transit in and around this corridor. While we have much work to do, we will need to identify additional funding to truly transform this corridor. We are thrilled to have reached this important milestone. Later this month, pbot is proud to be opening the congressman earl bloomingowar bridge. Lloyd and centrally side. In the future, it will also serve as an important link in the green loop. And the bridge will also be seismically resilient and serve as a backup in the event of an earthquake. The Flanders crossing for active transportation users and also seismic lifeline in northwest Portland. In January, we expanded our bike town service area growing by more than 25% and bringing the climate-friendly bike share system farther east and north in Portland. So pretty excited about that. We've also continued to make investments in the rose lane transit process giving more room on the road helping more Portlanders get where they need to go. And, finally, the parking climate and affordable mobility transaction fee that council approved this spring, sends a small price signal about the cost of driving and will advance our climate inequity goals. We're proud to be investing in the affordable housing transportation wallet and helping make transportation more affordable. It's also an exciting step towards using the community task force principles to sign investments to be climate-friendly inequitable and smart climate policy. Next slide. When we are proud to have been able to accomplish this -- what we've done, we're especially proud that we have done it in the last couple of years when pbot has taken a 10% cut towards discretionary revenues. Even though we do

have accomplishments, we have a lot more work to do. The priority areas that we highlighted on this slide should be familiar. We know what we must do to reduce carbon emissions and we have highlighted those strategies before. There's an urgency to accelerate and expand our work in each of these areas and I want to highlight a few of pbot's specific items today. We have hundreds of millions of dollars identified in the transportation plan. In order to provide a fully accessible and safe system for easy multimodal traveling statewide. Also the need to pinpoint more and financially stable revenues that are decoupled from fossil fuel dependence and send the right price signals. We know the impact will be greater if we can act as a regional and as a state. Both in terms of how our revenues are generated to reduce vehicle miles traveled and to electrify the remaining miles. Other partners who are easily providing infrastructure. Rapidly decarbonize fuels for new federal electrification funds. We have to build resiliency more strongly to our system and into our projects so that we can respond to more and more frequent threats, landslides, heat, smoke, wildfires, you name it. You will see that work -- you will see that the work plan includes specific items like landslide prevention as well as broader and more comprehensive planning work that will enable to respond to these frequent extreme weather events. It will require significant resources to keep Portland safe and moving as we continue to take on climate change. So that is my presentation and, with that, I will turn it over to my colleague from parks, director Adena Long.

Adena: Thank you, Chris. Let me get -- is the slide deck up?

Wheeler: It's up.

Long: Two more slides. There we go. Thank you. Again, my name is Adena Long. I'm the Portland parks director. Thank you mayor and commissioners for inviting me today. There are many actions the city and Portland parks can take within our community gathering spaces around climate action. Resiliencies are already part of our coordination. Caring for and managing wild fire risk in our natural areas and providing

opportunities for shade and access to water both naturally and through interactive fountains, splash pads and pools. A key climate resilience goal is to invest in trees. Cities and nations across the world, increasing tree canopy significantly helps us combat climate change. Trees in the area improve the soil, reduce the heat island effect, support housing and wellbeing. Focus is on strengthening protection of existing trees making them a priority in street design and other development and setting new goals to expand the urban forest. As a community, we must protect and preserve our canopy because the best trees on the planet are the ones already in the ground. Work is also under way with partners to better understand wildfires for better protection of our green infrastructure. Portland parks and recreation plans to continue identifying funding for efforts that control invasive plant species in our natural areas and for vegetation management projects that specifically target ladder fuels. We'll also continue to work with our partners at Portland fire and rescue, Multnomah county emergency management and the Oregon department of forestry and our efforts to plan ahead for the impacts of wildfire events. Parks and recreation has also planned to build. And outdoor spaces. Planned upgrades will strengthen our resilience and provide refuge from heat, cold, and wildfire smoke. We're participating in a number of efforts led by other bureaus as well and we're proud to be partners in this collaborative work. I want to pass it to don, but I'm not quite sure she's next yet. We were jumping around a little bit. Next slide, please.

Dawn Uchiyama: Thank you, director Long. I appreciate that. Thank you, mayor and commissioners. It's a delight to be here this afternoon and to be here with my infrastructure bureau directors and contributing to this important work. My name is Dawn Uchiyama. I don't have a slide today, but I do want to acknowledge this topic is near and dear to the hearts of b.p.s. And something that we've contributed to for a long time and we're report today and looking ahead of what we anticipate. For this past year, some things that we've been working on that we'd like to highlight is our mitigation

action plan. We've addressed or we're committed to addressing local flooding, river flooding, extreme drought, wildfires and extreme weather conditions with our own assets. We're continuing our work on the Johnson creek flood plain and some of the wetlands in the area. We continue to acquire property and restore wetlands and flood plains in Johnson creek. We're committed to continuing to plant trees and are partnering again with our infrastructure bureaus around the city, not in any particular, but in areas of greatest need. Our great streets program continues to build additional storm water facilities and we're building those city wide. We're excited to launch our low carbon concrete specifications and contribute to that new technology in the city and we are also very proud of our resource recovery and renewable natural gas program that we have alternate the waste party treatment plant. Those are just a few of the highlights from the past year. Looking forward, we're very excited to work on and know we'll be making some great advancements with our flood plain mapping and updates to our flood plains, we're also busy to incorporate our -- some of our resiliency work in our c.i.p. Planning and design and we're coordinating with our infrastructure partners in that. We are also looking to create our city wide great infrastructure approach and also collaborating with other bureaus and then our mitigation banking. We're excited to launch potentially a new program that will allow us to make improvements on the Willamette river. So we've accomplished a lot this past year. We have a number of exciting initiatives that are coming up next year and I personally would like to make a pitch and really emphasize the importance of leadership development in this space. We have a lot of emerging leaders and a lot of energy and excitement and enthusiasm and I'd like to see the city invest in that as well as our organizational development and continuing the collaboration and coordination existing with the bureaus. It's very important for us to continue to do that. With that, I'll conclude my remarks and I'm not sure who is next, but we are very happy to be a part of this work.

Jonna Papaefthimiou: Thanks, Dawn. And I'm going to invite our chief officer to share her comments. Next slide, please. Hi. Thanks very much. Can you hear me okay? I'm outside if you can't tell. Good afternoon mayor and commissioners. For the record, my name's Jonna Papaefthimiou. I wish so much that I can tell you about the critical milestones that have been in the last year but unfortunately in the last few years, our climate milestones have been of a totally different sort. We had our first time responding to an air quality emergency within the city of Portland. We had a first time managing a shelter for wildfire evacuees in the city. We had our first experience opening and staffing an emergency cooling center and we organized a memorial for people who passed away in last summer's heat dome. Of this is work on the frontlines of the climate emergency. And people already facing severe climate infrastructure. These last-minute interventions are resource intensive for the city. They're exhausting for the community and the reach is necessarily always limited. We can help a lot more people by preventing disasters than by responding to them. Every bureau has a role to play in getting ahead of disaster and building a climate resilient Portland and the actions outlined in this work plan show a path forward. Over the last 18 months, we've brought together all the public safety and infrastructure bureaus to update the city's action mitigation plan. By convening the city wide plan and then seek funding outside of the city to support projects, we've helped advance many strategies including flood plain restoration, tree planting and construction of community based resilience hubs. In the last year, pbem also convened a coalition and worked with over 90 community-based organizations that have become partners in emergency response and climate resilience. And even today, today we're reaching out to those [indiscernible] with heat safety information and multiple languages and requesting them to help volunteer and parks and open community-based cooling spaces in anticipation of extreme heat next week. We're also right now reviewing grant applications from community-based organizations and will be awarding \$300,000 for climate resilience projects that advance the same programs in

this plan. I really appreciate the leadership of Donnie, Andrea, many colleagues at the bureau of planning and sustainability and around the city and advancing climate change, mitigation and adaptation. I look forward to council this year and report on the work of community partners who receive our grant awards for climate resilience and I also hope to be back with implementation of more projects as we move forward.

Thanks.

Oliveira: Thank you. Next slide, please. Okay. So we're going to acknowledge that there was a slide that was supposed to be there for b. P.s.. I'm just going to share those details and add a slide later. I'm going to take a moment and acknowledge and that my colleagues. I especially want to acknowledge director long, and the chief resiliency officer for joining at a relatively late request. Thank you for that. As you can clearly see, their passionate about climate, so it was easy for them to convey their bureau's successes. Before I hand it over to Andrea. It's been shared a couple of spaces. I want to just really acknowledge that as commissioner mentioned, we are going to be launching a sustainability commission which will act as our city's oversight body led by our community, our partners to think about how we address the city climate and the opportunities in the climate action. I totally support that and agree we have a lot of work to do. We have a lot of passionate staff that we hope to engage. Like the one we're sharing with you today. And lastly, if not more importantly, our work with the county continues to be strategic and essential to our successes and we're excited to continue our work with the county on meeting our climate goals. With that, are Andrea, please share highlights.

Jacob: Yes. And apologizing for losing that slide. I don't know. I had some pictures so I'll try to paint a picture with my words. We were going to talk about the highlight reel from the last year. And then a look forward and I was going to do that with six different items. Renewable fuels, climate and health standards for existing buildings, 100% clean electricity, e.v. Ready housing, industrial emissions and the internal cost of carbon and

I'll just go through those each in turn. So since our progress report last year, we were here just about a year ago given a one-year progress report on the one year declaration. We have continued to build the next generation of climate policies. These are based on the best available science, evidence-based practices from around the globe and grounded in our wisdom from communities. On the renewable fuel standard that's I'll t-9 in the work plan coming to council later this fall. This code amendment sold in the city of Portland over the next several years will be out for public comment late next month. Over the past year, b.p.s. Staff refined the proposed code amendments based on stakeholder research, interviews, evaluation of fuel, forecasting of data, and ongoing conversations with industry experts. We also began to explore the opportunities for inclusive economic development for bipoc communities and entrepreneurs and workers presented by bio fuels and the alternative fuels market. The r.f.s. Is a highly innovative and highly impact climate policy and will put Portland back on the international stage as a climate leader when we bring it forth. Number two, climate and health standards, this is item b-1 in the work plan. After more than two years of co-creation with community anchored by the incredible leadership of the coalition of communities of color and verde, b.p.s. Launched a stakeholder engagement this past spring. We spent eight weeks introducing this concept of climate and health standards for existing buildings to two working groups that including associations like boma, p.b.a., multifamily northwest, impacted property owners like American assets trust, renter associations like the community alliance of tenants, and community-based organizations like urban league, naacp, we stipend community organizations to be at the table with us over those eight weeks. And we're continuing this process over the summer. This is a deep and complex policy. The conversations have been ongoing, they will continue over the next few years. Specific concerns came out of the first stakeholder engagement. And like Portland's native American communities. Three, 100% clean electricity, this is action e1 in the plan. B.p.s. In partnership with the Multnomah county office of sustainability, our electric

utilities, the public utilities commission, and community-based organizations have been working to figure out how to implement Oregon's landmark clean electricity law passed a year ago. Allocated in this past budget to staff this critical work. So our next steps involve hiring an analyst, designing a community engagement process. . Engaging at the utility commission, assessing the costs and the risks of this program to the city and our rate payers and eventually crafting a participation agreement that the city council will vet in a public process over the next couple years. From a carbon impact perspective, this is a biggy. Of this is probably the biggest one. This action alone could achieve a 58% reduction by 2030.

Wheeler: Commissioner Hardesty.'

Hardesty: Thank you, mayor. Would you prefer I hold my questions until you are done?

Jacob: I am almost done.

Hardesty: I will be happy to hold it until you're done. Thank you.

Jacob: The fourth action is e.v. Ready codes item t6. The first phase of this is coming next winter and subsequent phases of this work will come in each of the fiscal years covered by the work plan. This is a zoning code update that will require 50% of parking spaces in newly built multi-dwelling and mixed use construction. This has been a close collaboration between the climate and land use sides of b.p.s. With b.d.s. And the state's planning code emission. Electric vehicles are a huge carbon reduction strategy. The clean industry analysis item i1 under way right now. This past year thanks to funding from council in the fall bump of 2021, we heard a project coordinator to lead a discovery process for creating a clean industry hub in Portland. And the aim of this hub is to help industry decarbonize while creating an inclusive economic opportunity for black, indigenous, and people of color communities. This week, b.p.s. And prosper have been deep in the selection process for a consultant and we hope to get you a decision very soon. Finally, the internal cost of carbon, item c1 in the plan, council passed this important internal policy in 2020, but we did not have the resources to implement it to

move it forward and we're very grateful for council's leadership in funding a position to finally implement what is considered the best practice. The truth is as Donnie said, none of the easy stuff remains. We have been at this a long time and we have made progress. The policies remain deep and transformational. And they attempt to reorder systems that have been reliant on fossil fuels for a very long time. There are costs to this transition and we understand they are politically complicated, but the cost of inaction is far greater and doing nothing only saddles our youth with existential burdens not of their making. It's now or never for the climate. Please choose now. Thank you so much.

Wheeler: Thank you. Does that complete the presentation?

Jacob: It does, mayor.

Wheeler: Thank you. Commissioner Hardesty, you're up first.

Hardesty: Thank you, commissioner Rubio. This was some absolutely fabulous information and I'm going to go right through a weed because that's what I do when I read. So as I look at page 5 of your presentation, e1 talks about the electric supply and prioritizing and implementing this new state 100% clean electricity law. Now, as someone who lives in east Portland who lacks like sidewalks and street lights and many of the amenities that other parts of the city enjoy, when I read that, I think I won't live long enough to see my community electrified. And 1a and 1b, the state has never in my time on city council actually produced a bill that worked as intended. So I guess my question is, why is that a priority as compared to all the other things we could be doing around climate mitigation and how do we make sure that we're not institutionalizing more inequities as we try to address climate change? So either of you or both of you.

Oliveira: You can go first.

Jacob: Okay. So, first of all, the clean electricity is the biggest source of our emissions in Portland. So without a clean grid, we can't really do electric vehicles. We can't do heat pumps. We can't do all of the things that come later because those will be using dirty power. So we want to make sure as we're transitioning off fossil fuels that the

replacement for that is clean and renewable. And so, what this is suggesting is that, I mean, we all turn on our lights and we get power. Right. So what this action would do is that nothing for you changes except that when you turn on your light, the source of that electricity instead of being from coal or other fossil fuels is 100% clean. So it becomes a default option is what we're trying to go for and that was the provision in the electricity law, house bill 2021 that did pass and the electric utilities are moving in order to achieve those goals. So what that law did was set a 100% emissions-free goal by the state for 2040. That is state law and they've hit all of those goals. Generally, as we've advanced the renewable portfolio standard, the utilities have done that. So they can figure it out.

Hardesty: You're talking about the private utility companies that have been selling us clean energy for a long time. It wasn't clean? Those?

Jacob: It is a mystery to some of the products they sell, but we know according to their report, they're reporting to the public utility commission that they are tracking with the renewable portfolio standard established by the state.

Hardesty: So what is our role in that?

Jacob: So that is their job to do the poles and wires and provide the electricity. What the provisions in house bill 2021 did was actually give local governments a role in what is in that electricity supply, a role that we've never had before. So the participation agreement would be to discuss with them what exactly are the sources? What are we buying? It actually has a lot of transparency and agency over that electricity system that actually hasn't happened before. So prior to that law getting passed, b.p.s. Staff worked in the trenches with a coalition of community-based organizations to pass the law, get that provision, and now we're trying to execute against it, but it's complicated. There's ways to do it that are more community-benefitting and that's our role is to sit between and with community and the electric utilities to advocate our values in that supply. I completely understand you. I'm not one to blindly trust utilities either, but without their infrastructure and resources and support, we can't have clean vehicles, we can't have

clean homes. We need that fuel supply, that electricity supply to be clean first and foremost. That's why it's at the top of the list. It's sort of foundational.

Hardesty: How will we know if we're equitably providing this service especially for the people with the least access to options?

Jacob: Right. I think that's the public process we'll be going through with community. This will all be public facing. They'll be a process leading up to it, discussions and then that participation agreement that we're talking about outlines what we're buying and I think staff's role in those next two years is to evaluate and vet what the utilities are saying and the reason that position that you all funded is so important is because we typically have a much lighter bench than the utilities. They usually bring all the lobbyists, all the lawyers, all the analysts and we have one little me and now we're going to have like the ability to hire an expert who can come sit at that table and correct that asymmetry.

Oliveira: Commissioner, just to add to that, as apart of the policy directive, just as concerns were day lit. For example, in east Portland, if that was going to be a burden on communities, it would be relieved as a part of that transition. That would be in the policy directive that was passed. Acknowledging that our community coalitions that led that certainly were influential in making that happen.

Hardesty: I'm really happy to hear that. Is it tied to cost of living or meeting family income or minimum wage? What is it tied to?

Oliveira: It would be income.

Hardesty: Okay. My last question before I turn it over to my colleagues, b1 on page 6 talks about eliminating carbon from existing buildings in the private market. This is normally where we get our -- where we get in trouble when we're out trying to dictate policy and activities in the private sector and what I noticed about b1 is that there's a lot of people missing and there's a lot of money missing and so the question is what is your vision of what the city's role will be in eliminating carbon from private market buildings?

Oliveira: Great question, commissioner. So b1 is a great example of here Andrea and her team have been trying to take a broad approach to ensure that many voices are heard and what it would look like to implement a building standard. So if we were to set how buildings should perform in terms of air quality, we're not just going to plant that flag and walk away. Let's look with our building partners, our communities that running affordable housing. How do we create a robust policy that's informed by the people who implement it. That's first and foremost. When the question comes to how we're going to pay for it, I'll be perfectly frank. That's more research and understanding of the actual impacts, how we leverage capital improvement plans, ensuring that the systems we're investing in aren't overburdening our community. But the truth is building stock has to be upgraded not just for performance, but also for health standards, the ability to withstand heat domes and crisis and we haven't experienced a really cold winter like we may be experiencing due to climate, are homes prepared for that? So to reduce our green house gas emissions but frankly had to be resilient in extreme weather and I'm going to stop to allow Andrea to give more details on what the policies might look like.

Jacob: Unless you have further questions.

Wheeler: Just a heads up, folks. We're an hour into this. I want to make sure we get to the public not to stop the questions, but let's not give dissertations, let's be short and to the point and answer the questions to the best of their ability. If we can't answer the question, just say we can't answer the question today, but we'll get back to you.

Commissioner Mapps.

Mapps: I have some policy questions, but I'll defer my questions to later on.

Wheeler: Very good. Commissioner Hardesty.

Hardesty: I'm good. I'll wait.

Wheeler: So I neglected to have council read the rules of decorum. Please, take it away.

Adrienne DelCotto: Welcome to the Portland city council. City council's holding a hybrid public meeting with limited in-person attendance in addition to electronic

attendance. If you wish to testify before council in-person or virtually, you must sign up in advance by visiting the council agenda at the council clerk's website at www.Portland.gov/council/agenda. You may sign up for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions, reports, or the first readings of ordinances. In-person testimony may occur from one of the several locations including city council chambers and the love joy room in city hall and the Portland building. Written testimony may be submitted to cctestimony@PortlandOregon.gov. Your testimony should address the matter being considered at this time. When testifying, please state your name for the record. Your address is not necessary. Please disclose if you are a lobbyist. If you are representing an organization, please identify it. For testifiers joining virtually, please unmute yourself once the council clerk calls your name. The presiding officer preserves order and decorum so everyone can feel welcomed, comfortable, respected, and safe. The presiding officer determines the length of testimony. A timer will indicate when your time is done. Disruptive conduct such as shouting, refusing to conclude your testimony when your time is up or interrupting others' testimony or council deliberations will not be allowed. If there are disruptions, a warning will be given that further disruption may result in the person being ejected from the remainder of the meeting. After being ejected, a person who fails to leave the meeting is subject to arrest for trespass. Additionally, council may take a short recess and reconvene virtually.

Wheeler: Very well done. Everybody, there will be a quiz later. I hope you took good notes. First folks, please state your name for the record.

Clerk: First up, we have John Wasiutynski.

Wheeler: Hey, John.

John Wasiutynski: Good afternoon mayor Wheeler and members of the council. My name is John Wasiutynski. I'm here today to offer on behalf of the county my strong support for this resolution and plan. For over 20 years, Multnomah county and the city

of Portland work side by side to address climate change. When we began our efforts, this was really born out of frustration at the lack of urgency at the federal level to confront this problem, so we decided to do something about it locally. But, back then, of course, the impacts of climate change seem far off. Today, sadly, federal action continues to be lacking, but the climate change impacts are no longer an attraction. I think John did a good job of hitting the highlight reel that's been sort of a living night mare over the past couple of years. Action after action in this plan, Multnomah county and the city have been working side by side. For the collaboration I'm most excited about between our two jurisdictions is the effort that called the which is recalling the climate justice plan. That effort's just getting going right now and it will serve front line communities with government as a vision for more just and sustainable community. This ongoing collaboration is thought only a continuation of the collaboration that we've had over the past decades, but also in evolution and I think Donnie alluded to that. We have known that the solutions to the climate crisis are not only technocratic, but real solutions to confront the work to resolve sources of injustice in our communities. That's what we plan to tackle in the climate justice plan, but not -- so I'm so grateful to my colleagues at b.p.s. To have them as partners in this journey and I'm excited that we continue to collaborate that you continue to collaborate with your colleagues on the Multnomah county council and I think this is a great and important first step that you're taking today to adopt this plan and I urge your yes vote.

Wheeler: Thank you. Appreciate your being here.

Clerk: Next up we have Oriana Magnera.

Oriana Magnera: Hi Mayor Wheeler and commissioners. I'm an energy climate and transportation manager at fare day and a registered lobbyist. Verde's mission is to build environmental wealth for communities through organizing, advocacy and social enterprise. Environmental wealth is encompassed in each of the elements in the climate emergency declaration work plan. Verde works close with sustainability in a variety of

ways a key element of the work plan that we hope will continue to move forward. This process has taken consistent and thoughtful work over many years including deep engagement during the height of the pandemic. This is also not a destination, but a generative space to develop and deepen relationships. The climate emergency declaration should be complementary in this regard. It's not enough to make a declaration or work plan, but consistent investment are needed to keep crucial projects moving forward. As climate change worsens whereas -- not enough. Actions reduce resilience and provide tangible and poor air quality and high energy bills must be moved forward every year. The funding council allocated in the 22-2023 budget in awe sustainability programs. We are also supportive of the element of the resolution before you as established as a pathway to a climate justice plan. Some may wonder why this is important and not just include equity into the climate action plan itself. Taking that into approach may provide a broad development. Instead, verde does its work through emissions reductions and inequity. Planting trees lowers city temperatures as a whole but maximizes relief for people on the hottest days. There are many elements before you and it's a good snapshot of this moment in time of the work that's needed to move forward climate action and climate justice and every single one of these steps is needed with expediency. Substantial outreach and collaboration. Expert staff has sequenced action strategically, invested resources accordingly and followed community-led work and chartered a new path towards more equitable outcomes. I hope we can look back in a year and the years after that and filled the progress we have made. I'm happy to answer any questions.

Wheeler: Thank you.

Clerk: Next up, we have Mary Peveto.

Mary Peveto: Good afternoon. I'm the executive director of neighbors for clean air and thank you for this opportunity. Thank you, mayor Wheeler and all the council members, but especially thank you, commissioner Rubio, for the tremendous amount of work that

your staff have brought to the city and the opportunity that this represents. We all know that the burning of fossil fuels is causing a rise in world temperatures. One only needs to look this week at historic heat waves from Europe to the great plains and recall Portland's own experiences with the heat dome and wildfires of the last few years. As temperatures rise, scientists predict increased heat related deaths such as the tragic 69 people who lost their lives here in Multnomah county. Yet today, as recent research confirms, we're already losing 10 million people a year. Yes, from bad air and the burning of fossil fuels. That's 100 million people a decade. According to the university of Chicago's air quality life index, particulate air pollution is the single largest threat. The majority, 60% of this comes from the burning of fossil fuels it even surpasses wars by burning fossil fuels and creating bad air, we're doing more to destroy humanity than any other threat. It's beyond the loss of life. It's to blame for a host of issues that you as a council deal with every day. From physical health, mental health, even violence and crime. Breathing bad air is associated with everything from premature birth to higher rates of development delays, Alzheimer's disease, and more. Every single cell in the human body is damaged by bad air. As David Wallace wells details in the London review just recently on bad air days, umpires make bad calluses, surgeons don't perform as well and crime rates skyrocket. If we reduce our pollution, associated with the burning of fossil fuels, if you all make the decision to invest in this important work and take the steps this work plans and for, it will be our health and our communities that will benefit most. It has the potential to improve peoples' lives and wellbeing while also taking on one of the greatest existential crisis of our time. Thank you very much.

Wheeler: Thank you.

Clerk: Next up, we have Nakita Daryanani.

Wheeler: Welcome.

Nakita Daryanani: Good afternoon mayor Wheeler and commissioners. I'm the climate and energy policy manager at the coalition of communities of color or c.c.c. I'm here

today to give public comment in support of the climate emergency plan by supporting and fully funding the critical steps laid out in the plan. C.c.c. Works and has worked very closely with the bureau of planning and climate justice initiatives. Which both represent a shift from the traditional ways in which policies are developed and planning is conducted. Through these projects, we're working with community members and other stakeholders to co-create policy by improve health and wellbeing of residents and working with Multnomah county to develop a community driven climate justice plan we all know that the climate justice is not on the horizon. It's here. People of color disproportionately bear the burden of this crisis. On an older housing without proper ventilation. Our solutions must center these lived experiences and be holistic incorporated manfully in everything we do moving forward. The climate emergency work plan acknowledges this need by prioritizing community benefits and demonstrates how much more we need to do. The city has made and is making great strides to address climate equity: The climate emergency work plan presents an all hands on deck approach to the city's climate action that's urgent to meet the moment and the pathway for how the city bureaus, community leaders, you tilts and other stakeholders will work together to curve emissions. Critical to ensuring that city is strategic. And that opportunities are created for more collaboration with community groups and organizations like ours. We also underscore the importance of items in this work plan so we're able to take swift and effective action. We look forward to continuing to partner with b.p.s., other bureaus to advance equitable community-led climate solutions and urge you to adopt this work plan and the strategies in it. Thank you for your time.

Wheeler: Thank you.

Clerk: Next up, we have James Paulson.

James Paulson: Thank you. Good to see you. Check one-two. Hello. My name's James Paulson and I'm the board chair for friends of frog ferry. And I'm here today to ask for your support in moving this project forward. As question look at this plan for reducing

emissions and making not only Portland but the world a better place, I have an opportunity where Portland can actually have a project which aligns perfectly with everything that I've heard outlined in this plan in that with just the pilot program, we've done studies and we've found that during the pilot program, we could take almost 200,000 cars during that program off the road which would have a savings of over 3,000 metric tons of CO₂. I've heard a lot of different proposals and plans, but I haven't heard a lot about outcomes that's what we're talking about. We've done the research, we're looking for outcomes. We want to get people out of our cars and use one of our greatest resources which is our people. Let's use our people to move up and down to jobs. We've got great partnerships. We've centered our partnerships in the St. John's Cathedral Park neighborhood because we know that neighborhood is underserved by transportation. We know that that neighborhood has historically been less privileged than other neighborhoods and so we said, let's go and let's make this a community driven program and so we've gone to that neighborhood. We've also reached out to businesses and employers. One of our key partners is OHSU. We've talked to them. They've gone to their employees and their employees overwhelmingly say a ferry system would be great. And so what we need is we need your help so that we can bring this public, private ferry system to fruition. We cannot do it alone. We cannot do it without your support. This ferry system is in direct alignment with everything that has been said today. We've dropped off packets to each of your different offices, so I'm not going to go into details about what's included in those, but that is where the information lies and without your support, we will not have a ferry system. With your support, we can bring this ferry system to fruition. There are federal dollars we should go after. We need to bring those dollars to this community. Thank you very much.

Wheeler: Thank you.

Clerk: Next up, we have Lynn Handlin.

Lynn Handlin: Hi. My name is Lynn Handlin and I'm with extinction in Portland. We're live engine a climate emergency. It's time for Portland to act like it. Those are really nice words and very accurate. It's too bad that this climate work plan shows that the city council is not really acting like it. There's a lot of pretty pictures, some really good graphs. Some very good language and some proposals, but the city budget allocates less than 6% on climate change which is basically nothing. So that's not good. The section on transportation, there seems to be a lot of reliance on renewable fuels to reduce emissions. The problem with that is that renewable fuels can be worse on climate than fossil fuels in many instances. The feed stock, the stuff that bio fuel is made with can be very problematic. Feed stock can have a higher production cost and land use change and replacing fuel crops is just a bad idea. We need to transition around burning stuff. The pricing options for the equitable mobility section plan is one of the true bright spots of this whole plan. The Portland clean energy plan is another bright spot and some here in the city council who have been trying to weaken it. And then there's trees. The plan recognizes the importance of trees and that's good. Unfortunately, the city has not demonstrated they can handle trees very well. Why did the city break up with friends of trees. That was a partnership that was working well and getting a lot of really good community involvement. It's been replaced with programs to get less trees planted. The various bureaus did not communicate well when it comes to trees. A prime example is the pbot's division street transportation project in outer southeast. This area experiences temperatures up to 15° hotter east of the Willamette with significantly greater tree canopy according to your documents and it's true. A few years ago, pbot came to my little business association with a lot of diagrams and models planted in the median of southeast division street where the money mostly isn't. Fast forward to today and that project is nearly done with not a tree in sight. Apparently pbot forgot to discuss trees with the water bureau so now there are no trees. Just more hot pavement and concrete in this part of the city that needs it so badly where the money isn't. Also,

we need an immediate moratorium on cutting large trees on public and private property and not wait two years while developers continue to cut down trees and cut down every big tree left in the city. With the federal government's climate actions being gutted by the supreme court, we're all counting on local governments everywhere to do the work. We're counting on you. You have a chance to be climate leaders. So for the sake of our children and future generations please act like we're living in emergency and put some money behind it, big chunks of money. Not just tiny crumbs.

Wheeler: Thank you, Lynn.

Clerk: Next up, we have Sorin Garber.

Sorin Garber: Good afternoon commissioners. I want to applaud on commissioner Rubio and b.p.s. Staff for developing this much-needed blueprint for meeting our climate and carbonization goals. It's both an effective and practical approach for making meaningful achievements. I'm a southwest Portland resident, I'm also a friend of the frock ferry and I'd like to offer an additional work plan action in terms of transportation and emergency plans and that is the action to be that the city act as a sponsor for federal funds for the prok ferry. That the council request would be to identify the city. For receipt of federal funds for ferries alone in the latest federal infrastructure bill. For grants that will start at 80%, sometimes 90% of capital needs. It matters because the peninsula and the i-5 corridor which would be served by the pilot study generating the highest concentrations of carbon and particulate matter in the city. Which would operate on renewable diesel. And would go to emission on electric vehicle and this would be available and get ready to get started. In the past, council has talked about the issues with the format of the invoices to tri-met. But one thing I want to make sure that everyone understand is that there was never any discussion or argument about the content of the work all contract obligations were met which demonstrated very much so the frock ferry is feasible navigation wise and feasible for the future. Thanks very much.

Wheeler: Thank you.

Clerk: Next up, we have Jan Zuckerman.

Jan Zuckerman: Hi. Can you hear me?

Wheeler: Yeah. Go ahead, Jan.

Jan Zuckerman: I'm a member of the Portland youth climate council. Members of the [indiscernible] are unavailable to speak today because of their work schedules and other commitments. They wrote the following testimony and asked me to share it with you today. While we appreciate the work that the b.p.s. Has done to spell out the need for immediate action to address the climate, we can't -- after reading the work plan that the power needed to protect our future has not been [indiscernible] a priority in our city. The following examples demonstrate this. [indiscernible] -- Portland implement all the action transportation policy scenario. This is vaguely described -- [indiscernible]

Wheeler: Hey, Jan. We can't hear you for some reason. We're hearing most of what you're saying, but it sounds like your microphone is going in and going out. Is there something blocking the microphone possibly?

Zuckerman: Can you hear me now?

Wheeler: Yeah. Go ahead and start from the last paragraph back and we'll give you a little extra time.

Zuckerman: Sorry about that. The following example demonstrates this. Do you hear me now?

Wheeler: Yeah. It's good.

Zuckerman: Transportation sector assumption states that in order to achieve net zero emissions, Portland permits all of the actions in pbot's preferred transportation policy scenario. This is a transportation system that increases driving -- [indiscernible] -- this disparity [indiscernible] the scenarios preferred rather than to be implemented or required. In addition, if we were unable to convince pbot in its pedestrian plan to require enough large trees, how can we trust them with our future especially with such nonspecific language and so some -- [indiscernible] discern -- how can we reduce

traffic and lower emissions when the city supports highway expansion and industry is given a free pass until 2030. In order to create a better future, we need to have a concrete work plan that's fully funded and a specific time line that clearly -- [indiscernible] -- even if we're frustrated with each other, [indiscernible] -- the project and other aspects of the situation, yet, in many meetings we've had with city officials, adults have shared their frustration about the lack of collaboration between bureaus. As reported in [indiscernible] , our city continues to struggle to come together to figure out how to protect and plant trees yet collaboration between bureaus is vital to the success of this plan and our lives. Amanda Gorman's poem 'earth rise' she states -- [indiscernible] -- so universal. In 2017, mayor Wheeler said we're going to need to make deliberate steps and policy changes to switch to renewable sources of energy. This plan is not deliberate. If the mayor's serious on his commitment will show up in the kind of funding and staffing needed to tackle the climate crisis. The Portland youth climate council was created to advise the city council on their climate goals like the progress report, we expect honest and reliable updates to the plan so that we can be apart of our own futures. Thank you very much.

Wheeler: Thank you. Appreciate it.

Clerk: Next up, we have Liam Castles.

Wheeler: Welcome. Thanks for being here.

Liam Castles: Thank you. Good afternoon mayor Wheeler and council members. My name is Liam Castles. I use he/they pronouns. I began organizing late last year because after watching my city fail to take action after years of strikes [indiscernible] has used something. I'm just barely 18 and the next election will be the first one I can vote in. I will be voting for politicians who choose people over profit. That is what you're voting on today. You're voting on my future and the future of every young person in Portland. Two years ago, I watched my city reach 116°. Two years ago, I left the state with the air I was breathing only 200 an a.q.i. Of 200. Portland's leaders looked away. Two years ago, I

was blocks away from fire evacuation warning zone from a forced fire that reached record temperatures. All this and it takes two years to begin voting on whether climate change deserves funding. To young people in Portland, your inaction hits like a truck. It's depressing. It's terrifying. And patting each other on the back only adds insult to injury. Last week, an organizer named Ada Crandle asked you to raise your hand if you care about confronting the climate crisis. You have heard in detention is what young people remember. You've lost our trust. And, if you're not willing to step up, we will demand that you step down. There is no place in Portland for politicians who will not face the issue of the century. I want to be clear, the only way to earn that trust from your community is commitment. \$2.4 million is a drop in the bucket. The fact that it's an unprecedented amount of funding means you've never spent money on climate change. I'm going to say that again. You've never spent money on fighting climate change. This is your opportunity to begin to make change. Adopting funding the climate emergency declaration fully because you know as well as I do is an excellent first step and while it has many issues, it would begin to earn back peoples' trust you've lost by turning your back on climate issues you've heard for so long.

Wheeler: Thank you. And you are engaged and I appreciate it. You took the time to be here today and I respect that. Sitting behind you are the leaders of the bureau of planning sustainability and I'm sure they would love to meet with you and walk you through what they have actually done around climate change. Portland is long led in this area. The investments go well beyond just the climate action investments. Investments get we make through the bureau of transportation, the housing bureau, our economic development agencies, but you're interested. I'd love to see you run for city council someday. We need different perspectives and different voices. Your passionate and I love that, but really do connect with our bureau. Come in and talk to them. I think you'll be more impressed than I think you'll be.

Castles: I hope that funding becomes more apparent to the youth in this community because it is not at the moment.

Wheeler: Thank you.

Clerk: Next up, we have Juliet Stumpf.

Wheeler: Welcome.

Juliet Stumpf: Thank you, mayor Wheeler and commissioners. My name is Juliet Stumpf. I'm a law professor at Lewis and Clark school. I'm also here as a parent of two teenagers, teenagers who are facing two very different futures. As a mother, I feel not so much fear for my kids' future, but of dread sometimes and over well am. And more of a determination that I need to be doing something about this crisis climate. I actually arrived home a few hours ago from a work related trip to Europe. They've ignored borders, triggered evacuations and have been challenging public systems that are not meant to handle that sort of thing. We've been there and we know what that's like. As a member of this nation, I see our national leaders failing to take the votes that they need to climate action that president Biden has laid out. Short-term economic interests are outweighing catastrophic harm. I believe what will make the most difference for our kids is powerful, local action. Portland has always been a leader in making change has believed it is to be a city that acts quickly and creatively. We have a chance to make meaningful impact. 43 steps of meaningful steps. We have an opportunity when our kids and their kids turn to us in the future and say "what did you do when you knew how harmful climate change was going to be?" to say I acted. I voted. Critical steps to the future. I think the kids speaking out now about climate change, the concern that they have about what will happen if nothing is done seeing really clearly the potential futures that lay ahead of them, they are clear-eyed and determined. They are outspoken and unafraid. They are told that they are inspiring, that they inspire hope and I think they're tired of hearing that. We as adults are the ones that hold the levers of change. We are the only ones. They will inhabit long after we're gone. Our kids are asking us to act like

adults. And so I ask you to adopt and fund the Portland climate emergency work plan. I can you to take the first 43 steps towards a responsible future. Thank you for listening.

Wheeler: Thank you. Appreciate your testimony.

Clerk: Next up, we have Cathy Tuttle.

Wheeler: Hi, Cathy.

Cathy Tuttle: Thank you mayor and council for giving me this opportunity to testify on Portland's climate emergency work plan. I am Cathy Tuttle. I live downtown and I'm a land use and transportation planning consultant. Last night, I re-read Portland's 2015 climate action plan which I hope is not entirely obsolete. Hundreds of people spent thousands of dollars making over 200 detailed recommendations on goals in the 2015 climate plan. We recognized then the urgency of our climate emergency and set benchmarks for 2030. We're halfway now from that 2015 plan to 2030. Goals in the 2015 plan included a number of trees to be planted charging for driving on busy streets. 25% of all trips should be and 25% by bike. These are real goals. Real time lines. In 2015, most of the goals from the 2015 plan had not been met, but there was a real sense of urgency. Now we're in 2022, half way to 2030 and the climate emergency clock is ticking and our climate output is leveling off. I want to see numbers. I want to see numbers in this work plan. I want to see time lines, I want to see progress at this halfway point. Portland can write some really good plans. Your plans prioritize people who walk and bike over people who drive, but your actions still do not. Your plans promise housing and safe streets, but so far, I don't see that. This plan, this 2022 climate emergency work plan does not feel like it has the sense of urgency that carried over from other climate plans. I feel like Portland has climbed up a letter. Bicycle plan, transit plan, freight plan, housing, waste, parking plan. Each one of the ladder takes us higher and now Portland is standing on the high dive board. It has its toes curved around the edge and we the people are still waiting for you to jump. I'd really like you to take a leap into a big bold future, Portland, it's a climate emergency. Thank you.

Wheeler: Thank you, Cathy.

Clerk: Our last testifier is Brooke Kavanaugh.

Wheeler: Hi, brook.

Brooke Kavanaugh: Great. Good afternoon mayor and commissioners. My name is Brooke Kavanaugh. I'm here today as a volunteer we 350 pdx. 350 pdx has been working to build the local grass roots movement for the last nine years. We work to address the causes of the climate crisis through justice based solutions. I've been here today really to listen and learn more to understand more about this climate emergency work plan and I'm also here today to share some support for the plan. I want to start by sharing appreciation for the work that front line community based organizations, b.p.s. Staff, and bureau staff have been doing to bring forward climate justice and that is reflected in this plan. And, this work plan is a clear effort to make council understand the urgent need to support climate emergency work through funding and policy adoption. The lack of funding in particular and I kind of echo Liam about the pitly amount of money. It has been a huge obstacle to accelerating climate justice work at the city. So, are please, it is critical that the council approve these programs and funding requests when they come across your desks from now to 2025. Approving a resolution is not enough. We have to follow through with the support and resources needed to implement them. And I want to encourage you to keep supporting and expanding on the climate crisis both in process and in benefit. It is these community led solutions that provide the bold vision and actions that are on scale with the climate crisis and systemic injustice. Thank you very much.

Wheeler: Thank you. Appreciate it.

Clerk: That completes testimony.

Wheeler: Thank you everybody who testified. Commissioner Mapps, I think you were first up with questions when we stopped. Or would you like to wait?

Mapps: No. I'm glad to start. I'd love to interact with staff. First, I want to say thanks to the staff for the presentation and thanks to members of the public coming by today. I have a handful of questions that I hope we can dig into. I also recognize we're running late today, so I'll try to keep it brief and I will not be offend Friday you keep your responses brief also. I think the first question I'd like to address is I think this confusion around the difference between the climate action plan and the climate emergency work plan. As I talked to different bureaus and even frankly different council offices, I think we're still struggling to understand the difference between the old climate action plan and the climate emergency work plan. And I know you sort of addressed this before. Can we revisit that?

Oliveira: Yes. Thanks, commissioner Mapps. I'll do my best to keep this as concise as possible. The 2015 climate action plan sunset in 2020. Even the climate emergency declaration set new goals for the city, we didn't actually activate a new climate action plan. This document before you as a part of the resolution is part of the plan titled "the climate emergency work plan" it's the work plan to implement the emergency declaration.

Mapps: So a follow-up question. I think the change of name is maybe is [indiscernible] so it's not wrong to think of this as the updated version of the climate action plan.

Oliveira: The long version of that, commissioner is that working with our community organizations and our partners, climate action planning is an older model and we're trying to evolve with our community partners you heard from today about what a climate justice model looks like and leading with the climate emergency.

Mapps: Okay. Thanks. Another question that I have and I think I've heard it articulated by other members of council today is I want to be clear, does this plan before us today describe all the work that the city's doing in terms of fighting climate change?

Oliveira: Absolutely not, commissioner. We were hoping to frame for you the things that we know over the next three years, city bureaus will be coming to you to activate

policy division points that are going to be essential to the city. That does not include all the things we're doing already that predate this document or the work that's being done by the private sector, by industry, by community leaders on their own. So a much more broader look at that would be much more complicated, a longer document. We wanted to capture what the city of Portland could do over the next three years.

Mapps: Great. [indiscernible] -- you know, for example, I know environmental services -- [indiscernible] -- consistent with your project that are not discussed in this. Another question which I'd like to raise and actually members of the public raised this several times today and that has to do with blending the proposals in this document. Can you -- how well are these ideas, frankly, I don't see any specific -- [indiscernible] -- where are we in terms of the funding requests with this? Are you asking for any particular funding today?

Oliveira: Not today, commissioner. If you treat each one of those items as a distinct project or policy, the idea is a part of the work that whatever bureau is leading that work, at some point, they'll be a decision point they'll be bringing to council. At that point, there's a funding request that will come at that time. This proposal's given you a snapshot. The frequent question is how much is this going to cost. That number is substantial. It's in the billions when you talk about capital investments. We're not trying to solve for that. We're trying to give a signal to you all about what it looks like for the city of Portland and staff and somewhere substantial investments to implement those 43 actions. This isn't comprehensive to say all the capital that's needed to update private sector buildings or the flood plain and do mitigation banking in examples of sharing off the cuff. But in this particular plan, we're just giving you a snapshot of what it would look like to implement each of those items. I also want to be frank as those numbers change or we evolve and understand the challenges. I say this in candor and also sort of in levity, sort of look at it like this. We're going to give you a sample of what it looked like relative to the project. Please don't hold each one of those whether it be funding.

Mapps: I have more questions. Also at the same time, one of the questions I want to ask refers to a graphic that you showed. Can we pull up, we can let it sit for now, but if staff can pull up the graphic that shows maybe on page five of your presentation. Over time, we go from '90 to 2000 to 2010 to where we hope to be in 2015. I'll let you work on that. Yeah. That one. Sort of looks like a map.

Oliveira: We have two. One looks like this.

Mapps: Nope.

Oliveira: Okay. The one before it.

Mapps: Yeah. The one before that. While you work on that, I'll let commissioner Hardesty and whoever else who would like to raise a question. [indiscernible]

Hardesty: Thank you, mayor. And, thank you again. I think some of commissioner Mapps' questions helped clarify some things for me. Let me just say as an example t8 under transportation says make freight cleaner. There's a lot of dollar signs and there's fiscal years '22-'23 through '24-'25, lots of dollar signs, but I'm not sure what we're going to do in the next three years as the city of Portland to make freight cleaner. Right, so let me just say, this is a list of maybe I should ask this question. Is this the 43 things that you think are the lowest hanging fruit that we could actually wrap our arms around and do?

Oliveira: Wrap our arms around, yes. Lowest hanging fruit. No. I would not call some of these actions low-hanging fruit, commissioner. Some on the list are going to be pretty substantial.

Hardesty: That really was my point as I think about adding new restrictions for development, I already hear in my ear from developers about how that's going to raise the cost of housing at a time that we're in a housing crisis and I can already see the scenario playing out. What would your response be if in fact we are trying to build housing people can afford to live in which is rare in the city of Portland today, what

would your response be to developers who said you're going to price us out of the market?

Oliveira: Absolutely. Commissioner, what we laid out in our plan, this is what it looks like for the city of Portland to get to its net zero target. How we do that is largely to be developed with developers and our housing advocates, with our communities at large. So there was an intentionality to not get into the specifics of these. Not just because we don't have ideas. If we're going to do this well and implement and have market policies, they're not just shape our climate emissions reductions, but hopefully generate wealth and business development, we're going to do this with community, with our business partners. That's the only way it will be successful. If it's just the local government trying to jam a policy, we'd like to develop that.

Hardesty: I have a lot of questions. And I will certainly have off line conversations around this, but one of the things that I know will happen this year is we'll get the very first electric fire truck. I'm very excited about that. I'm very excited about us testing it out and figuring out whether that is a model we will expand so as someone who's buying a new electric fire truck, I want to know how my bureau fits into your vision of what's possible. Can you answer the fire part?

Jacob: We are working really closely with the city fleet. We're as excited as you are.

Hardesty: I don't think so.

Jacob: Maybe not. [laughter] but I have two staff that work full-time along with the city fleet and parks and pbot that work with the vehicles. So I think as Donnie said, there's a lot of things in here that we were trying to put a fine point on and not make it a 200-page document. But I've enjoyed working with fire over the last several years because they are committed to sustainability and climate.

Oliveira: Yeah, the fire station one and the resiliency hub. The city of Portland, not the city itself, but one of our local waste haulers is getting an electric garbage truck coming online really soon and that will be a prototype to see how it works within the system so

we can ideally scale that up. So there's a lot of emerging prototypes that we're looking forward to scaling.

Hardesty: I'm going to end with just saying I really appreciate the work and the thought that you've both put into this climate emergency resolution. And I would just encourage when you come back that we're prioritizing equity and climate proposals. And so, again, thank you very much.

Wheeler: Thank you, commissioner. Commissioner Mapps.

Mapps: I put my hand down. Commissioner Ryan.

Wheeler: Commissioner Ryan.

Ryan: Hi. What I'm trying to do is connect the dots between this item and the next item. The item that's before us at this moment and the pcef item that's next.

Oliveira: I didn't catch that, commissioner.

Wheeler: They're just not aware that we're take interesting. So the Portland clean energy fund allocation of \$121 million that was supposed to happen this morning isn't happening until after this.

Ryan: I haven't even asked the question.

Hardesty: This is going to be good.

Ryan: I'm off to a great start. So, you know, I've been having dialog with you the fact that we don't have metrics that we have for pcef and it would be a better practice when one's turning in a grant proposal that they could identify with where they're targeting their impact. And what I'm enjoying about this hand-out is and it's this one, is that the one that was just up? Yeah. -- is you break it down into buckets, buildings, transportation, electrical supply. So I'm trying to, perhaps you all hang out with each other. So where can we have efficiencies between the two. And are you having dialog about that?

Oliveira: Yeah. The short answer is that. The carbon reductions is directly targeted by net zero 20 50. And we're confident that as we continue to develop the climate

emergency work plan in concert with pcef's program and as we evolve that structure, we'll be able to bright line more specifics on what that's going to look like so my hope and trust is the work plan and pcef will build off of what we know.

Ryan: I'm happy to hear that and you're all working together for the same goal which is clean air, clean water. I know. It was a term that you use and in this job, I realize I hear terms that become normal to me, but I don't think they are to everyone. So just define circular economy for those people that are listening to the channel, whatever this is.

Oliveira: Thanks, commissioner. So the concept of a circular economy is that we don't treat our byproducts as waste and sort of look at how we identify our end game products as products that can be put back into our technological systems, people systems. Food waste. Without spoiling too much of a presentation that this council received on a clean industry hub, what does it look like when we invest in natures that are symbiotic in nature. But also inform and find efficiencies in everything from energy use and heat capture, sharing of resources and that way. On a broader scope, it looks like how do we ensure we have a future that's not predicated on waste, but on, you know, on reuse and repair and resource.

Ryan: Well done, I appreciate hearing that.

Oliveira: Yes.

Ryan: I think I know the answer to this question, but I like it and I want to put it out to the public record. So the next item we will be talking about awards and they're all from a certain sector, the nonprofit sector and then we hear testimony that says we're not putting enough money into this, you know what's coming. And so I think what the community wants, of course, is the outcomes because we heard that in the testimony. And so is there an opportunity for us to think out of the box on taking the investments from pcef and looking at some of the targeted goals that we have here internally since we only, you know, this is money and where will we put those precious resources?

Oliveira: I would offer that there are certainly opportunities for us to leverage bureau work plans and their strategic goals and initiatives and how we leverage those capital improvement opportunities with pcef. How do we accelerate implementation utilizing pcef dollars ensuring the community's still benefitting and I'm using this for an example. I want to acknowledge as the city looks to accelerate our urban canopy and our urban forest proposals, how does pcef play a role on that and ensuring that we get the trees to the place that need them most.

Ryan: This is going to take obviously an all-in approach. So just trying to connect those dots on how we do that. So I'm trying to think out of the box with you right now.

Oliveira: And, commissioner, we are too when it comes to looking at pcef going forward. One of the structural strategies so we still stand true and intent of the program.

Ryan: I really enjoyed the testimony and I just couldn't help knowing that we have these two items back-to-back this afternoon now was an opportunity to connect the dots.

Oliveira: Thank you.

Wheeler: Thank you, back to commissioner Mapps, then commissioner Hardesty.

Mapps: I think I have three quick questions. Can we go to the now or never slide? All right. I'm wondering if staff can explain some of the patterns we've seen in the past.

Jacob: Weather patterns and high- and low-hydro years. We have to use more power that create more emissions. Our per-person emissions have gone down because we keep decarbonizing our system. But welcomed more people. Our emissions are going down.

Mapps: Is the weather going to change? I have a dam too, so I have the exact problem.

Jacob: I'm not going to predict the weather.

Mapps: Our recent stalling out, an effect of climate change. Is that the claim?

Jacob: Partly yes. I think we stalled out on advanced policies. Portland used to be in the top five around energy policy. We haven't had a big energy policy since 2016. We're losing ground in terms of our advanced policy.

Mapps: Thank you. Is it possible to advance to the next slide, Portland's pathway to zero carbon 2050? I'm going to ask two questions here and then -- that one right there. So if I understand this graphic correctly, basically contrasts what we expect to happen with carbon emissions if we do nothing versus what we expect to happen if we implement the policies contained in this plan and other plans in the future. A huge chunk comes from transportation and when you look under transportation policies there is two buckets, electric cars and moving towards behavioral change. I can see electric cars and mixes of fuels coming online, that's straight forward. In terms of behavioral changes in terms of transportation, getting people to right the bus frankly again in our presentation I didn't really hear much about TriMet or, the 30 people who showed up today which was great. Are we coordinated with TriMet and other folks who run transportation?

Oliveira: Every day.

Mapps: In terms of this plan?

Oliveira: I will acknowledge we looked up directly and his team when it comes to transportation, in particular, talking about getting people out of cars or active mobility options. But of course when we're talking about our climate goals, TriMet is going on to be integral player. The availability, the safety, the creditability and the sophistication of the transit system is essential to -- so yes, TriMet is going to be an integral partner.

Mapps: One last question -- a hey, Chris.

Warner: We're working, with TriMet, particularly on the project, [audio echoing] we're hitting statewide in order to make transit move more quickly. To answer your question, yes.

Mapps: Great. I'm glad to hear that and I would love to learn more about that the behavioral changes strike me as being a heavy lift contained in this plan. Director, the

last question will go to you. Here, I think I want to focus in on the climate, carbon reduction changes we hope to see in the short term between thousand and 2030. Half of that, the goal is to reduce the carbon footprint in the next eight years which sounds awful aggressive to me.

Jacob: We're starting from negative 20ish to negative 50.

Mapps: I think I'm are tracking. If I can use this graphic as a gayed, half of the reductions in the electric supply and buildings. When I go and map this onto who is responsible for delivering policy reforms around electric supply and buildings over the next eight years or so, pretty much it's all you. It's all you and p.s.a.c.. Which is, it's an awesome responsibility. It's an awfully heavy lift. And director, I think my last question to you, if you feel like you have the resource and support you need to accomplish this very important but frankly very ambitious goal.

Oliveira: Wow, thanks, commissioner. The short answer is I have to believe we can do it. Because if we don't do it in Portland, there is few places that can. But the good news is that people like Andrea Jacob and her team having working on this for a long time. These aren't wishful plans, they strategies that are in play. We have, Andrea and commissioner mentioned the program, working with partners to address these. Council gets to hearing them later this fall and next year you will see complex proposals that address this. Other actors that will be industrial in success, of course. It requires a level of participation from effects to ensure we have the right partners to get these things across the finish line. It's doable because we see a pathway to get there.

Mapps: Thank you, I want to thank your team for the presentation we saw today. In the interest of time I could keep you here all night but I won't. I will stop asking questions for today. I'll hand it over to commissioner Hardesty, maybe.

Wheeler: Commissioner Hardesty, follow-up questions? I'll check. First of all, let me step back, thank you, this is great work, I appreciate it. And i'll, I very much look forward to supporting it. So thank you for that, commissioner, thank you. With that said, we have

some strategic advantages that we should leverage in this city. One of them is around autonomous vehicles. We talked about that a lot a few years ago as we tried to make Portland a center for development of autonomous vehicles. We have the largest manufacturer of freight vehicles, zero emissions freight vehicles located right here in the city of Portland. So commissioner Hardesty asked how can we realistically make a difference around reduces emissions in freight. We have the nation's leading expert, one of the local leading experts in the city of Portland. We should be working with them on that front. Number two, as I read through there recommendations, sometimes I feel we're overthinking some things. It is a heavy lift to ask private sector developers to provide e.v. Charging stations that will only be accessible to the individual who purchases or rents a particular unit. That is not a cost-effective strategy and requires you to overcome obstacles around the cost of housing. Instead the public sector should take it upon ourselves to use our right-of-way to provide publicly accessible e.v. Charging. And so i, and to me that's low-hanging fruit. We have to work with the utilities and they have federal funding to help us to achieve the goal. I wouldn't go down the rabbit's hole of putting a new zoning code in place which will take years and overcome withering opposition to help who happens to rent or purchase a condo assuming they have an e.v. In the first place, that does not strike me as low-hanging fruit if we're going to use that analogy as us committing to a large number of publicly accessible, high-velocity charging stations. Around the country they are figuring out impediments is people are afraid of running out of a juice. It's a psychological problem people need to overcome if I go to mount hood or the beach, can I get there and get back before I run out of juice. We should work with communities around the state. Where do people actually go? Obviously, across the river, up and down the i-5 corridor, you are working on part of a national network on the i-5 corridor, what about other places in the state of Oregon where people go. Could we subsidize in mount hood area, the beach, whenever, I'm making it up on the fly, pick your favorite spot. That's an area where I think we could

make immediate efforts. Heat resilience I want to point out we're terrible -- nobody likes a snow job from politicians these days. Nobody wants to hear us say how great we're doing. This is the opposite environment. This is a time for introspection and time to let people express their frustrations, which is what I do professionally for a living by the way. There are things we do that surprises me evening activists in the community don't know about. We were struck deeply by the deaths last year as a result of Portland reaching the longest streak of over 100 days, including 116 degrees one day in downtown Portland, Oregon, which I never thought would happen in my lifetime. I would have said no chance, zero, none. Yet it happened. The city jumped quickly with the county and others with there state to immediately come up with strategies to make sure that we did not have that loss of life again. And Jonna on the horn here in virtual land, Jonna. She came up with a really comprehensives list. I don't want to sight of the fact. If you are still out there cursing me because I can't pronounce your last name correctly and I apologize, I think you did exceptional work and maybe it's time for us to put that out again with updates we've included since then, the work that's been done around the public sector. None of this works well in the transportation sector without a good public transit system. And I mean no disrespect to our colleagues at TriMet. Most of them are the inheritors of a system they know needs lots and lots of work. When we say we're special, we can't possibly mean public transit. And that's not to say there aren't really good parts of our transit system, nor is that to say there aren't really phenomenal projects in the pipeline. You mentioned division street, that is one of several I think really potentially game changing public transit opportunities in our community. But people aren't going to give up their cars if they don't think that there is a reliable public transit system. And in cities where you can't have cars, people don't miss their cars because they have good public transit. I lived in three cities with good public transit, Boston, new York and Philadelphia. It's the opposite of wanting to own a car. The cost does not, the benefits don't outweigh the cost in a city where transit is ubiquitous. That

should be the goal. We don't do transit here but we need to work with TriMet and figure out how to fast track the efforts. We saw a study two years ago, to get us to where we need to be on public transit. That's not inspiring. And it doesn't feel like it's listening to the urgency of the situation. I'm not dumping this all on TriMet. There are cities the city is responsible for public transit. And we should be figuring okay, what is our role in all of this too. That's a thought. I don't think we should be telling the private sector how to make their building more energy resilient when so many of ours are absolute crap. It doesn't sit well with me if we're not willing to lead by example it seems really egregious for us to tell others they need to do better. I've been through some of the building and I don't understand why employees are working in them from a safety perspective much less a energy perspective -- this is one where we need to do better. The criticism said are justifiable. When people say we need to do better around air quality, I can't believe we're still having the conversation around air quality. I realize what would a few years ago literally originated somewhere else and drifted here but caused a serious public health for our community. Forest management practices have a lot to do with that. And we can't just put it on our credential delegation to be responsible for that. We have a say in that. Because we are unfortunately in an area where if the smoke comes it's going to settle and it's going to concentrate and the particulates will be bad for all of us. I think I'm done. So walking and biking, this to me is the lowest of the low-hanging fruit. People like to walk and they like to bike but they won't do it if they think it's dangerous because they are rational. And so I hope we keep prioritizing safety projects and we talked about a really good one just this morning. But in everything we do around transportation and everything we do around development and everything we do in the business districts and every we do in our neighborhoods we need to talk about how does this as a present as a place for people to walk and bike. Commissioner Mapps, although it probably doesn't register on the carbon chart, it is part of the reason there is a perception Portland has fallen out of the leadership on the climate resiliency. We heard

a few weeks ago people came forward and said look at a minimum you need to talk about it more and advocate more and get on your bike and walk. And that's a challenge I'm extremely happy to take up by the way. I already do it and I look forward to it on days like this I wish I was doing it now. We have to think about the safety component for everyone. So I will shut up now. One last thing, the circular economy, I was pleased that question came up. Portland was actually a leader on the notion of the circular economy. And I was actually very, very pleased to be able to speak on this at a c-40 conference four or five years ago at this point. And people looked to this city still for strategic leadership on some of these ideas. And I realize it's a concept, it's not even a plan. But it is built into this one and I was really pleased to see it. I wanted to highlight that's an area where the city of Portland is evangelical on leading the cause. I'll stop there. Those are random thoughts I was having as listening to people testifying today. Hardesty, then Rubio.

Hardesty: What a day we've had here at council. You know, this is a fabulous conversation that we're having. And I really appreciate many of the ideas the mayor laid out on the table because as you are representing this plan I started thinking about how do we make the private sector jealous that government is moving head or shoulders past them when it comes to addressing climate change. Right? I've had many conversations with Sam Baraso and his team around 82nd. With the transfer of 82nd avenue to the city of Portland, we had the opportunity to rethink a major thoroughfare in the city of Portland. And so when I'm dreaming big at night about what 82nd could look like when its development is done, I see an electric grid that's been built that actually is accessible for both electric cars, owned and operated by community-based organization that would compete with lyft and uber but it would actually be the money would stay in our local community. I see opportunities for more electric bikes in east Portland. I see the opportunity for 82nd avenue to be one of the most climate-resilient, transportation modes in the city of Portland. And I suspect if we do this right at

the front end we will have private sector folks banging down our doors trying to partner with us and actually do something that adds value to that. I think we have the opportunity to be the climate leader we used to be. And we can actually do it in a way. Think about all the transportation projects coming down the pike in the next ten years. We have an opportunity to have a huge impact. But I want to caution my colleagues. It must be in partnership with community-based organizations. They must be the leaders and any dollars coming out of the Portland clean energy fund. And if they like the fact that we are committed partners, I see an opportunity for us to do some great stuff. And so, I agree with the mayor, that maybe as you are refining this document and moving forward, we should be prioritizing what the city has control over, that the city can do, prior to us going out trying to entice others. But I think if we are actually putting these big pieces in place, the private sector will be beating down our doors. Especially the utilities, when they find out we have less people relying on, they will want to be good partners and figure out how to help with this transition, right. Like many, some folks on the council, I'm really giddy about the potential for us to really over the next 5-10 years, actually make major investments that we will see for generations to come. You know, maybe because I'm always optimistic, this plan helps me think about a lot of stuff I have been talking to community-based organizations. I look forward to working with you, and whatever I can do to help remove barriers in the bill that I control, you got it.

Wheeler: Commissioner Rubio?

Rubio: Thank you, mayor. Just in closing, I really want to thank director Oliveira and bps for their leadership on this presentation today. But in particular I want to give huge appreciation to Andrea Jacob for her deep commitment to this really important work. Andrea is exactly the right person that we need to be leading this effort. And I deeply appreciate the leadership, the thoughtfulness and values she brings to this work and our city is very lucky to have you, Andrea.

Jacob: Thank you, commissioner.

Rubio: Also I want to thank all the bureaus for their participation. As we heard, the city's climate work doesn't reside in one bureau. We have a lot of work ahead t. Will take real substantive action from all of us to make the consequential changes for Portland, our families and for future generations. We look forward to continuing to see how this unfolds and look forward to the collaboration with my colleagues and all our external and internal partners. Thank you.

Wheeler: Thank you, commissioner Rubio. Colleagues this is a resolution, any further business? Keelan, please call the roll.

Hardesty: Commissioner Rubio, thank you, thank you for continuing to move forward our climate declaration and our climate justice work plan. I'm very grateful for your leadership and fabulous team you have surrounded yourself with. I look forward to us continuing to refine and address the issues that we need to address. I want to give a special shout out to sunrise movement verde industry trust, because they have been good partners, no matter how frustrated they get with us at times and helping us actually move these projects forward, this vision forward. And you just want to make sure that I continue to thank these fabulous young people. I wasn't at 14, 15, 16 years old even aware there was a climate. I want to appreciate their commitment to us doing the right thing. I'm happy to vote aye.

Clerk: Mapps?

Mapps: I want to thank commissioner Rubio, and staff, and the public for all the testimony we heard today. This item could not be more timely or more important, you know, it was a little more than a year ago when Portlanders were sitting under a heat dome where the temperatures reached 117° and we saw several of our friends and neighbors die from heat-related stress. Yesterday in Europe, western Europe, we saw London see highs of 104°, Paris reached highs of 104°. Literally today across western Europe we have tens of thousands of literal climate refugee who's are fleeing their homes because of forest fires. And we know the United States is not immune from the ill

effects of climate change. I believe today we have about 100 billion people in these united states who are under some form of excessive heat warning or heat advisory and frankly we have not even reached the hottest part of the summer. All of that just underscores how important this work is. I am deeply sympathetic to folks who say that this plan is important, but it doesn't go far enough. I suspect that everyone on this council agrees with that sentiment. At the same time I also really want to applaud you. I think that the goals you have set, especially for the short-term are incredibly ambitious. We hope, in my bureaus we will partner with you to reach these goals and I'm confident that the rest of my colleagues on council, and every city employee will row in the same direction with you. I'm glad to see this work move forward and for these reasons, I vote aye.

Clerk: Rubio?

Rubio: I want to again say thanks to the b.p.s. Team for their stellar work. That is just one part of a broad effort to get us to net zero. I also want to thank the young activists, dedicated city staff, hundreds of community members who have testified, emailed, called, mailed in their thoughts about climate justice and about pushing us to take action. We hear you and we are committed to doing this. And I also just want to thank my colleagues for the wonderful dialogues that we have. And also for your openness and your vision for a very sustainable and just Portland. And for that reason, I vote aye.

Clerk: Ryan

Ryan: Thank you, commissioner Rubio for your leadership, thank you, director Oliveira. The refreshing to you have here. I know you said it's been going on a while but clearly the been evolving. And I like listening to the private sector, it's obvious we aren't in a bubble here. And the external partners demonstrated by the testimony today. I really have accepted now for a while that we are in a climate emergency, that's exactly my point. We need to live through this nightmare that our predecessors created. Some of them unknowing they were creating it and goals to create safety and sustainability for

all Portlanders. I'm really proud we will act with some urgency. I was hearing that and I think the language change is smart and actually is poignant. And I would be remiss if I didn't mention the elephant in the room, the federal government is really failing to act on this crisis. 50 republicans and one democrat, the gentleman from west Virginia. Anyway, it's just prevent climate action on the federal scale. Today we found out the better joe still hasn't declared a climate emergency. It's the scale of destruction we are reading in Europe today, it's poignant we are having this discussion today. Although the a global crisis all we can do is what is our direct action we can take. I could tell, I know you are using the word low-hanging fruit. You looked at impact and influence and control and I think you made some really wise decisions. I can tell a lot went into that. You will not read all of this because it's been a long day. Let me go down to the bottom to say, I just want to thank all the ten bureaus that were included in this work and I look forward to the updates and I'm really excited again that this is an inclusive effort. I vote aye. I feel like there's something happening here.

Clerk: Wheeler.

Wheeler: Sorry, there's always something happening. I'm reminded of my favorite quote by Dwight Eisenhower. Planning is everything, plans are nothing. That's the case here. Planning is incredibly important. This is our opportunity to come together to highlight some of our priorities. I think you did a great job. I'm very pleased with this work, commissioner Rubio. I think it's exceptional. But it's a plan, right? A plan is only good if it's executed upon. I think I heard a lot of that today from the council as well as staff as well as from those who were testifying. It's a good step in the right direction. It continues the great work you have been doing previously. I'm very happy to support this, as I said before. You heard all my comments. You won't make them again. I'm happy to vote aye. The resolution is adopted. Thank you very much for your hard work. Colleagues, we have pushed 25 minutes past the break time. Actually, almost an hour past the break time we usually give our closed captioner. Let's please give them, why

don't we say a 15-minute recess to cool off, get a drink and rest their hands. And we will come back here at 4: 40 p.m. Keelan, before we unplug, I have a question. Tomorrow afternoon's item is being pulled back to office, and it's the only one on the agenda. Do we need to announce that today? Or what do we do about that? Since it's the only item on the agenda tomorrow.

Clerk: Right, it's already been noticed that it's being postponed to august 24th.

Wheeler: So there's no further action needed on that? All right, great. We will come back and do the clean energy fund in 15 minutes. We are in recess.

Rubio: On behalf of the entire tired council, I take some shared responsibility [laughter] we were not supposed to vote on the last item. I offer a motion; and the purpose is to keep the record open. Because we so want to talk to community and take input from stakeholders, etc., on this plan. And that was the plan to do that, and we were just overcome with excitement. I offer a motion to rescind the last vote.

Wheeler: Motion for reconsideration.

Rubio: Thank you. I offer a motion for reconsideration.

Hardesty: Second.

Wheeler: Commissioner Hardesty seconds. We will have a time certain?

Clerk: We will a time certain but we are still working out the time.

Wheeler: We will make the announcement in a few minutes. But we will take a moment to adopt the climate emergency work plan 2022-2026 as Portland's climate action plan, the record will remain open, meaning people can look at the plan, send us emails, send us input. We are very interested in what people have to say about it. You will have until the 24th of august to be able to provide that feedback to the council and we will tell you exactly what time that will be heard on the 24th here at city hall, as soon as we have that. We should have that in the next few minutes and we will make that announcement. Discussion, commissioner Hardesty?

Hardesty: Thank you, I just have a process question. Are we taking public testimony on the 24th?

Rubio: I don't think so, right?

Wheeler: No, we are keeping the written record open until August 24th. Today was the day to provide oral testimony, but we are happy to receive written testimony up until that time. I'm getting a thumbs up. Good. From staff. Terrific. Any further questions? Please call the roll.

Clerk: Hardesty?

Hardesty: Aye.

Clerk: Mapps?

Mapps: Aye.

Clerk: Rubio?

Rubio: Aye.

Clerk: Ryan?

Ryan: Aye.

Clerk: Mayor Wheeler?

Wheeler: Aye. Which brings us back to our morning agenda. We will now go back to item number 655, please. Non-emergency --

Clerk: Authorize grants from the Portland Clean Energy Community Benefits Fund.

Wheeler: This is a second reading.

Rubio: You heard from leadership, the b.p.s. Staff the great work this fund is doing. We have become a global model what governments can do to address climate change with communities that have been and continue to be historically impacted by climate change and significantly under resourced. But I also want to repeat something I said before, we can both immediately invest in climate resiliency and develop a responsive accountable program. These are not mutually exclusive goals. Last week's presentation made that clear. While I'm happy to support I'm happy that staff will come before us in the next

several months with recommendations to further the accountability and transparency above and beyond what they shared with you last week. This has required significant work by staff and committee members and I want to thank them for their hard work and responsiveness to the questions and the concerns that have been presented. In addition, I want to highlight a clause to ensure this program's success. These efforts are about both protecting the public funds and the program's integrity. Given this round of applications is in effect, our first full round of awards. Letter e in the ordinance, we have given director Oliveira the authority to revoke any grant award before the grant agreement is executed. I want to spell out for our council that means between today's vote and any agreement being executed and funds leaving the city. As the commissioner in charge I have directed the staff to carry out the due diligence efforts over the next 45 days which is approximately Tuesday September 6th and reporting back to the mayor and commissioners on their findings. For example, some of the additional review may include review again proposals that make new and different work for an applicant include further reference checks with an entity that worked with the applicant on similar budget size or tangential work. And colleagues being fiscally sponsored and any entering a new line of work requesting more than two times their prior annual revenues, and/or that is three years or younger. We wanted to ask those organizations if they have ever had a contract with the city and pull that reference if they didn't list it in their original application. This is not an all-inclusive list. Director Oliveira has the ability to add to the list over the 45-day period. I want to repeat to my council colleagues none of these funds will be distributed before the additional review has taken place. And as the director states, director Oliveira currently has the authority to revoke any grant award before the grant agreement is executed. Finally, before I hand this back to the mayor to call the vote, I want to state for the record this program is going above and beyond where other programs hear at the city and I hear the need to call this out. For many reasons this program is being held to a higher standard in an

environment where bureau staff has been very responsive to information requests from this council. Going forward, it's important that we hold pcef and other city grants to the same bar, equitably applied standard. The team and my office and stakeholders and colleagues are all working very hard to manage this new one of a kind program effectively and transparently. We have remained open and nimble and we will be better off for our thoughtful approach. Thank you, mayor.

Wheeler: Thank you, commissioner Rubio. Commissioner Mapps?

Mapps: Commissioner Rubio, just a clarification. So this isn't an amendment, you aren't forwarding an amendment, this is sort of an administrative directive? Well, okay, thank you. I want to thank commissioner Rubio for this due diligence and important oversight here. If this were an amendment, one of the things I hope we could do as the director does his due diligence here is to correct 990's would be helpful for me and I suspect for the council. Thank you. I see commissioner Hardesty has a response. Commissioner Rubio too.

Wheeler: Commissioner Rubio, then Hardesty. Commissioner Hardesty?

Hardesty: Thank you, mayor. Let me just say that if we're going to put additional barriers on grantees because they happen to be community of color members, I would reject that explicitly. We have never once as a city asked for 990's for nonprofits. If anybody wants to, they are very accessible online. But I would absolutely be appalled if we would put standards in place that we have never put in place for white majority contractors at the city of Portland. Are we going to create two systems here, where we are over scrutinizing communities of color and just letting white contractors just continue to do whatever white contractors are going to do? I think we have to actually set a standard and hold everybody to the same standard and not do something different because there are enemies out there that don't want to pay into the Portland clean energy fund and don't want it to be successful. Thank you.

Wheeler: Thank you, commissioner Hardesty. I would like to thank commissioner Rubio. And I would like to thank her team. And I would like to thank the bureau for clarifying this important aspect of the project. That there's a 45-day period, that there's an opportunity for additional vetting. I think that's a very reasonable and prudent step to have another stage before the funds are actually allocated to individual nonprofits. And I want to thank you, director, for being willing to step up and provide that extra stage gate. Arizona the commissioner and mayor voting to support this program, I feel much more confident knowing that there is still another opportunity to vet these programs. So I'm pleased to hear there's that authority within the ordinance. Any further discussion before we call the roll? Seeing none, please call the roll.

Clerk: Hardesty?

Hardesty: Same but also, I really appreciate the work that you have done to actually create a program that never existed in the city of Portland before. You have been thoughtful. You have been intentional. You have been inclusive. And I just really appreciate the leadership that you have brought to the Portland clean energy fund. And I thank you for that. Danny, you are newer on the block, but not new to the issue or the passion we need to make sure that this Portland clean energy fund lives up to the promises that was made to the community. I always need to remind folks that if it was left up to the city of Portland, the Portland clean energy fund would not exist. It took community-based organizations led by people of color, to make the case to the public, as to why retailers making a billion dollars a year and a half million dollars in the city of Portland should invest 1% of their resources into climate mitigation that will especially, as to prioritize those communities who traditionally are left out of the economic process. I will probably say this every time the clean energy fund comes before the council. Because there seems to be an organized effort to discredit and question every person of color who is getting a contract out of the Portland clean energy fund. My short time here on this council, I have to say, there are a lot of contracts that come

through here that no one ever raises an eyebrow on that I raise all kind of eyebrows on. And I believe that racism is playing a huge role and why every time there's a penny going out on Portland clean energy fund, there's so much scrutiny. I trust the people in charge, I trust commissioner Rubio to provide the appropriate oversight. It's actually soul crushing to think the community worked so hard to make this happen. We are now getting our second full grant cycle. And I want to remind us, had we listen today the Portland business alliance and other folks who tried to force us to throw money out the door at the beginning of covid because we were sitting on money, I want to remind people it was Sam Baraso and I that held firm and said no. The money will not go out until we are clear about where those dollars are going to be invested. I hope the next time we bring the Portland clean energy fund to the city council that we have less scrutiny because of who the award recipients are. And we can get people focused on are we making a change that this fund is supposed to make. And I will remind us all again, this is only the second year we have done these four grants. We have done some small planning grants. But this is really the second full planning cycle. And I have to say, as someone who put all my sweat, blood and tears into both the creation of, the passage of and then the implementation of the Portland clean energy fund, this feels like racism at its worst, every time we talk about this fund. I certainly hope it's the last time that we are going to be challenged. You put some excellent systems in place that we don't have any other grants at the city. And I just don't want us to every grant cycle try to change our process to accommodate people that a, never wanted the Portland clean energy fund to exist. Two, don't want to pay into it. Guess what, the vote is done, you are paying into it and we will be accountable to those dollars to the public that we serve. I vote aye.

Clerk: Mapps?

Mapps: I would like to thank commissioner Rubio, pcef staff and volunteers and Sam, in particular, for their work on this important project. I'm going to vote aye today. But I do

have some questions about both some specific grants and the broader policy framework in which this program is operating in. I think today I don't want to litigate the questions I might have about specific grants. Instead I would like to continue an ongoing dialogue with planning staff. If it's acceptable to commissioner Rubio and staff. I will send you a letter. Which outlines some questions I still have about some specific grants. If you could get back to my office with a response in a timely manner, I would very much appreciate that. Instead today, I want to focus in on the work ahead of us. And I think there are some policy and process questions which I look forward to engaging in over the course of the coming months, as we figure out how to evolve and roll out this program. And some of those policy questions that I'm still struggling with. And I hope that we can clarify over the next year, include things like what is council's role in this process? You know, we are about to approve \$100 million in spending spread across, I forget, dozens and dozens of grants. Although I have looked at every grant, I feel like it would somewhat be inappropriate and unrealistic for me to go and offer specifics to each one of these grant proposals. So I don't want to do that. At the same time, the next time we come back, I wish I was not quite in this space, I don't know what the solution looks like, I don't know if that is agreement to commissioner Rubio. I hope we can figure out a process for clarifying what council's role here is. A second question and I'm confident staff will address this, I'm a little uncomfortable spending \$100 million when we have a fresh auditor's report, it just came out in April, so you haven't had enough time to really respond to that. But certainly, before we come back here in a year, I hope we have a chance to engage with some of the questions and concerns raised and reforms proposed by the auditor. Another clarification, which I would very much appreciate is further dialogue and communication about the interaction between the pcef program and the climate emergency program we just passed. They clearly complement each other. I don't see how we will achieve many objectives outlined in the climate emergency plan without the clean energy fund

support. I still don't quite understand how these gears mesh though. And the final thing that I sure hope we see by the time we consider the next batch of grants are specific metrics around the outcomes we expect for these grants. When we give out dollars to decarbonize it would be great to know how many metric tons of carbon we will pull out of the air. How many clean energy jobs we are going to create. I'm not quite sure what metrics for future generations or agriculture look like, or the planning grants. But having a sense of what we are actually trying to achieve and buy with these dollars would be very helpful to me. None of this is surprising, you know, this is a brand new innovative program. We expected this to be essentially a small pilot and it's because of the economy it's become much larger than any of us expected. There's a lot of responsibility with that, it requires us to tool up in a different way. This is just what the work is. I do want to complement Sam in particular and commissioner Rubio for sticking with this and really delivering an impressive package of innovative programs. I'm excited to be part of this, for these reasons and more, I vote aye.

Clerk: Rubio?

Rubio: I gave my remarks earlier, but I want to thank Sam Baraso for all his work, director Oliveira and pcef staff and the committee for their tremendous amount of work as well to arrive here today. This represents thousands of hours of work on behalf of our city. And I don't want that to be lost today. I'm also grateful for the interest and collaborative work ahead that this council has and will take in working with the pcef team as we look forward and what Sam and his team bring forward this fall later, they have been working on diligently sense the spring. These grants are and will continue to change the lives of Portlanders. It should make us all proud and for that reason, I vote aye.

Clerk: Ryan?

Ryan: First I want to thank commissioner Rubio for your leadership. The voters approved this, with big policies especially one that is one of a kind, that other cities are

looking to copy, we have such an opportunity to implement this big challenge we. Are creating a new path and I'm proud of that as a Portlander. The intent is to meet the public's wishes with oversight, that is the duty of the council. This system has really been responsive to the many challenges of implementing something big and bold such as this. It gives me comfort to be supportive of the awards we are awarding today. I've been clear, a year from now I won't be supporting if we can't provide the public with clear goals we can be accountable to. I know we have had that conversation. I think I have a lot of trust based on the dialogue that will be coming. I really appreciate the dialogues particularly with the two people sitting here, Sam Baraso and director Oliveira and the pcef volunteers connecting with our office. The meeting last week committed to keep updated, there was no defensiveness. You listened and it was respectful and really good government. I look forward to the actions to bring us back in the fall. I look forward to the dialogue we will continue to have. I know there will be some deeper dives and we are all in this together and I'm proud of a council committed to that. I'm so glad to be leading this, actively engaging communities on the ground to build resilience as we focus on long-term survival. Portland needs some wins. This could actually be within of those. We have been a city that I think has rested on our laurels too long. We used to be innovators in the 80's and 90's. This is an opportunity to be seen again as that city. I want to focus on a few partnerships, bipoc businesses are bringing in more to our community. Innovative housing, affordable housing with innovative housing work to expand housing. Proud groundwork affordable homes. Great net zero opportunity for moderate and low income, and pre-apprenticeship program, creating careers through apprenticeship training. Those are a few promising award that's make me happy to support this grant today. I think now more than ever with the current news going on both in Washington and heat dome in Europe and the great plains, it's such an honor to be voting on something like this in lieu of that. Pcef is a first of its kind response to a global crisis. Done right this is an opportunity for other city to learn from city of

Portland, our city prospers when we are entrepreneurs we need to be to be the city we actually want to be. I vote aye.

Clerk: Mayor?

Wheeler: Well our bosses have been very clear with us. And our bosses are the voters. And they overwhelmingly supported the Portland clean energy fund. And now our responsibility is singular. That is to make sure it is as successful as possible. I take that charge very, very seriously, and I believe my colleagues do as well. I want to acknowledge that the bureau is coming forward with further refinements and further reforms. I think they are necessary. I look forward to them. And I'm appreciative of the fact that you see the opportunity for improvement. It will probably be incremental and over a period of years this program will continue to be refined and I will continue to work to make sure the program is as successful as possible. There are three areas I highlighted when we had this conversation last. First around the vetting of proposals and the oversight and management of contracts once the dollars had been extended and I have put on the table, and I will put on the table again today that I'm open to the idea of a larger percentage of the funds going toward vetting and supporting oversight of contracts on the backside. That means if there is a political lift to be had there, I will stand with you to do so. Second of all, public input, I think there's large agreement here that it would be desirable to have more public input on the individual grants that are put out there. It's very hard for a city council to do due diligence on dozens of proposals. But the community at large probably knows something about everyone of these organizations. And that is an opportunity to provide information to us. Both from people who are in the Portland community. People who have worked with these nonprofits, members of the media and others who could bring to bear critical information. Last but not least, I appreciate the substantial effort that's have been made by you, Sam, as well as Donnie and others around conflict of interest. And making sure we keep conflict of interest as far away from this model as possible. The most impactful

testimony came from Robin Wong, who is a member of the Portland clean energy fund committee. He is somebody who is familiar with organizational investment. And he laid out a case that I thought was very important. He said this is not just a grant-making fund. This is also a seed fund. And with a fund of this type, which again, was overwhelmingly supported by our bosses, with a fund of this type, there is inherent risk. There will be mistakes. There will be dollars that go to organizations or programs that will not pan out the way that we hope. And my presumption is that the voters understood that when they supported this fund. So our job is to mitigate that risk as much as possible. I believe that through vetting and contract oversight, through more public engagement, through strengthening our conflict of interest requirements, I believe we can mitigate that risk. We cannot eliminate it. The fund was not designed to eliminate risk. Just the opposite. It was designed for the fund to take calculated risks to support the overall goals. And I'll continue to support that. Commissioner Rubio, thank you. You have proven again to be a very good listener and collaborator with all of us. Sam, Donnie, everybody involved in this. We are learning more and more every day about how to be faithful and effective stewards of a very, very important fund. I am happy to vote aye. The ordinance is adopted. Before we hang up the receiver, we now have a time certificate for item 656 which is the climate action plan related in many ways to the discussion we just had. It will be on August 24th, time certain, 10: 25 a.m. So if people want to tune in for that, that will be August 24th at 10: 25 a.m. We always appreciate your thoughts, your emails, send them to us directly to the council clerk. We will read them and we thank everybody for their input. So unless I've made a terrible mistake, I believe that completes our agenda for the day, does it not, Keelan?

Clerk: It does.

Wheeler: Thank you, legal counsel as well as all my colleagues. It's been a long day. We are adjourned.

At 5:10 p.m., Council adjourned.