



## November 16-17, 2022 Council Agenda

5687

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

In accordance with Portland City Code and state law, City Council will hold hybrid public meetings, which provides for both virtual and limited in-person attendance. Members of council will elect to attend remotely by video and teleconference, or in-person. The City has made several avenues available for the public to listen to the audio broadcast of this meeting, including the City's YouTube Channel, [eGov PDX](#), the [Open Signal website](#), and Xfinity Channel 30 and 330.

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### Wednesday, November 16, 2022 9:30 am

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**Session Status:** Recessed

**Council in Attendance:** Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Jo Ann Hardesty

Commissioner Mingus Mapps

Mayor Wheeler presided.

Commissioner Mapps arrived at 9:50 a.m.

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

Items 963, 964, and 966 were pulled from the Consent Agenda and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

Council recessed at 11:48 a.m.

### Communications

952

[Request of Peter Zoltanski to address Council regarding Carpenter position with Portland Parks & Recreation](#)

(Communication)

**Document number:** 952-2022

**Disposition:** Placed on File

953

[Request of Angela Todd to address Council regarding public safety](#) (Communication)

**Document number:** 953-2022

**Disposition:** Placed on File

954

[Request of Maureen Hartung to address Council regarding blocked pedestrian right-of-way](#) (Communication)

**Document number:** 954-2022

**Disposition:** Placed on File

955

[Request of Jeff Cato to address Council regarding blocked pedestrian right-of-way](#) (Communication)

**Document number:** 955-2022

**Disposition:** Placed on File

956

[Request of Alan Comnes to address Council regarding unsanctioned camping in public right-of-way](#)  
(Communication)

**Document number:** 956-2022

**Disposition:** Placed on File

## Time Certain

957

[Approve the Cully Tax Increment Finance District Plan](#) (Ordinance)

**Document number:** 191071

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Prosper Portland

**Time certain:** 9:45 am

**Time requested:** 10 minutes

Second reading agenda item 948.

**Disposition:** Passed

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

958

[Adopt the West Portland Town Center Plan Goals and Policies, Visions, Action Charts, Land Use Concept and Circulation Growth Concept Diagrams, and Coordinated Growth Strategy for Zoning and Infrastructure; amend the Comprehensive Plan, Comprehensive Plan Map, Zoning Map, Title 33, and Citywide Design Guidelines \(amend Title 33\)](#) (Ordinance)

**Document number:** 191079

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Planning and Sustainability

**Time certain:** 10:25 am

**Time requested:** 30 minutes

Previous agenda item 905.

Oral record closed October 12, 2022.

**Disposition:** Passed to second reading as amended

Motion to approve as amended ordinance and Findings of Fact Report (Exhibit A): Moved by Rubio and seconded by Hardesty. (Y-5)

Passed to second reading November 30, 2022 at 9:45 a.m. Time Certain as amended.

## Consent Agenda

959

[Nominate Damien Hall to the Metropolitan Exposition and Recreation Commission to fill a City of Portland position](#) (Resolution)

**Document number:** 37600

**Introduced by:** Mayor Ted Wheeler; Commissioner Carmen Rubio

**Bureau:** Management and Finance

**Disposition:** Adopted

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

960

[Reappoint Jessie Gittemeier to the Planning and Sustainability Commission for a term to expire May 31, 2023](#)  
(Report)

**Document number:** 960-2022

**Introduced by:** Mayor Ted Wheeler; Commissioner Carmen Rubio

**Bureau:** Planning and Sustainability

**Disposition:** Confirmed

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

961

[Reappoint Andrew Smith to the Portland Historic Landmarks Commission for a term to expire November 27, 2026](#) (Report)

**Document number:** 961-2022

**Introduced by:** Mayor Ted Wheeler; Commissioner Dan Ryan

**Bureau:** Development Services (BDS)

**Disposition:** Confirmed

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

962

[Reappoint Ernesto Fonseca to the Portland Housing Advisory Commission for a term to expire November 16, 2024](#) (Report)

**Document number:** 962-2022

**Introduced by:** Mayor Ted Wheeler; Commissioner Dan Ryan

**Bureau:** Housing Bureau

**Disposition:** Confirmed

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

963

[\\*Add Independent District Commission Code to ensure implementation of the voter-approved Charter amendments in Portland Measure 26-228 \(add Code Chapter 3.135\)](#) (Emergency Ordinance)

**Document number:** 191077

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Management and Finance

Agenda item 963 was pulled from the consent agenda for discussion.

**Disposition:** Passed

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

964

[\\*Create the Charter Transition Advisory Committee to advise the City on implementation of the voter-approved Charter amendments in Portland Measure 26-228](#) (Emergency Ordinance)

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Management and Finance

Agenda item 964 was pulled from the Consent Agenda for discussion.

**Disposition:** Referred to Commissioner of Finance and Administration

965

[\\*Pay property damage claim of Thomas Ferrin in the sum of \\$12,150 resulting from a motor vehicle collision involving the Portland Bureau of Transportation](#) (Emergency Ordinance)

**Document number:** 191068

**Introduced by:** Mayor Ted Wheeler

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

**Disposition:** Passed

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

966

[\\*Authorize contract with ConvergeOne, Inc. to provide Cisco network hardware, software, security support, and services in the amount of \\$11 million](#) (Emergency Ordinance)

**Document number:** 191078

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Management and Finance; Technology Services

Agenda item 966 was pulled from the consent agenda for discussion.

**Disposition:** Passed

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

967

[Declare Trackchair as surplus property and authorize the Portland Police Bureau to proceed with disposal or donation](#) (Ordinance)

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Police

**Disposition:** Passed to second reading

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

968

[Authorize the City Attorney to take legal action to recover costs arising from the failure of fish passage improvements on the Boones Ferry Culvert Replacement Project](#) (Resolution)

**Document number:** 37601

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Environmental Services

**Disposition:** Adopted

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

969

[\\*Authorize contract with the lowest responsible bidder for the 82nd Avenue Pedestrian Crossings Improvement Project](#) (Emergency Ordinance)

**Document number:** 191069

**Introduced by:** Commissioner Jo Ann Hardesty

**Bureau:** Transportation

**Disposition:** Passed

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

970

[\\*Authorize contract with the lowest responsible bidder for the NE Halsey St and 60th Ave Area Project](#) (Emergency Ordinance)

**Document number:** 191070

**Introduced by:** Commissioner Jo Ann Hardesty

**Bureau:** Transportation

**Disposition:** Passed

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

## Regular Agenda

971

[Authorize application to Federal Emergency Management Agency for Building Resilient Infrastructure and Communities grant to increase disaster resilience through project planning, solar microgrid construction, and tree planting in the amount of \\$7,200,000 \(Ordinance\)](#)

**Document number:** 191072

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Emergency Management

Second reading agenda item 951.

**Disposition:** Passed

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

972

[Accept bid of Moore Excavation, Inc. for the S Bancroft & S Texas St Sewer Rehabilitation Project for \\$1,752,690 \(Procurement Report - ITB No. 00001942\) \(Report\)](#)

**Document number:** 972-2022

**Introduced by:** Mayor Ted Wheeler

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

**Time requested:** 15 minutes

**Disposition:** Accepted

Motion to accept the report: Moved by Mapps and seconded by Ryan.

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea



973

[\\*Authorize multiyear price agreements with Associated Petroleum Products, Inc. and Fleet Fuels, LLC for ongoing citywide supply of gasoline and diesel fuel for an annual agreement amount of \\$8 million](#) (Emergency Ordinance)

**Document number:** 191073

**Introduced by:** Mayor Ted Wheeler

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

**Time requested:** 15 minutes

**Disposition:** Passed

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

974

[Authorize Letter of Agreement between the City and the Portland Police Association to ensure Police Officers receive a higher rate of pay upon promotion to Sergeant, Detective, or Criminalist and to amend the hiring process for Public Safety Specialists](#) (Ordinance)

**Document number:** 191074

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Human Resources; Management and Finance; Police

Second reading agenda item 946.

**Disposition:** Passed

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

975

[Authorize bid solicitation and contract with the lowest responsive and responsible bidder for construction of the Fulton Pump Mains Replacement Project for an estimated cost of \\$4,700,000](#) (Ordinance)

**Document number:** 191081

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Water

**Time requested:** 10 minutes

**Disposition:** Passed to second reading

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

976

[\\*Amend contract with Landis & Landis Construction, LLC for additional costs to meet project specifications for the SW Capitol Highway: SW Taylors Ferry Rd to SW Garden Home Rd Project for a total contract amount of \\$18,251,217 \(amend Contract No. 30007726\)](#) (Emergency Ordinance)

**Document number:** 191075

**Introduced by:** Commissioner Jo Ann Hardesty

**Bureau:** Transportation

**Time requested:** 10 minutes

**Disposition:** Passed

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

977

[\\*Authorize competitive solicitation for the construction of the 82nd Ave Crossings: Klickitat-Lambert, NE/SE Project](#) (Emergency Ordinance)

**Document number:** 191076

**Introduced by:** Commissioner Jo Ann Hardesty

**Bureau:** Transportation

**Time requested:** 10 minutes

**Disposition:** Passed

**Votes:** Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Jo Ann Hardesty Yea

Mayor Ted Wheeler Yea

## **Wednesday, November 16, 2022 2:00 pm**

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**Session Status:** Recessed

**Council in Attendance:** Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Jo Ann Hardesty

Commissioner Mingus Mapps

Mayor Wheeler presided.

Officers in attendance: Karen Moynahan, Chief Deputy City Attorney; Megan Lehman, Acting Council Clerk

Council recessed at 3:57 p.m.

## Time Certain

978

[Amend Motor Vehicle Fuels Code to increase the minimum content requirements for biofuels and add a carbon intensity standard to ensure lowest carbon fuels are sold in the City of Portland \(amend Code Chapter 16.60\)](#)  
(Ordinance)

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Planning and Sustainability

**Time certain:** 2:00 pm

**Time requested:** 3 hours

Written record will remain open until November 18, 2022 at 5:00 p.m.

Information found at <https://www.portland.gov/bps/climate-action/renewable-fuel-standard/rfs-code-update/rfs-documents>.

**Disposition:** Continued As Amended

Motion to approve technical amendments to the Ordinance to update dates in Directives B, C, and D: Moved by Rubio and seconded by Hardesty. (Y-5)

Continued to December 7, 2022 at 2:00 p.m. Time Certain as amended

## Thursday, November 17, 2022 2:00 pm

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**Session Status:** Adjourned

**Council in Attendance:** Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Jo Ann Hardesty

Commissioner Mingus Mapps

Mayor Wheeler presided.

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

Council recessed at 3:12 p.m. and reconvened at 3:23 p.m.

Council recessed at 3:31 p.m. and reconvened at 3:43 p.m.

Council adjourned at 4:57 p.m.

## Time Certain

[Amend the FY 2022-23 Revised Budget and make other budget-related changes \(amend Ordinance 191050\)](#)

(Ordinance)

**Document number:** 191080

**Introduced by:** Mayor Ted Wheeler

**Time certain:** 2:00 pm

**Time requested:** 3 hours

**Disposition:** Passed to second reading as amended

Motion to accept amended Exhibits 1-4: Moved by Ryan and seconded by Mapps. (Y-5)

Motion to add directive E-City Financial Policy FIN-2.03 – Financial Policy is waived and this ordinance does not allocate the required 50% of General Fund discretionary revenue exceeding budgeted beginning fund balance for infrastructure maintenance or replacement in the subsequent budget process: Moved by Wheeler and seconded by Ryan. (Y-Mapps, Rubio, Ryan, Wheeler; N-Hardesty)

Motion to strike paragraph two from proposed amendment to add Directive F: at least \$12 million towards rental assistance and an additional \$3 million for eviction legal defense financial assistance: Moved by Rubio and seconded by Ryan. (Y-5)

Motion to add Directive F-In addition to adjusting to any reallocated Joint Office of Homeless Services funding included in the exhibits to this Ordinance, the Portland Housing bureau shall refrain from advancing \$7 million of the funding allocated in the current year's budget to support the Joint Office of Homeless Services unless and until the Multnomah County Commission approves an additional allocation of at least \$15 million for eviction prevention. The County is planning to vote on a proposal to increase funding towards rental assistance in December. Should the County not approve this additional funding, the City will take action to reappropriate the \$7 million in City funds towards rental assistance and eviction legal defense financial assistance: Moved by Ryan and seconded by Wheeler. (Y-5)

Motion to remove the emergency clause: Moved by Wheeler and seconded by Mapps. (Y-5)

Passed to second reading November 30, 2022 at 9:30 a.m. as amended

**Portland City Council Meeting Speaker List  
November 16, 2022 – 9:30 a.m.**

<b>Name</b>	<b>Agenda Item</b>
Mayor Ted Wheeler	
Keelan McClymont	
Commissioner Mingus Mapps	
Commissioner Carmen Rubio	
Commissioner Dan Ryan	
Commissioner JoAnn Hardesty	
Naomi Sheffield	
Peter Zoltanski	952
Angela Todd	953
Maureen Hartung	954
Jeff Cato	955
Biko Taylor	972, 973
Michael Frome	974
Jerrell Gaddis	974
Joan Frederickson	958
Jodie Inman	975
Steven Szigethy	976
Nicole Peirce	977
Shoshanah Oppenheim	963
Linly Rees	963
Jessica Moss	966
Beth Fox	966

**Portland City Council Meeting Speaker List  
November 16, 2022 – 2:00 p.m.**

<b>Name</b>	<b>Agenda Item</b>
Mayor Ted Wheeler	
Megan Lehman	
Commissioner Mingus Mapps	
Commissioner Carmen Rubio	
Commissioner Dan Ryan	
Commissioner JoAnn Hardesty	
Karen Moynahan	
Donnie Oliveira	978
Andria Jacob	978
Kyle Diesner	978
Eric Chitoubol	978
Alan Lehto	978
Victoria Paykar	978
Kevin Downing	978
Andrew Dyke	978
Shelby Neal	978

**Portland City Council Meeting Speaker List  
November 17, 2022 – 2:00 p.m.**

<b>Name</b>	<b>Agenda Item</b>
Mayor Ted Wheeler	
Keelan McClymont	
Commissioner Mingus Mapps	
Commissioner Carmen Rubio	
Commissioner Dan Ryan	
Commissioner JoAnn Hardesty	
Adrienne Delcotto	
Jessica Kinard	979
Jane Marie Ford	979
Mike Myers	979
Lucas Hillier	979
Christina Ghan	979
Chief Sara Boone	979
Molly Rogers	979
Andrew Fitzpatrick	979
Todd Lofgren	979
Adena Long	979
Shawn Uhlman	979
Eric Engstrom	979
Lisa Abuaf	979
Art Pearce	979
Terry Foster	979
Donnie Oliveira	979
Manny Guerra	979
Tracy Warren	979
Cathy Bless	979
Shad Ahmed	979
Paul Stewart	979
Stephanie Howard	979
Eric Zimmerman	979
Tom Miller	979
Amy Nagy	979
Caitlin Reff	979
Skye Bocker-Knapp	979

## **Portland City Council Meeting Closed Caption File**

**November 16, 2022 – 9:30 a.m.**

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, motions, and names of speakers are included in the official minutes.

**Speaker:** November 16, 2022, welcome to those of you here today. Good morning, Keelan. Please call the roll.

**Speaker:** Good morning. [roll call]

**Speaker:** Both aye and here. We'll now hear from legal counsel and the rules and ore of the quorum.

**Speaker:** Welcome to City Council is, holding hybrid meetings in addition to electronic attendance. If you wish to testify in person or virtually, you must sign up in advance by visiting the council agenda at [www.Portland dot governor/council/agenda](http://www.Portland dot governor/council/agenda). You may sign up for communications to briefly speak about any subject. You may also sign up for public testimony on resolutions for ports or the first readings of ordinances. Written testimony may be submitted to [cc\\_testimony@Portland Oregon.gov](mailto:cc_testimony@Portland Oregon.gov). When testifying, please state your name for the record. Your address is not necessary. If you are with an organization, please identify it. Please unmute yourself once the council clerk calls your name. The presiding officer preserves order and decorum so everybody can feel welcome, comfortable and safe. The presiding officer determines the length of testimony. Individuals generally have 3 minutes unless otherwise stated. A timer will indicate when your time is done. Disruptive behavior 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 is subject to arrest for trespass.

**Speaker:** Great. Thank you. First up is communications. First item on the communications agenda is 952, our first individual. Welcome.

**Speaker:** Peter zoltanski to address council regarding Portland parks and recreation.

**Speaker:** Come on up. Good morning, peter. If you could state your name for the record, please.

**Speaker:** Sure, thank you. Good morning, my name's peter zoltanski, and I just want to say hello, council members, mayor. I'm a southeast Portland resident, and my purpose for providing testimony to offer understanding about the position of carpenter for the city of Portland parks and recreation. Our work is a blend of construction and maintenance carpentry, projects include end renovating the restaurant buildings at chapman and lonsdale squares, to the buildings at 8th and burnside, food cart location. Currently, we're preparing benchmark locations at oak street project. Our job duties include natural area bridge timber restoration, maintaining structures concrete for downtown locations such as waterfront park, north and south park blocks. We respond to vandalism, building break-ins for all a park structures, programs including golf courses, sports fields, stadiums, lunch program facilities, warming shelters, cooling shelter conversions at the community centers. We also service community centers east Portland, month if get low, st. Johns, outdoor pool locations, responsible for roofs, doors, windows, lock, latch hardware. We've been removing barrier and facility locations to allow people with mobility and sight access issues to own joy concern enjoy. Let's see, recently we installed a bus stop, concrete bus stop location at Washington park ashly -- archery range. And so, you know, we're in contract negotiations, and currently our position

is the lowest wage public or private represented carpenter or position on the west coast by a factor of 25%. So I just wanted to bring that up and have people keep that in, be mindful of that when negotiations are proceeding. In addition, I do ask that you carefully review and understand rate requests for all the work groups represented by Portland city labor's 83 -- 483. The wage adjustments are equitable, fair to our counterparts, and thanks for your thoughtful consideration. And I was recently repaired some break-in issues and some of my 20-year career as a carpenter, you know, I had the most positive comments about people coming outthanking the service providers -- out and thanking the service providers and workers for showing up every day and delivering services. It was actually very nice. So that's it.

**Speaker:** Hey, peter, thanks. Thanks for your good work.

**Speaker:** Sure.

**Speaker:** Pass it on to your colleagues. You do more than your fair share of work --

**Speaker:** Oh, thanks. It's a lot of ground to cover.

**Speaker:** I really appreciate it. We're lucky to have you.

**Speaker:** Thanks. I feel fortunate. I never considered, you know, when I started, I didn't realize it was public service, I thought it was carpentry, but -- [laughter]

**Speaker:** It's funny how that works, right in thanks.

**Speaker:** Thank you. Appreciate it.

**Speaker:** We really appreciate your work. Thank you.

**Speaker:** Thank you.

**Speaker:** Next individual, please, Keelan, 953.

**Speaker:** Request of angela todd to address council regarding public safety.

**Speaker:** Good morning. Thanks for being here.

**Speaker:** Thank you. Good morning. I'm Angela Todd. I'm with PDX Reel. I run a social media page where I discuss Portland livability. I wanted to talk today about something that's difficult today, I see as neglect of citizen safety in this city. I know that each of you are people, and so I'm going to assume the best in you. The city often speaks about compassion for those less fortunate, but often lost in this discussion is those of us who live in poor and modest working class neighborhoods, who are being preyed upon by what is allowed to persist -- to persist and you in this city. We all know there's a larger issue at hand, but today I want to be specific. Sunday I met with neighbors who live and work around 50th and Powell. These working families fear retaliation. The encampment site is not accurately described as a homeless camp. It is better described as open drug sale market and organized crime ring. Here are some of the details and stories. One 60-year-old resident has been physically attacked three times in the last few months. His niece was threatened in his driveway with a pointed gun while a man attempted to steal gas. The U-haul business located at 49th and Powell, the busiest in the city, is experiencing nightly crime. They have their gas siphoned, and drugs are being -- people are breaking into the trucks nightly. There's drugs, human feces, drug paraphernalia. Employees are cleaning this up daily. They've lost their monthly bonuses. It's been a hardship. U-haul has hired private security, they go three times a night. The individuals know the security vehicle, they lay low while they're there. Four months ago a security guard was shot at. A few days ago one neighbor in his home was threatened with retaliatory arson after speaking directly with the growing encampment without reaction from the city. The neighbor described being followed, jumping several fences and crawling in his back door so he didn't know where he lied. They live right in front of his home, by the way. Yesterday a U-haul employee went to lunch. His only mode of transportation was stolen, a \$1400

vehicle. Yesterday -- I also just want to note that this camp surrounds two bus stops including where the kids go to school -- go to school, and it's blocking access to trimet, wheelchair access, people who might have issues getting through. As is often requested, the neighbors have been reporting this camp to pdx reporter. I follow this City Council frequently. Multiple reports, violence, rampant theft and the camp is in close proximity to two schools. Your contractor, \$4.8 million with rapid response, is telling people that they can camp when they clean up these encampments within two blocks. This isn't sustainable. These neighbors are, frankly, under siege, and feels like negligence. You proposed sanctioned camping in the city of Portland taking 18 months for if rollout. We don't have time for that here. Please we don't know where the camps will be located or how you plan to provide security for these areas, and I'm imploring you today, I'm here to implore you today to give your matters your full, immediate attention. Our safety is at risk here.

**Speaker:** Angela, thank you for being here today, and I've made a notation the 50th and Powell. And I will find out what the status of 50th and Powell is with our impact reduction team. I honestly don't know on the fly, but I will check on that.

**Speaker:** Thank you.

**Speaker:** Number two, with regard to the urgency that you mentioned and the resolutions that we've passed as a council, I can tell you that we are working at a very rapid pace to locate those sanctioned camps and begin this process. And I'll have news on that in the not-distant future. We're working at a very quick pace, and I think you'll be pleased at the pace which we're actually working.

**Speaker:** Thank you, Mayor.

**Speaker:** I hear your frustration, and I take the safety of the community very seriously. And, yes, we do talk about homelessness as a humanitarian crisis, but we

also have to acknowledge that it's creating trauma for others in the community as well finish.

**Speaker:** And I think that it's important to separate what is homelessness and what is drug sales and organized crime.

**Speaker:** That's -- that is a blanket term for a lot of different conditions, no question about it.

**Speaker:** Yeah, yeah.

**Speaker:** It's a complex issue. But I just want you to know it's not falling on deaf ears, what you're saying here this morning.

**Speaker:** Okay.

**Speaker:** I appreciate you --

**Speaker:** Thank you.

**Speaker:** Thank you. Next individual, please, 954.

**Speaker:** Request of maureen hartung to address council regarding blocked pedestrian right-of-way.

**Speaker:** Good morning. [inaudible conversations]

**Speaker:** Thank you for being here, and if you could just state your name for the record, we'd sure appreciate it.

**Speaker:** Good morning. My name is maureen hartung, and I'm here today to talk about or, actually, just address the ada compliance with pedestrian right-of-way blockage. And I have been directly -- it's impacted my life greatly, the blocked sidewalks and such that I haven't been able to reroute. I'm legally blind, and I work at two local hospitals, now three. Getting to work in the morning and evening has been very precarious if it's by trimet bus and then a connecting bus. And both connecting buses have led me totally into Portland either way, either if I'm on the east side or the west side, it's blocks of, of tents and people. It's completely

where I cannot walk through. I'm usually walking in the street, not on the sidewalks, which is a danger in itself. And I tried to do other ways to get around it, andst, right now it's become just pretty much impossible. And that's on a professional level. On a personal level, just accessing parks, our beautiful waterways with my grandchildren, I'm not able to really navigate that as well. So living independently with a disability has, my world has gotten smaller and smaller. So have so many others that are my people group. [laughter] so I know that this is just at a crisis level too on so many levels here. I just felt it was a need for me to come forward and advocate for myself and others who aren't able to. Getting here today was just equally as difficult travel thing in the ways that I need to by foot, by maps, by public bus. All of those things have become, I mean, just dangerous. It's a risk anymore that I am not able to do. So I've a had to actually change my professional direction to a safer place which has been very hard. [laughter] so I just plead with you on a personal -- being a Portlander all my life. I thought it was time to say something, and that's why I'm here today.

**Speaker:** Thank you. It's, maureen?

**Speaker:** Maureen.

**Speaker:** Thank you. Thank you for being here and highlighting what's, obviously, a very important and, I think, not prioritized highly enough issue in our community. We have heard, when we were passing our resolutions, we heard a number of comments from a large number of people who live with disabilities in to our community. You're not alone, and I assure you we have heard the message.

**Speaker:** Thank you.

**Speaker:** It's a really important one. And I want to thank you for all the work you do in the community. Thank you.

**Speaker:** Thank you.

**Speaker:** Appreciate it. And thank you for making an effort to be here today.

**Speaker:** Oh, thank you. Appreciate it.

**Speaker:** You bet. Next individual, please, Keelan, item 955.

**Speaker:** Request of jeff cato to address council regarding blocked pedestrian right-of-way.

**Speaker:** Good morning, jeff. Good to have you here, thank you. And once seated, if you could just state your name for the record, please.

**Speaker:** Good morning, mr. Mayor and everyone. Thank you. My name is jeff cato, and I am here to discuss the ada and the public right-of-way. I'm a resident of the city of Portland. I'm a professional. Work for providence health in northeast Portland. For the past 36 years, I have navigated the city of Portland both as a pedestrian on foot and via public transit with the bus and the maxes. Over the past two and a half years, that daily activity has become a very risky and very dangerous endeavor. I have encountered countless situations where I will walk to a bus stop or the path to a max platform in the morning only to follow the same route in the evening to come across a tent that was not there in the morning. Sometimes the people in the tents are not necessarily understanding that someone that cannot see -- I should have mentioned I'm totally blind. Someone that cannot see has just run into their tent. Sometimes they react with great anger, and there very often isn't a path around the tent without walking out into a busy street, so you have to gauge, okay, is there enough gap between the cars for me to quickly try to go around and assume that there's only one tent here? It's a very dangerous situation. And, you know, it affects quality of life and really, frankly, mental health when I have to get up every morning and I think, god, is this going to be the day? Am I going to make it through? The Americans with disabilities act provides that all citizens have access to the public right-of-way. I call on all of you, our elected officials, to insure

that public right-of-way -- I'm not sure that \$27 million is enough. I'm not here to vilify anyone who is homeless and is looking for a better life. We need to invest our resources in helping people who really want to get off the streets and provide access to the public right-of-way for everyone which, of course, includes the sidewalks. I don't believe we have 18 months. I call on this body to take immediate action to find a path, a dignified path for people who want to get off the streets and to provide -- to get off the streets and to provide access for everybody so that we can truly be the city that we say we are, who values diversity, equity and inclusion for everybody. I thank you for your time, and I implore you to take action. I yield. Thank you.

**Speaker:** Thank you, jeff. We appreciate your being here.

**Speaker:** Mayor, I just wanted to --

**Speaker:** Commissioner Ryan, yes.

**Speaker:** I just wanted to thank both jeff and maureen for having the courage to come before us and speak their truth. Thank you for being here.

**Speaker:** Thank you, commissioner. And I believe our last communications slot this morning, 956, our last individual, please.

**Speaker:** Request of alan comnes regarding up sanctioned camping and public right-of-way.

**Speaker:** Good morning, alan. Is al an virtual this morning? -- do alan virtual this morning? So I believe t.j. Browning was going to speak in alan's place.

**Speaker:** Is t.j. Here?

**Speaker:** No, and they're not online.

**Speaker:** Okay, very good. To the consent agenda, if any item's been pulled off the consent agenda?

**Speaker:** Items 9 of --



**Speaker:** I'm sorry, I can't hear you.

**Speaker:** 963.

**Speaker:** 963, okay, thank you.

**Speaker:** 964.

**Speaker:** 964.

**Speaker:** And 966.

**Speaker:** And 966. Please call the roll on the remainder of the consent agenda.

[roll call]

**Speaker:** The consent agenda is adopted. We'll go to the first time certain item, please, item number 957.

**Speaker:** Approve the -- tax increment finance plan.

**Speaker:** Good morning, everyone. Again it's a pleasure to be back to discuss the proposed tax increment finance cricket in the -- neighborhood. As a reminder, this proposal resulted from several years of exploration red can co-led by prosper Portland and the Portland housing bureau. In September council received an overview of that a community-led process and asked questions about how this tool might be used to achieve the community's goals. Last week we had a presentation by staff at prosper Portland<sup>9</sup> and the Portland housing bureau and community partners on the proposed ordinance, heard what I thought was some very thoughtful testimony from invited guests as well as several members of the public at large, and we had the opportunity for council to ask questions and have a discussion at that time as well. As we heard from staff last week, this new district would direct over \$300 million of public resources to the cooley neighborhood over the course of the next three decades. In just the next ten years alone, that funding could create 160 affordable family-sized homes in culley, was part of the presentation we heard. These funds could also be used to offer resources for stable

housing for current residents, used to provide grants for small business and nonprofits in culley to do interior renovations as well as to provide loans for larger community-supported projects like the mercado. This ordinance is a map, and it is a framework, two critical components as we chart a path forward together on this project. Colleagues, were there any further questions or discussion before we call a vote on this item? Seeing none, please call the roll. [roll call] measure --

**Speaker:** I want to, again, thank our community nonprofit leaders for their excellent presentation last week as well as the prosper staff. I'm very excited to see what happens from this. I vote aye.

**Speaker:** Ryan.

**Speaker:** Yes. Well, thank you for bringing this to the dais. And, actually, I'm going to say a few things. I just want to I say that director bran numb and interim director rogers, I want to start with you for carrying this on the city side of the street. It's an exciting project, and it really doubles down on the city's collective, and I do mean collective, investment in northeast Portland. There's an effort across the community to take approach, and this requires deep, and I do mean deep, community involvement to insure implementation. This is a shared responsibility. And what I've witnessed over the the last couple of years when I've been in conversations about this, is it's a very elegant demonstration of this reformed tif rollout. Let me give you an example of the importance of continued community involvement and engagement. On Monday I was there with interim director rogers as we broke ground on a new project on north interstate from the north/northeast housing strategy. I would say if it wasn't for that group staying together, this milestone would not have taken place. As the housing commissioner for almost two years, I can tell you the north/northeast housing strategy committee made themselves known soon upon that appointment, and that is why I believe that work continues

to foster: culley tif district represents a 30-year vision for the future of this neighborhood, and the housing bureau has been an innovative partner on this project working across silos to mitigate gentrification and displacement to create 191 new homes that will permanently, that will be permanently affordable to low income households ranging from studios and to family-sized three-bedroom apartments. Keeping longtime Portlanders in their neighborhoods they love is a top priority of this work. It'll take commitment across neighborhood and from businesses in this area to see this project through. As you all know, these positions change in the next ten years. But the community must stay together to hold and to keep all of us in partnership. We have to be in this together. So it's a shared responsibility. This is, I think, a legacy project. I want to acknowledge living culley, habitat for humanity, home forward, community development partners, hacienda. I know I'm forgetting some partners right now. You do that thing where you start reading a list, and i'll get some e-mails who I forgot. My point is, it was quite a community effort, and it was actually very gratifying to be in the meetings with all of you and hear about all that a you went through to get to this point in time. So keep it up, don't let up. You're just getting started. This is basically us signing a contract between the city and all of you to work together to see this through. So we're in this together. It's a legacy project. I'm proud to vote aye.

**Speaker:** Hardesty.

**Speaker:** Thank you, and thank you, prosper Portland, for moving this forward. I will say that I continue to be a bit skeptical knowing the outcomes that we've received so far from economic development and this community. But some of the groups you forgot like verde and hacienda cdc, the culley, the culley association of neighborhoods, on and on and on. I met with these groups, and these groups said we're going to make this happen. Were not going to hold prosper accountable. And

because I believe in these neighborhood community groups, I told them that I would be a yes vote, so, therefore, today I am a yes vote. I vote aye.

**Speaker:** Wheeler?

**Speaker:** Well, tax increment financing always sounds complicated. It's sort of a wonky name for something that I believe can be a very powerful tool for sharing our advanced goals. As I indicated earlier, this new tif district and the plan for what happens within the district will guide over \$300 million in public investments in culley over the next 30 years. Culley is a very special part of our city. It's the city's most culturally and ethnically diverse community, and it's facing significant displacement pressures right now. These tif resources will fund housing and economic development projects that will help address some of the pressures and move the community closer towards its vision. As I shared last week, I'm deeply impressed with the level of partnership and collaboration that went into developing this proposal. Today's vote wraps up a 4-year-long process that's centered on hearing historically underserved, marginalized and underrepresented community voices. And today you can say you have been heard. And it creates a new 30-year commitment to working together to guide these investments. There are several organizations that were critical to this effort. Amongst them 42nd avenue, the culley boulevard alliance, habitat for humanity, verde, hacienda, cdc, native American youth and family center, the culley association -- [inaudible] as well as others. I want to thank you all for your time, your energy, your advocacy, your trust, your leadership, your partnership. But perhaps more than anything than those is your commitment and passion for the community. In making sure that we lay a foundation for a healthy and inclusive community going forward. I also want to thank the other culley community members who took the time to weigh in over the last four years. Commissioner Ryan, I want to thank you for cosponsoring this

proposal and for your leadership as the commissioner in charge of the Portland housing bureau. And I also want to make sure I thank the staff at prosper Portland who worked very, very hard on this as well; dana, katherine, roger Gonzalez, robert smith, lisa, shay flaherty, tony barnes and, of course, director kimberly brannam who's hiding in the back of the room. [laughter] and phb staff interim director molly rogers, interim deputy the matt and jesse connor. Thank you for your leadership and your commitment. Each of you had a role to play in moving this forward. Each of you put in the time to build relationships and engage in a collaborative and, I believe, very authentic way. There's a lot more co-creation ahead as we work together to implement this new tif district. So let's get started. I vote aye. And the ordinance is adopted. Thank you. We don't yet have time -- we can't go to the second time certain item. We'll go to the regular agenda, please. And, let's see, where did I just put my agenda? Here it is. There it is. [inaudible] ah, here we are. Item number 971, please. And this is first reading -- or second reading of a nonemergency ordinance.

**Speaker:** Authorize application to federal emergency management agency for building resilient structure and communities grant to increase disaster resilience through project planning, solar, microgrid, construction and tree planting in the amount of \$7,200,000.

**Speaker:** Great. Colleagues, any further discussion on this item? Please call the roll.

**Speaker:** Mapps.

**Speaker:** I want to thank them for the important work they do. I'm also happy to see these grant proposals move forward. For these reasons and more, I vote aye.

**Speaker:** Rubio.

**Speaker:** Aye.

**Speaker:** Ryan.

**Speaker:** Aye.

**Speaker:** Hardesty?

**Speaker:** Aye.

**Speaker:** Wheeler?

**Speaker:** I want to thank our emergency management staff for their hard work to help our city live out their core values. I'm very happy to vote aye, and the ordinance is adopted. And now we will move to item number 972. This is a report.

**Speaker:** Accept bid of moore excavation inc. For the south texas street sewer rehabilitation project for \$1,752,690.

**Speaker:** The bureau of environmental services needs to rehabilitate over 1,000 feet of severely deteriorated sewer pipe at bancroft, mcadam and south texas street. This report or authorizes a contract to complete that rehabilitation work to avoid backups and further pipe failures this winter. I think that is the most vanilla description we possibly could have come up with. The chief officer is here to walk us through the report. I don't see you in the room, you must be virtual. [inaudible conversations] yes, on the screen. [laughter] in a little box. Good morning.

**Speaker:** Good morning, good morning, City Council. I'm -- taylor, the city's chief procurement officer. July 20th, 2022, City Council approved ordinance 190.939 for this project. The engineering -- the design engineers' estimate for this project was \$1.77 million, and the confidence level that the project would be achieved at that level was moderate. Procurement services issued an invitation to them on August 29 to the 22nd, 2022, with a due date of September 22nd, 2022, and two bids were received. Moore excavation was the low bidder and recommended award here. Their proposal came in at \$1.752 million which was slightly under the engineering estimate. The city has a standard or 20% aspirational goal that applies to this

solicitation, and the polling is a breakdown of the utilization that -- [inaudible] submitted. So 78.7% of this project will be self-performed by moore excavation. To - - 20% will be performed by certified -- subcontractors, and 1% will be completed by nine certified subcontract. Moore excavation is located in Oregon and is not a state covid-certified contractor. Funds are available in the sewer system operating fund fy-22-23 budget for this project. If there are any questions, i'll be happy to answer them. We should have a -- [inaudible] project manager in attendance as well.

**Speaker:** Colleagues, any questions on this itemsome commissioner hardesty.

**Speaker:** Thank you, mayor. Thank you, direct taylor. Director taylor. I'm just curious, moore is a company we know well because hay show up here a lot for contracts, and hay do not appear to be doing better at identifying minority subcontractors. So what's the strategy about making some changes happen in how these contracts are awarded, and who has the benefit of these contractsesome -- contracts?

**Speaker:** We've taken on more responsibility since standing up our inclusive contract and management team here at the city of Portland. And because of that, our outreach efforts have been magnified and amplified. On particular contract, I make no particular excuses for moore excavating, but they identified limitations in the market for those to partner with certain firms. Certain firms that were approached for this project were at capacity. And so, you know, we did work with moore on outreach plan to increase participation. But the strategies are continue to lean in, continue to work with the community, continue to provide capacity-building funding for those minority subcontractors that would benefit and successfully bid on projects such as this one.

**Speaker:** Thank you for that, director Taylor. And I guess with the new certification there may be other opportunities to diversify these -- because in my four years here this hasn't changed much.

**Speaker:** There will be are opportunities for us to identify not only those that may not have COVID certification and recognize them as such if they are minority-owned firms on building capacity towards this work. So we -- it's our hope that those items that passed in March of 2022 will manifest themselves of more opportunities for disadvantaged businesses to compete here.

**Speaker:** And I know next year we will have the, what is it called, the -- what is it called?

**Speaker:** Disparity study.

**Speaker:** Thank you. It was on the tip of my tongue. Disparity study, which hopefully will inform how we move forward. One last question. Did we remove the barrier of bonding for subcontractors for the city of Portland? Pleasure -- Portland?

**Speaker:** I don't believe we removed that barrier yet. The work continues to, I think, lessen that barrier. I believe bonding that will be something that will be completely removed. We continue to work to provide alternative options to support those that meet certain levels of bonding to compete for our projects.

**Speaker:** Let me just say that the city of Portland is the only government that requires subcontractors rather than the primary contractor to have that bonding. And that puts minority contractors at a huge disadvantage. So I hope you'll continue to look into that. And, actually, work on removing that a barrier rather than minimizing that a barrier. Thank you.

**Speaker:** Thank you for your remarks, commissioner Hardesty.



**Speaker:** Thank you, commissioner hard the city. Any further comments or questions at this time? Public testimony. Do we have any public testimony at this time?

**Speaker:** We have one person sign ised up --

**Speaker:** Great.

**Speaker:** In person. Joshua magnanimously. It doesn't look like they're here.

**Speaker:** Very good. I'll entertain a motion to move the report.

**Speaker:** So moved.

**Speaker:** Commissioner Mapps moves, can I get a second?

**Speaker:** Second.

**Speaker:** Please call the roll on the report. [roll call]

**Speaker:** I really appreciate director taylor and his vision around making equitable contracting opportunities available and really hope that he gets the support he needs to transform procurement from what it is today to what we hope it will be tomorrow. I vote aye.

**Speaker:** Wheeler in.

**Speaker:** I vote aye. Thank you. The report is accepted. Next item, please, is item 973.

**Speaker:** Authorize multiyear price agreements with associated petroleum products inc. And fleet fuels llc for ongoing citywide supply of gasoline and diesel fuel for an annual agreement amount of \$8 million.

**Speaker:** This is an emergency ordinance. While the city begins to -- its fleet, it has an ongoing need for gasoline and diesel fuels for its equipment as well as other vehicles. The city's current price agreement contract will expire December 31st, 2032. 2022. This ordinance authorizes a new multiyear price agreement to insure

the city has adequate and consistent fuel supply. Bea coe taylor is here to walk us through this ordinance as well.

**Speaker:** Thank you, mayor Wheeler. City fleet has an ongoing need for a supply of gasoline and diesel to fuel most of the city vehicles and also vehicles owned and operated by Multnomah County and putnam public schools where city fleet sells such fuel to these agencies and our city fleet's fueling station. Diesel is also needed for several of the city's backup emergency generators. The city's current contract expires on December 31, 2022. And the city must establish at least one new pricing agreement to replace that fuel supply. The city recognizes the need to convert its fleet of conventional fuel vehicles to alternative fuel vehicles powered by electricity, renewable natural gas and green hydrogen to help mitigate the effects of climate change. The city has begun this process of transformation, and it's committed to continue the transformation over the coming years. But in the meantime, the city and its customers will continue to need gasoline and diesel fuel for the foreseeable future. The city's current fuel vendor, associated petroleum products, has been providing a satisfactory supply of gasoline but has not been able to provide a consistent supply of r-99 diesel which is a renewable grade of diesel fuel that is made from low carbon -- low carbon, recently-living renewable biomass such as natural oil and animal fats instead of conventional diesel made from fossilized biomass. The city's policy and -- to fuel our diesel engines with r-99 when it is available requires a consistent supply of r-99. Fleet fuels llc, Portland-based bipo, covid-certified firm, and it's also a disadvantaged business that will be able to provide a consistent supply of r-99 fuel in the quantities the city requires in addition to gasoline and at prices that procurement services and the city fleet team have deemed competitive. Considering all of this, the city would like to establish two new price agreements for a supply of fuel. The city would like to utilize one of

the state of Oregon agreement with associated which will competitively, which was competitively solicited and awarded and also a price agreement with the disadvantaged business fleet fuels incorporated which will be a sole source procurement based on the fact that no other fuel suppliers in the Portland region have been able to provide a reliable source of r-99 due to supply chain -- supply chain challenges and their own contract contractual obligations that limit supply. I do have documented evidence of our own vendor, associated petroleum products, not being able to provide the quantity of r-99 fuel as requested by the city. Fleet fuel's pricing is very competitive and commensurate with prices. And the plan is to have fleet fuel be the city's primary supplier with associated petroleum products being available as a backup supplier. The city's annual spend on gasoline and diesel fuel delivered in bulk in 2021 was 4.5 million. The average price of fuel today has nearly doubled in the last five years, and we may continue to see the rise over the coming years of diesel -- biofuels. So we have this agreement capped at 8 million per year per agreement. This would allow city fleet maximum flexibility to cope with rising fueling prices and -- from whichever vendor is able to best meet the city's need at the time of the order. With that, I welcome any questions that council may have, and I would like to highlight the fact that fleet fuels a minority, black-owned company, and this is looked at as a big win for the strategic sourcing team. Also alan bates, business operation supervisor of city fleet, is available for questions -- of city fleet, is available for questions.

**Speaker:** Thank you, director taylor. Commissioner Hardesty.

**Speaker:** Thank you, mayor and director taylor. I want to say that your presentation answered every single one of the questions that I had. And I am grateful for that. When I first looked at the agenda, I couldn't understand why we were talking about renewable fuel this afternoon. And why we were locking in a 5-

year contract this morning. And and so to your credit, director taylor, it was a -- bringing mr. Harley and mr. Bates with you today because you truly answered every single question I thought about. Very thorough presentation, thank you. Very good strategy. And I'm goodment.

**Speaker:** Thank you. Any other questions? Seeing none, do we have public testimony on this item?

**Speaker:** We have one person signed up, james posey.

**Speaker:** Mr. Posey, welcome. Threen minutes. Name for the record, if you can, please, sir.

**Speaker:** Thank you. Good morning, mayor and commissioners. Thank you for taking my testimony this morning. First of all, let me just say that I'm very, very pleased at the investment you all that made in hiring beaco taylor, because this particular kind of contract people in our community would never see light of day if somebody like him was not in the position that he's in to sort of, like, source this thing out and really talk about this opportunity. This is a win-win opportunity for everybody. We need the fuel. We've got everything in place, and these are times when we start talking about building wealth in the prim community and other communities, these are sort of the foundational kind of things that need to occur that we have we have over time some income going back into the community. Let me just say I drove a dump truck for about 25 years, and the other piece of this is that the skill sets needed to drive those sort of big rigs, I don't know if you could imagine 180,000 pounds behind a vehicle in this traffic. That's why I got high blood pressured today. [laughter] because of the work I did for about 20 years. So there's a skill set. And just a little tidbit, cdl, commercial driver license, is a skill that's in high demand. So this is another win-win because this particular contract would allow, will allow training and development in that area. So that's, may be a side benefit

that you all are not recognizing. And so with that, I just want to say I'm very pleased and excited that we have someone like Beaco who can do this kind of thing. And let me just comment quickly, let me get off of here because this is a no-brainer for me, but in the last portion you guys talked about Moore Excavation. Commissioner Hardesty is absolutely right. I've been dealing with Moore Excavation for 20, 30 years almost, and they haven't made any progress. When you all see Moore Excavation come up on City Council, it ought to be a flashing red light. The box that you all put Beaco Taylor in terms of bidding capacity, the ability to have contractors out on the ground comes as a result of not really holding companies like Moore Excavation accountable for their performance. So with that, I want to hang all for what you've done and I appreciate what you're doing going forward. Thank you.

**Speaker:** Thank you. Mr. Posey, before you run off, I know you get embarrassed easily by praise. [laughter] I want to thank you. I want to thank you for being here, and I want to commend you in person. You made the effort to come down here and not only support the contract on behalf of others, but you also are acknowledging the good work of our director, Beaco Taylor. And this is the time in history where public employees don't often get a lot of thanks. It means a lot, so thank you for being here.

**Speaker:** Yeah. You know, you guys hired him, you know? I don't know whether you hire him on accident or -- of. [laughter] whatever the reason, it was a good move, and so I want to applaud you for that. Let's continue to --

**Speaker:** Do you think that's an accident from our perspective or his perspective?  
[laughter]

**Speaker:** Well, the trick is to keep him. That's the trick.

**Speaker:** Yes, sir.

**Speaker:** Okay, thank you.

**Speaker:** Well said. Good words to depart on. Thank you, sir, for your testimony. Is there any other public testimony on this?

**Speaker:** That completes public testimony.

**Speaker:** Colleagues, this is an emergency ordinance. Please call the roll.

**Speaker:** Mapps.

**Speaker:** I'd like to praise procurement for their excellent work on this connecticut. I vote aye.

**Speaker:** Rubio.

**Speaker:** Thank you, mayor, for bringing this item forward. It's really crucial that as we execute these contracts so there's no lapse in the service for the city and other public agencies. And I'm really pleased to see this city lead both in equity in contracting and also mitigating impacts of climate change through our procurement policies. And if as we're moving forward on policy, asking I have to move towards renewable fuels, it's essential that the city ourselves that we're walking our talk. So thank you, director taylor, and the procurement team for your excellent, excellent work here, and I'm happy to vote aye.

**Speaker:** Ryan.

**Speaker:** Thank you, director taylor, and thank you for the sage testimony, mr. Posey. I appreciate that. This is a, an opportunity for the right vendor at the right time. We're moving forward both racial and climate justice. I i vote aye.

**Speaker:** Hardesty.

**Speaker:** Thank you. May I also -- mayor, for bringing this proposal forward. Thank you, director taylor. And thank you, jim harley. I certainly drilled you the last time you were here, and I learned a lot more than I ever thought I know about fuel and renewable fuel and that kind of stuff. And, or alan bates, you always come very,

very well prepared, and I really am grateful for your years of service to the city of Portland. I'm very happy to vote aye.

**Speaker:** Wheeler.

**Speaker:** I also would like to thank mr., mr. Harley and mr. Bates. Great presentation. And, beaco, just for the record, it was no mistake. You're the best person for the job, and that's why you're here. Thank you for your great service to the community. I vote aye. The ordinance is adopted. Second reading, please, item number 974.

**Speaker:** Authorize letter of agreement between the city and the Portland police shockers to insure police officers -- association to insure police officers receive a higher rate of pay and to amend the hiring process for public safety special its. Specialists.

**Speaker:** This is a second reading. Is will any further discussion on this item?

**Speaker:** Yes, mayor.

**Speaker:** Commissioner hardesty.

**Speaker:** Thank you, mayor. I did have a question that I think I got answered, but I'd like to have answered on public record. As I was reviewing this, I realized that we were changing the psychological exam for ps3s, and my curious withty was, like, okay, so who's deciding the psychological fitness of ps3 officers if les a different standard hand there is for -- is there someone here from the police bureau that can answer that question?

**Speaker:** Do we have any staff members --

**Speaker:** I see the deputy chief has turn his mic on.

**Speaker:** Oh, there he is.

**Speaker:** Welcome, deputy chief.

**Speaker:** Welcome, sir.

**Speaker:** Good morning, mayor and council. Good morning, commissioner commissioner Hardesty. I am not exactly the expert on this, but here's what I think is going to answer your question. When the public safety support specialists were created -- were created, we bargained with the Portland Police Association, and at that time the Portland Police Association wanted them of the exact same hiring criteria as police officers. We are now at a place where we want to recognize that the job duties and roles of a public safety support specialist are not the same as a sworn police officer, and we would like to have the ability for the group of psychologists and psychiatrists that we have on retainer to develop an alternative standard for the psychological part, I -- cast, I guess, is the right way to put it. So Dr. Corey, they will work together, and they will determine what an appropriate psychological test will be for a public safety support specialist as opposed to a sworn police officer.

**Speaker:** Deputy Chief, you said something that I didn't know actually existed. Do we currently have a panel of psychologists that we are rotating through? I thought Dr. Corey was still -- Dr. Corey was still the only game in town.

**Speaker:** No. We have some other psychologists that are able to interview police candidates as well.

**Speaker:** Thank you for that. It looks like maybe, Jerrell, did you want to add something? You're on mute.

**Speaker:** Not at all, Commissioner.

**Speaker:** Okay. All right. Thank you, Deputy Chief. Thank you, Mayor.

**Speaker:** Appreciate it, thank you. Any further comments on this? Questions? Please call the roll.

**Speaker:**

**Speaker:** Mapps.



**Speaker:** Aye.

**Speaker:** Rubio.

**Speaker:** I want to thank the deputy chief for being here to answer these questions. I realize there are questions about this exam from the community, and I'm glad commissioner Hardesty raised the question so we were clear about the distinctions here. I'm also glad to see that we're working through these hiring issues to insure that ps3s have their best ability to succeed in these new roles while insuring we maintain a high level of scrutiny around the qualifications of the individuals in public service roles. I also want to recognize, you know, that we have a vested interest in insuring that our highest performing officers continue to have an incentive to stay with ppd and achieve their goals as well as insuring equity across employee levels, and that's important. For these reasons, I vote aye.

**Speaker:** Ryan.

**Speaker:** Yeah. First of all, thank you for the question, commissioner Hardesty, and thank you, deputy chief, for the answers. I vote aye.

**Speaker:** Hardesty.

**Speaker:** Yes. Thank you so much for being here, deputy chief. Very grateful as always for your clear headedness and your clear answer to questions. And I am very happy to vote aye and look forward to, hopefully before I give up the mic, let me just say maybe this is a good opportunity to talk with some of our universities about what the kind of ideal profile is for someone involved in public service. It'd be great to actually develop a profile that really is community-centered and community-focused. So I hope that the bureau will take advantage of the opportunity to reimagine what the appropriate psychological profile could be for a ps3. So happy to vote aye.

**Speaker:** Wheeler.

**Speaker:** I'd like to ebb pound on this just a bit. This agreement brings better guarantees of fairness both to sworn and unsworn staff and our police bureau. First it corrects for an inadvertent reduction in pay that could occur when some officers received a promotion within the bureau. With this correction, officers can now be assured that when they earn a promotion, their pay will actually reflect a rise in rank. As we work to provide upward mobility and retain good officers within the Portland police bureau. Second of all, this agreement reflects important distinctions, as you just heard from mike, between sworn armed officers and unsworn, unarmed public safety support specialists. These are very different roles within the Portland police bureau. As an armed staff, ps3s carry out their duties under circumstances that typically do not involve the use of physical force. Ps3s generally respond to calls that present very low safety risks comparably such as cold thefts or other monoviolent crimes. Importantly, this agreement reflects significant differences between the staff duties of unarmed and armed staff. The work of ps3s is much more akin to work in other bureaus that do not require any psychological examination. Park rangers, for instance. This agreement removes barriers to hiring, and it allows us to be more inclusive as we work to expand our civilian public safety response. To be clear, ps3s will continue to be required to take psychological examinations. Ps3s will continue to be required to pass psychological examinations and be deemed suitable for public safety work. And ps3s who go on to become sworn officers will undergo additional psychological examinations and must meet the higher standards necessary to serve as armed officers. This agreement opens the door to more community members who want to be part of improving public safety in Portland in ways other than becoming a sworn officer. I vote aye. And the ordinance is adopted. Colleagues, now we can move not second time certain agenda. Which is item number 958, please.

**Speaker:** Continue the west Portland town center plan goals and policies, visions, action charts, land use concept and circulation growth concepts and coordinated growth strategy for zoning and infrastructure amid the comprehensive plan, comprehensive plan map, zoning map, citiwide design guidance.

**Speaker:** Thank you. Colleagues, we're backed today to continue our work on the west Portland town center plan to help reorient anyone. The proposal before us is a land use infrastructure and community development plan for the west Portland town center area. As you may recall on October 12th we hold a public hearing and took that testimony on the plan. The record was closed at 5 p.m. On October 14th. Then on October 27th council discussed and vote on amendments to the recommended draft. The as amended west Portland town center plan volumes one and two documents reflect the amendments voted on by the council on October 27th. So no further action is needed on those exhibits today. Today we will be voting on amendments to the ordinance and the findings of fact report. After we vote on these amendments, the ordinance will pass to a second reading for its final vote. Staff, can you please provide an overview of the documents being considered today? Welcome, by the way, and if you could just introduce yourself for the record, that'd be terrific.

**Speaker:** Thank you, mayor and council members. I'm Joan Fredrickson with the bureau of planning and sustainability. I've been co-leading this project for a number of years now. So there are two documents related to the plan that we are bringing to you today for consideration and a vote. First we have an amendment ordinance for the west Portland town center plan. The ordinance has been revised so that the directives reference the as-amended west Portland town center plan report which includes the changes that were made or approved by the council on October 27th. Second, we have an amended findings of fact report for the plan

which is exhibit a of the ordinance. The findings of fact report has been revised to provide further explanation in response to testimony and to provide for general clarity. So these two documents are part of the plan's legislative package. We are happy to answer any questions.

**Speaker:** Very good. Colleagues, any questions at this particular time? And, Joan, thank you for that summary of where we are. Commissioner Rubio, at this I'm would you like to make a motion to approve the documents described by Joan?

**Speaker:** Thank you, Mayor. It's good to see this important work moving forward, and I'll like to make a motion to approve the as-amended ordinance and find of fact report for the West Portland town center plan.

**Speaker:** Second.

**Speaker:** Commissioner Rubio moves the approval of the documents, and Commissioner Hardesty seconds. Is there any further discussion? Please call the roll.

**Speaker:** Mapps. [roll call] [roll call]

**Speaker:** I vote aye. The motion passes, and the motion -- excuse me, the ordinance is now amended. This ordinance now moves to a second reading as amended. We'll continue this item to our regular council session on Wednesday, November 30th, at 9:45 a.m. Time certain, is that correct?

**Speaker:** That's right.

**Speaker:** Veried good. That's November 30th at 9:45, time certain. On that date we'll take final vote on the West Portland town center plan ordinance. I believe I will have a conflict on the day this comes back to council for a final vote. I have another important civic duty that same day, so I will miss the opportunity to vote yes on this. I want to take a moment, therefore, to thank our project staff, our partner agencies, our bureaus and the community that worked on this plan over the last few years. I want to make it very clear that I applaud the vision and the

concrete steps that this plan brings forward. While you emphasize that the plan is just the beginning of the work in this particular corner of Portland, I want to join you in the excitement of embarking on work for a new, resilient and inclusive correction for this area. So thank you all. This concludes this particular item. Commissioner Hardesty.

**Speaker:** Thank you, Mayor. If you don't mind, I'd like to take a moment to really applaud this project as well.

**Speaker:** Please, yeah.

**Speaker:** I also will not be here on November 30th for the vote. But want to make it 100% clear how much I support this project, how much I support the community working for over 20 plus years to get a vision of what was possible and how I'm convinced that the community will make this, this plan a reality. But it will take the community to hold the city's feet to the fire, to make sure that we're not just passing a plan that will sit on somebody's shelf. And so thank you, thank you, thank you for all your work and all the work to come forward.

**Speaker:** Thank you.

**Speaker:** I was about to vote aye, but -- [laughter]

**Speaker:** Well, I think we just tip our hand pretty heavily --

**Speaker:** I think we did.

**Speaker:** -- that if we were here, we would vote aye with.

**Speaker:** [inaudible]

**Speaker:** Yes, you'll have a quorum.

**Speaker:** [inaudible]

**Speaker:** There's a chance it'll get sent back here early. In fact, I would say it's a very good chance, but we'll just see. At any rate, that concludes that item. Thanks to

everybody who worked so hard on it. We'll go back now to the regular agenda where we left off, item number 975. This is a nonemergency ordinance.

**Speaker:** Authorize bids, solicitation and contract with the lowest responsive and responsible bidder for construction of the fulton pump mains replacement project for an estimated cost of \$4,700,000.

**Speaker:** Commissioner Mapps.

**Speaker:** Thank you, mr. Mayor. Colleagues, this item comes to us from the water bureau. This project seeks to replace approximately 3,300 feet of water pipe which runs under i-5 and southwest barbara boulevard. Some of these pipes more than 100 years old. The water bureau proposes to replace these aging pipes with modern, earthquake-resistant pipes. This project is important for at least two reasons. First, this upgrade will help insure that the 42,000 people served by these pipes will continue to receive water even after a major earthquake. Second, in the event of an earthquake, these new pipes will reduce the risk of damage to two major transportation arteries, i-5 and barbara boulevard. This project is estimated to cost \$4.7 million. This ordinance authorizes the bureau to solicit proposals for the lowest responsible and responsive bidder. And here to tell us more about project we have jodi inman, chief engineer with the water bureau. Welcome, jodi.

**Speaker:** Thank you, commissioner Mapps. And it is nice to see everybody in person. So I'm going to try this hybrid environment. I've gotten used to talking in powerpoint mode, so I have a powerpoint for you with. And I'm going to see how this works. So can we show the powerpoint in oh, hey, look at that. It's awesome. You guys have worked out the kinks. Commissioner Mapps, keep this brief because it's pretty straightforward, but we're here today about the fulton pump mains replacement project. Next slide, please. I just like to always start with a little reminder about how this project fits into our overall program and the water bureau

budget. This project is part of our distribution mains program and, for some context, there are approximately 2,250 miles of water main underneath our right-of-way and through areas that bring water to your tap every day. We do have a very strong asset management program which we use to identify which projects we're going to bring forward for you for that 2,250 miles of water main. We have a replacement goal of approximately \$35,000-50,000 lineal feet of pipe a year which equates to just with over 4.5 miles. So a small portion of that over 2,000 miles that are in our system. And we prioritize that based on condition and risk, as I mentioned above. In addition, the goal of many of our distribution main contracting program is to increase our footage to identify what -- or to address what we've identified as an upcoming wave of aging pipe that will experience leaks. We also have made a conscious effort to separate strategize our replacement into different size and types of projects to be able to provide multiple, different opportunities to the contracting community. And then, again, this reduces risk, particular project. Next slide, please. So this particular water main, why are we doing -- how did this one rise to the top of the list? This one is, water main is actually a pump main, so there are not any direct services to it, but it is a critical part of our backbone system. It pumps water from the newly-completed hannah mason pump station which is down along the river are. And up to our burlingame tanks, one of the key distribution points for the west hills and also to our current supplier, our current supply to tbwd. This particular sec of water main is old, as commissioner Mapps has indicated, and it has had a history of leaks and breaks. This main is -- sorry, I should look at my notes. So, yeah, we serve over 42,000 people with this main, and it's approximately 60-90 years old in different regions. And to show you more on the risks, next slide, please. So you can see here two particularly high risk areas, since one of the factors not only is the condition, but this section of pump main was

addressed or identified as one of the highest risks to the water bureau in our most recent asset management if risk-rating process. We have uncased or pipe that goes underneath i-5 and under barbara boulevard, and in case of failure it is likely to take out both of those transportation corridors which would have a significant impact on both being able to respond to an emergency and/or if it happened during our daily business, be able to have a huge impact on being able to get into and out of downtown and also commerce. Next slide. So with that, we are requesting the authorization to bid solicitation and contract the lowest responsible and responsive bidder for construction of the fulton pump mains replacement project. Are there any questions?

**Speaker:** Questions at this particular juncture? Very good. [inaudible]

**Speaker:** That completes my presentation, yes, thank you.

**Speaker:** [inaudible]

**Speaker:** No one signed up.

**Speaker:** All right. Then with that, this is the -- sorry. I didn't turn on my microphone. Apologize. There was no public testimony. And there's no further discussion, therefore, this is a first reading of a nonemergency ordinance. It moves to second reading. Next item, 976, this is an emergency ordinance.

**Speaker:** Amend contract with landis and landis construction llc for additional costs to meet project specifications for the southwest capital highway, southwest taylor's ferry road for a total contract amount of \$18,2 the 5 51,217.

**Speaker:** Commissioner hardesty.

**Speaker:** Thank you, mayor. [inaudible]

**Speaker:** [inaudible]

**Speaker:** All right, let me turn on my mic. Thank you, mayor. This assistance formative project in southwest Portland has been challenged by unprecedented



national and global conditions. Including a pandemic and record inflation. Also the project corridor has produced a number of additional surprises including old walls, fences, sheds, trees and other structural and type graphic features that add costs and required some redesign. But even with these challenges, the revised contract amount will still be below the 2021 engineers' estimate for construction. Which was 18.5 million. Due to the very competitive bid we received from Landis and Landis Construction. A firm that is doing great work on this project. Excuse me, PBOT staff is here to quickly walk us through a short presentation on this.

**Speaker:** Thank you, commissioner.

**Speaker:** Thank you. Please introduce yourself for the record.

**Speaker:** Great. Good morning, mayor and commissioners, I'm Steve, capital delivery manager at PBOT, before you with this construction contract amendment. Next slide, please. Thank you for advancing the slides. So just to reorient you to the project, this is one of the largest projects we've done in southwest Portland in recent memory. This is capital highway between Taylor's Ferry and Garden Home roads. It's also a big partnership project with the Bureau of Environmental Services and Water Bureau. Sidewalks and ADA ramps, protected bike lanes, multiuse path pavement reconstruction, marked crosswalks and a very significant storm water collection and management system being installed as part of the project as well as upgraded water mains. Next slide, please. We are about three-quarters of the way through construction already. If you've been out there, you've probably seen some of the concrete sidewalks and perhaps some of the storm water features. The remainder of the project is the sidewalks and bike lanes on the east side of the road and completing final paving and striping. We look to be finished in May of '23. Next slide, please. Just some images of the construction. This was earlier in the project. On the upper left is installing storm water pipes, upper right is one of the four

gardens near the post office on Multnomah boulevard. Bottom left are roadside retaining walls and bottom right the concrete multiuse path being constructed. And next slide, one more picture slide. This is just showing that many of the features are already constructed and available for the public to use including the west side multiuse path. And three out of the four storm water basins are already collecting our winter rains. Next slide. So the amendments, again, this is an increase of \$4,299,615.60. City code requires that contract amendments above 25% come to council for approval. As commissioner Hard the city stated, we are, thank Friday, still the engineers' estimate, so that's a very important point. The other important point there at the bottom is that the necessary funds are budgeted, so this is not an ask for additional general fund or anything like that. The amendments will be covered roughly 62% pbot, 37% bes and a small 1% water to be determined through our memorandum of understanding that we already have. I understand commissioner Mapps, you've been briefed by project staff. Okay, next slide. Just to get into the cost drivers, commissioner Hardesty, you mentioned some of them. I'm sorry, we have one more numbers slide here. The old total project cost will be just under \$30 million on project after this amendment, and you can see the cost share between pbot, bes and water there. Okay, next slide. Again, so as commissioner Hardesty mentioned, some cost drivers here. I'll go into them one by one, actually. So next slide, retaining wall and reengineering some of the retaining walls, the tallest ones on the project needed to be reengineered to address soil stability concerns and protecting the homes, the foundations of adjacent homes. This is 3 out of the 13 walls had to be reengineered for this purpose. Added about 728,000. Next slide. The planting and establishment package, this was an intentional add. We completed the planting plans after going to construction, and this was intentional in order to move the construction of the project forward in a timely fashion. So our

price proposal from the contractor is approximately 945. This will be planting 114 trees and over 2,500 native shrubs to reestablish the vegetation that was lost when we cleared the corridor for the project. Next slide. The third item, as commissioner mentioned, design and survey deficiencies, just some surprises along some of the property frontages, for example, these two old retaining walls that had been there for many decades were falling apart. We had to completely redesign several private property frontages. Next slide. Inflation and supply chain, of course, we've all heard about it in the news, but we do have contract provisions that allow payment for price escalation on asphalt and fuel which we did execute on this contract. And finally next slide is delay an extended overhead. Our city specifications do allow reimbursement of the extend cost of the contractor to continue to be mobilized and maintain, for example, this large construction yard next to the sears armory and to be available for that additional work as well as the planting package. So that was about 582. So those are some of the cost drivers. And last slide is just restating our numbers here, we were at about just shy of 14 million, and we started the contract we were adding about 4.3. This is a roughly 31% contract authority increase to get to 18.25 which, again, is still, thankfully, lower than our engineer's estimate, and we have the funds budgeted. With that, i'll take any questions, thank you.

**Speaker:** [inaudible]

**Speaker:** No one sign up.

**Speaker:** Very good [inaudible] call the roll.

**Speaker:** Mapps.

**Speaker:** Aye.

**Speaker:** Rubio.

**Speaker:** Aye.

**Speaker:** Ryan?

**Speaker:** Aye.

**Speaker:** Hardesty?

**Speaker:** Excellent job, pbot. Thank you so much. I vote aye.

**Speaker:** Wheeler?

**Speaker:** [inaudible]

**Speaker:** Thank you.

**Speaker:** [inaudible]

**Speaker:** Authorize competitive solicitation for the construction of the 82nd avenue crossings, Lambert and northeast/southeast project.

**Speaker:** Commissioner Hardesty.

**Speaker:** Thank you, Mayor. 82nd Avenue is one of Portland's most dangerous streets. And as we all know, it's in urgent need of critical safety improvements. This project is one of Pbot's critical safety and maintenance investments on 82nd Avenue because its initial funding must be obligated by December 31st, 2024, and spent by December 31, 2026, Pbot is prioritizing investments that were identified in previous planning processes and meet critical safety needs. This project is just one of the many investments on the corridor. Over the next several years, Pbot and OKOT will add a total of 17 new or upgraded crossings on 82nd Avenue to improve safety and fill many of the existing gaps. Existing crossing gaps. This project will invest in critical safety improvements at four intersections. The project will construct new signalized pedestrian crossings on 82nd Avenue at Northeast -- [inaudible] Most Shaylor, Southeast Clinton, Southeast Shelor. These pedestrian crossings will include median islands with trees mitigating the disproportional, harmful impacts of heat waves residents and property owners feel along 82nd Avenue. Pbot and staff are here to answer any questions that you may

have, council. Thank you. And I believe, who do we have? I think we have matt on the line for this. Oh, we have nicole. Hi, nicole. Welcome.

**Speaker:** Hi. Okay. I think I'm sharing my screen. Can you guys see that?

**Speaker:** Yes, we can.

**Speaker:** Okay. And am I sharing it or is the clerk sharing it? I don't know.

**Speaker:** Whoever wants to.

**Speaker:** All right. We'll go ahead and get started. It seems like someone there is sharing it for me, so thank you, commissioner hardesty. Good morning, mayor and commissioners. My name is nicole pierce, capital project manager with pbob, and I am the 82nd avenue project delivery program manager. I think this will be the fourth presentation you will have seen in the last few months. The team came to you in April to accept the jurisdictional transfer and to accept the 80 million in arpa funds. And then in June we were here to get you to authorize a contract for some design and planting work. And then most recently in September, ashley mcclay and I were here to get authorization for the right-of-way work for the project that I'm here to talk to you about today. Next slide, please. So this project was designed by our in-house engineer, so it was not designed under that contract that you authorized in June. And the reason we designed this in-house is in an attempt to get some improvements on the ground as soon as possible. So today's requested council action is to authorize the competitive solicitation for this project. Next slide. This project is part of the near-term critical fixes that we've mentioned in our previous presentations. As commissioner hardesty mentioned, we'll be installing four new signalized pedestrian crossings at skyler, clinton and shiller. The total cost for this project will be \$7.5 million, and that will be paid for with that \$80 million in arpa funding. Next slide, please. So this is just a photo of one of the intersections where we'll be installing a new signalized pedestrian crossing. This is 82nd avenue and

southeast shiller. Next slide. And as shown in this rendering, the crossings will be signalized with median islands, we'll be upgrading all of corners to meet ada standards, and the median islands will be planted with trees. Safe pedestrian crossings and medians like these are some of the most effective measures we have to reduce or eliminate fatal and serious injury crashes, and these new pedestrian crossings with tree-lined median islands will provide safe and comfortable places for people to cross 82nd avenue and will reduce the risk of crashes. The project is scheduled to start construction in 2023. Next slide. And we have a great --

**Speaker:** Can we, commissioner Ryan has a question just on that point, so why don't we go ahead, nicole --

**Speaker:** Could you go back to that last slide?

**Speaker:** Sure.

**Speaker:** I just want to know what those are mt. Middle of the -- in the middle of the, see in the very middle? What is that?

**Speaker:** So those are concrete median islands.

**Speaker:** Forces people not to be able to take those turns.

**Speaker:** So pedestrians, when they're walking across the street, they'll have that safe refuge in the middle to stand if they have to stop halfway through --

**Speaker:** [inaudible]

**Speaker:** So the one in the very middle of the intersection, so it means there'll be no more traffic flow going east/west?

**Speaker:** Correct. Yeah, it'll be right in, right out for those side streets. Uh-huh. And we have done outreach to all of the businesses that are on those corners, and they're all more or less supportive. [laughter] you know? Glad to see safety improvements.

**Speaker:** And change is hard. Change is hard so sometimes they have to see it. But you are aware of what commissioner Ryan is talking about? It's like the white, little signs that are in the middle of intersection?

**Speaker:** Oh, yeah. The signs will just say, you know, right turn the only.

**Speaker:** Ah. Is that what you were talking about, commissioner?

**Speaker:** Well, yeah. It's right in the middle of the intersection.

**Speaker:** They're just turn signs. They're not concrete barriers.

**Speaker:** Got it.

**Speaker:** Make sense though?

**Speaker:** It makes sense, it's a little startling.

**Speaker:** It would be interesting if any of the businesses are here to explain their point of view. I haven't heard from any so --

**Speaker:** You will. If they don't like it, you will. I know that heavy done a good job of engaging folks long before the transfer took place and ongoing. So I think we're going to be good.

**Speaker:** Thanks. Yeah. And that was it. I was wrapping up. Does anyone else have any questions?

**Speaker:** Yeah. As long as we're on this topic, so will all of the pedestrian intersections look like the model that you just showed us?

**Speaker:** No. So that's just a standard rendering. Most of the intersections that we're looking at are actually offset intersections, so they will look a little different. But that's the general feel of them with the tree-lined medians and the concrete medians and the signal.

**Speaker:** Great. Thank you.

**Speaker:** Stay with us for a sec. So all four of them will have the visual that I brought to everyone's attention because it was something we're not used to seeing?

**Speaker:** Yeah. It'll be something slightly different because, like I said, that rendering, it was just a through street and, I don't know if you guys can see my hands, but the streets will be kind of, you know, those streets aren't -- they're offset intersections. So there'll be a little different geometry to each one of them, but the function will be the same --

**Speaker:** It will stop the east/west flow when there's a green light, it'll all be about the right turn?

**Speaker:** Correct.

**Speaker:** Okay.

**Speaker:** And currently those are un-signalized intersections so, you know, there may be folks that are currently make that move straight across 82nd avenue, but it wouldn't be a safe movement.

**Speaker:** Yeah, that makes sense. That was a good point to make, nicole. Thanks.

**Speaker:** Any further questions at this particular point? Are you done, nicole? I'm not trying to cut you off -- oh, I'm sorry. Commissioner Ryan.

**Speaker:** Just curious, is this an emergency? Because of why?

**Speaker:** Just trying to get it out to bid as soon as possible so we can get it built.

**Speaker:** But there's no grant that we're on deadline for?

**Speaker:** No, no, no.

**Speaker:** Very good. And, nicole, again, I don't want to cut you off, is that the end of your presentation?

**Speaker:** Yeah.



**Speaker:** I just want to make sure you got it all in. Very good. This is an emergency ordinance. Please call the roll.

**Speaker:** Mapps --

**Speaker:** Aye.

**Speaker:** Ryan. Thank you, nicole. Thanks for being transparent with the q&a we just experienced. I wish, let's see, I wish I would have heard more about the engagement with the businesses in those four cross-streets, and I'm disappointed I didn't get to hear about that today. So I'll trust your comment that you made about the fact that most people wouldn't dare to do that east/west travel, when the light, when there is no light there made a lot of sense, so that was very helpful. So I will vote aye. So I applaud these first improvements and many are. The ordinance adopted. Thank you for your great work on this nicole and to everybody else who was involved in this, and of course commissioner Hardesty. Thank you for your leadership. We will go back to the consent agenda, where I believe my memory is three items were pulled. 963 being the first one, please.

**Speaker:** District code to ensure administration of the amendment.

**Speaker:** Mayor Ted Wheeler: this was pulled to ensure transparency to effective and efficient implementation of reform. This adds an independent district commission code to establish boundaries that divide the city into four districts for election of City Councilors. The independent district commission will collect input to inform the development of the district plan. Tashana Oppenheim who is our team manager is here to present the ordinance. Tashana welcome, it's good to see you.

**Speaker:** Hi, good morn, thank you so much, mayor, councilmembers. I just have a very short presentation. I'm happy to answer any questions. And I think we also have Lynn from the city attorney's office if there's any questions that delve in the

charter. It actually might be myam hyam. Launching the independent district commission. If I can make my slides go forward. There we go. So in the charter section 3107 lays out very clearly there are to be four City Council districts. Each district will be represented by three councilors for a total of 12 City Councilors. The authority of the independent district commission is to adopt the City Council boundaries for elections. The commission itself will consist of 13 city residents, representing a diversity of race, gender, age and geography of the city. There are few members of our public who are prohibited from serving on the independent district commission. So anyone who is currently elected, appoint today city staff, city employees, candidates for elected office who are qualified for the ballot by the city election's office. So all of those folks are prohibited from serving on the independent district.

**Speaker:** Mayor ted Wheeler: shoshana, sorry, we lost the last minute. Could you do me a favor. I wouldn't ordinarily ask, could you turn off your video, it might help with the bandwidth. Sorry.

**Speaker:** Sure, how is that.

**Speaker:** Mayor ted Wheeler: perfect, could you go back about 60 seconds in your testimony?

**Speaker:** Sure, maybe starting with the authority of the commission?

**Speaker:** Mayor ted Wheeler: yes, please.

**Speaker:** The council has the authority to adopt, 13 members, residents serving on the commission, they will represent a diversity of Portland's race, gender, age and geography. There are few folks that are prohibited from serving on the commission. Folks who are currently elected officials or city appointed officials. City employees, candidates for elected city office who are qualified for the ballot by the city election's office. The commission will be appointed by the mayor and confirmed by

the council. The first commission must be confirmed no later than January 31, 2023. The commission's terms will end upon the adoption of the districting plan. And city bureau and departments will provide technical assistance upon the commission's request. The commission's budget will be provided by the City Council. Additionally, you should know we have recently, we are working on an rfp to support the commission. First we have an rfp that will support the commission with g.i.s. And map making skills and talents. And then we will also have a facilitator and community engagement specialist. We expect there will be a lot of public interest in the districting process and we want to make sure the independent district commission is adequately resourced.

**Speaker:** Commissioner Mapps: actually, can I jump in here? Can we go back to the previous slide? Shoshana can you provide us detail where these come from. In the measures voters voted on? Or a common sense interpretation of what we think the voters voted on?

**Speaker:** Thank you for the question mayor and commissioner Mapps. All the information on the slides is from a charter, close representation of what's in the charter.

**Speaker:** Commissioner Mapps: okay, thank you.

**Speaker:** Commissioner Ryan, do you have a question?

**Speaker:** Commissioner Ryan: yeah, thank you. I do. I want to look at the third bullet. So if in fact, someone could serve on this commission and then qualify themselves to be on the ballot?

**Speaker:** Shoshanah: that's my understanding.

**Speaker:** Commissioner Ryan: you can serve and then go ahead and run. I know we are in the conflict of interest bullet. So I'm curious what the dialogue was like about that scenario.

**Speaker:** Maya, you were much more involved with the conversations at the commission level.

**Speaker:** Mayor ted Wheeler: we have legal counsel coming to the dais.

**Speaker:** I can speak as the person who advises on ethics in the city, I can provide a little information about the conflict of interest question. Commissioner Ryan, if you would like follow-up on what the discussion was like at the charter commission I can have maya follow-up afterwards. But in terms of conflicts of interest, there are always financial conflicts of interest. If someone is on independent district commission and they are not receiving a financial benefit from their action on the district commission. So for example, the not clear they are going to get elected to office, right? At most it would be a potential conflict of interest, they would need to declare, hey, I'm thinking of running for office, I'm doing this districting, the possible I could benefit. We would probably have them file a potential conflict of interest, but it wouldn't rise to an actual conflict of interest under state law.

**Speaker:** Mayor ted Wheeler: commissioner, did that complete your question?

**Speaker:** Commissioner Ryan: it was a great legal response. I don't think it passes the conflict of interest sniff test. I'm not comfortable with it is what I'm saying.

**Speaker:** I understand, and to remind everyone, the legal conflict of interest is a different standard than what it is a perception of conflict of interest. I am giving you a legal answer.

**Speaker:** Mayor ted Wheeler: commissioner Ryan then commissioner hardesty.

**Speaker:** Commissioner Ryan: you brought up financing. So if someone was connected to, you like our city's value run elections is the small donor campaign.

**Speaker:** Not any more.

**Speaker:** Commissioner Ryan: that's a longer conversation. However, we have a commitment to small donor elections. So if someone chooses to be on this but they

are connected to a gift that came in, perhaps through a special interest that was at a higher range than \$250 would they be allowed to serve on this commission?

**Speaker:** I think I will have to think on that and we will get back to you. I would say, just so you know, nothing in this ordinance changes anything about that scenario. So I think we have a little bit of time to respond to that and think about it.

**Speaker:** Commissioner Ryan: I just want to make sure that's in the public record, now that this is real, these are the times to ask these questions.

**Speaker:** Mayor ted Wheeler: commissioner hardesty?

**Speaker:** Commissioner hardesty: thank you, mayor. And thank you, lindsey for being here to answer some questions. Please don't go anywhere yet. Because you are the one I need to talk to. I just want to be clear for the public record, this is not the city's interpretation how the process should work. This is what was put in front of the voters and this is the city's best guess how to implement the voter's will, is that an accurate statement?

**Speaker:** You mean this ordinance?

**Speaker:** Commissioner hardesty: yes.

**Speaker:** The ordinance in front of you actually doesn't interpret anything about what the charter says. All it does is it identifies that if there are procedures that are not addressed in the charter, we are making it clear that the body has the authority to adopt bylaws. So like, if it doesn't say, what happens if there's a tie vote on something, they can adopt their own procedures. Also, the charter doesn't say who will staff the independent restricting commission, the ordinance does that. That's it. There's nothing in this ordinance that tries to interpret what the charter sets forth for the independent district commission.

**Speaker:** Commissioner hardesty: thank you. I really wanted to make sure that is on the public record. There's public dialogue whether some of my colleagues agree

or disagree with what the voters have done. The important the public knows we are moving forward what the voters have decided to do.

**Speaker:** Yeah. This is a purely administrative ordinance.

**Speaker:** Commissioner Hardesty: thank you.

**Speaker:** Mayor Ted Wheeler: thank you, Commissioner Hardesty. Commissioner Mapps?

**Speaker:** Commissioner Mapps: thank you, Mr. Mayor. I have a quick, I think request for the city attorney's office. I would find it helpful if, at your convenience, you could send my office and probably all the council offices a background or memo which explains your understanding of -- let's say the voting rights act apply in this particular context. I'm thinking a little bit about section 2, though I'm not quite sure where section 2 is under this current court. I'm interested in also things like equal population rules. This is different when you have multi-member districts. I just haven't seen any restricting law apply, any voting rights law or redistricting law apply to a case like this. So a little bit of background would be helpful to just ground me.

**Speaker:** Absolutely.

**Speaker:** Thank you.

**Speaker:** Commissioner Mapps: thank you.

**Speaker:** Mayor Ted Wheeler: Commissioner Ryan? No? Commissioner -- okay.

**Speaker:** Please know Commissioner Hardesty, I know what you said, I have heard from many people who voted yes who are asking me these types of questions. I think it's good now that we are here to have this dialogue. We weren't that engaged in the process, now it is our responsibility to be transparent as we take each step in our role. Thank you.

**Speaker:** Mayor ted Wheeler: very good. Item -- sorry. Continue your presentation, shoshanah, sorry. Thank you, lindsey.

**Speaker:** Powers and the duties, districting plan is the responsibility of the independent district commission. So the commission will prepare and adopt a districting plan, dividing the city into four geographic districts for the purpose of electing our City Council. The plan will include a map and a description of the districts. The vote of at least nine members of the commission is required to adopt the districting plan. And a majority vote of the commission is required for all actions.

**Speaker:** Commissioner Mapps: can I ask a question there?

**Speaker:** Mayor ted Wheeler: commissioner Mapps?

**Speaker:** Commissioner Mapps: does it come to council at some point or just approved and appointed by the redistricting committee?

**Speaker:** Thanks for that question. It is, I believe, I'm just checking my notes. I think it's delivered to the elections office.

**Speaker:** Commissioner Mapps: which office?

**Speaker:** Auditor's elections office.

**Speaker:** Commissioner Mapps: the auditor's elections office.

**Speaker:** I apologize for --

**Speaker:** Mayor ted Wheeler: here comes lindly.

**Speaker:** Commissioner Mapps, directly from the charter it identifies if you have a plan that is adopted by the commission, no further action by council required and the plan is final. If the commission has not adopted a plan after taking two votes, the most recent version is taking into consideration for its adoption. Does that answer your question?

**Speaker:** Commissioner Mapps: I have a different way to ask the question.

**Speaker:** Mayor ted Wheeler: go ahead.

**Speaker:** Commissioner Mapps: so supermajority rules are in place, if that passes then once again we are not involved?

**Speaker:** Correct.

**Speaker:** Commissioner Mapps: if that's what it is saying. If it's less than supermajority we get to weigh in.

**Speaker:** Let me ask a hypothetical, this is a redistricting project, it gets challenged in courts all the time. Let's say someone decides to take the restricting map that gets adopted by this committee to court. So who is getting sued there? Is it the auditor's office that is suing and defending the map? Is it the city of Portland?

**Speaker:** I think you are getting to a level of detail I won't be able to answer today. We can bring this to your council office to talk about it and if others are interested we can bring that information forward.

**Speaker:** Mayor ted Wheeler: thank you. Shoshanah, you can go ahead.  
Shoshanah, you are muted.

**Speaker:** Sorry. I would think we would have all this ironed out by now.

**Speaker:** Mayor ted Wheeler: no, it would ruin the whole zoom experience.

**Speaker:** Prior to developing the redistricting plan, the commission will hold at least one public hearing to seek public comment on which plan criteria should be considered, in addition to the criteria set forth in the next section which I will discuss. The commission will hold at least two public hearings in each proposed district, not less than one month before the commission votes to adopt the plan. The commission will make its plan available to the public for inspection and comment, not less than one month before the public hearings on each proposed district. Any questions there?



**Speaker:** Mayor ted Wheeler: any questions at this particular point? Very good, no. Keep going.

**Speaker:** I just want to make sure you know we are resourcing this commission with community engagement resources because of the heavy lift of community engagement around making sure that the public has notice of the proposed districts.

**Speaker:** Commissioner Mapps: can I ask a question there?

**Speaker:** Mayor ted Wheeler: commissioner Mapps?

**Speaker:** Commissioner Mapps: what does community engagement resources mean in this context?

**Speaker:** We are filling out an rfp for community engagement resources, facilitation for public meetings, making sure that the community is engaged at public meetings and using any new and novel ways to engage the public that we have learned over the period of covid. Whether or not that's in-person meetings or electronic meetings. And we are open to any suggestions how to make sure the public is aware of what's being considered.

**Speaker:** Commissioner Mapps: thank you.

**Speaker:** Mayor ted Wheeler: anybody else at this juncture? Go ahead shoshanah.

**Speaker:** Continuing on with the powers and duties of the commission. The first commission needs to adopt its plan by September 1st of next year. The commission adopts its plan in by September 1st and every year-ending in 1. We will do this every ten years. So plans follow the census. If the commission hasn't adopted the a plan after taking two votes, what lindly discussed with you, the most recent is voted by the commission and passed to the City Council for its consideration and adoption. The plan is effective when the commission or council files it with the elections officer. District plan criteria. The commission or the City Council, if the

commission is unable to adopt the plan will ensure each district as nearly practicable, will be continuous, compact, utilize existing geographic or political boundaries. Not divide communities of interest, and be connected by transportation links and must be of equal population. No district may be drawn for the purpose of favoring any political party, incumbent, elected official or other person. No district may be drawn for the purposes of diluting the voting strength of any language or ethnic minority group. In addition, the criteria may be considered consistent with state and federal law.

**Speaker:** Commissioner Mapps: could you define for us what common interest is? A community of common interest.

**Speaker:** I will pass this one to lindly, since it's an area that's been heavily litigated.

**Speaker:** Commissioner Mapps: we will save that for a later date. We are running late.

**Speaker:** We are able to brief your office on it, it's an area that's been litigated both locally and nationally. Any other questions?

**Speaker:** Mayor ted Wheeler: not at this juncture, sorry, commissioner Ryan does.

**Speaker:** Commissioner Ryan: my only feedback is we are not defining, when you go back to that slide, back to that supermajority, I'm wondering why we don't have those numbers there. We all learned when this went to the ballot about supermajority and it seems like we are under that same practice. So I'm just concerned we don't have that detail in here.

**Speaker:** Okay, I apologize, I think it was on the previous slide that talked about their voting power.

**Speaker:** Commissioner Ryan: yeah, I think it should just be consistent in the document is my point. Because majority could be one point over, I think we are talking about not that, it's supermajority. If I was tracking you. Thanks.

**Speaker:** I think it's for the adoption of the plan that it needs to be supermajority of nine members. But a majority vote is required for adopting the bylaws or other work of a adopting community engagement plan and those other decisions.

**Speaker:** Commissioner Ryan: I think you might be right, I think it should just be in writing that we say that.

**Speaker:** Thank you.

**Speaker:** Commissioner Mapps: I have one more question and then I promise I will shut up for the rest of this item. Can you show us the deadlines for, you had a slide that showed the deadline for when maps have to be approved by. Do you remember what that date was?

**Speaker:** Yes, very much so. September 1st of 2023.

**Speaker:** Commissioner Mapps: are you familiar with when the census bureau releases its redistricting data to states?

**Speaker:** I think that we know from a recent practice that it happens at various times based on the census's ability to meet their own deadlines.

**Speaker:** Commissioner Mapps: well, I think, in 2021, they released the census data on September 30, 2021. Could you remind me again when the maps have to be done?

**Speaker:** The commission must adopt a plan by September 1 in every year ending in one. So after this district process, which we will be using our previous census work, they will be adopting their next plan in 2031, September 1, 2031.

**Speaker:** Commissioner Mapps: okay. I don't know if, in fact probably because of the pandemic, I do recall that maybe the census timeline got screwed up. But I believe right now we are asking for our maps to be done before the census bureau appears to release its demographic data. That seems like that could be a problem.

**Speaker:** Yeah, thank you for that. I think we can look into that. I think we will be fine for this redistricting process. But absolutely we should make sure we are in alignment.

**Speaker:** Commissioner Mapps: great, thank you.

**Speaker:** So thank you so much for your attention today. We are very excited to launch this important commission. It is a huge milestone in moving the Portland voters work forward. We are excited to get going on it.

**Speaker:** Mayor ted Wheeler: shoshanah, commissioner hardesty has a question.

**Speaker:** Commissioner hardesty: shoshanah, I just want to get a copy of the slide show. And thank you for the good work in trying to layout the voters' will and moving this initiative forward.

**Speaker:** Thank you. I'll be happy to send it to you after the council hearing.

**Speaker:** Mayor ted Wheeler: very good. Thank you, shoshanah. Is there public testimony on this item?

**Speaker:** We have one person signed up. Ramsey hatter in person.

**Speaker:** Mayor ted Wheeler: ramsey are you here?

**Speaker:** No.

**Speaker:** Mayor ted Wheeler: very good, this is an emergency order, please call the role.

**Speaker:** Mapps?

**Speaker:** Commissioner Mapps: aye.

**Speaker:** Rubio?

**Speaker:** Commissioner Rubio: I want to thank shoshanah and her team to make sure these are progressing smoothly and the voters have spoken and we need to continue our work moving forward and this is an important first step. I vote aye.

**Speaker:** Ryan?

**Speaker:** Commissioner Ryan: thank you, shoshanah and lindly for the dialogue we had this morning. I heard from many people who voted yes asking these questions. It's important we are methodical and clear as we go forward, I vote aye.

**Speaker:** Hardesty?

**Speaker:** Commissioner hardesty: I want to add my appreciation to shoshanah and to lindly for being here today. I also heard from a lot of voters who are concerned this county will try to skate and not try to implement the voters' intent. The fabulous for us to have this conversation in public so the public has the ability to weigh in every step of the way, right? Regardless what our former government is, if the public doesn't trust it, they still won't trust it. I appreciate the good work and the transparency we are using to move this work forward. Happy to vote aye.

**Speaker:** Wheeler?

**Speaker:** Mayor ted Wheeler: yeah, I want to reiterate what I said last week in a fairly extensive statement, I won't repeat it's available in the public record. I want to pledge again to the public, regardless whether people support this or don't support this, I pledged to implement this diligently, fairly and transparently. That is my objective going forward. That is part of the reason we wanted to pull this from the consent agenda and have this public discussion today. So thank you, colleagues for bearing with us on this. I vote aye and the ordinance is adopted. Next item, also on the consent agenda, 964.

**Speaker:** Create charter commission for voter approved charter amendments 26-228.

**Speaker:** Mayor ted Wheeler: colleagues, I'm pulling this item back to my office for further review and discussion. I would like to present this with fuller information. Without objection I will pull it back to my office. Last item, 966 please on the consent agenda.

**Speaker:** Authorize contract with converge one inc to provide software, security support services in the amount of \$11 million.

**Speaker:** Mayor ted Wheeler: colleagues this ordinance authorizes a contract with converge one to merge cisco products, that support city's connectivity and security. This acts as the backbone to the city's communication infrastructure, enabling basic access to internet and email, vital radio traffic among public agencies and first responders. Beth fox and jessica moss are here today to present the ordinance. Thank you, beth and jessica.

**Speaker:** Commissioner hardesty: before you start, I appreciate, I was the one who pulled this off consent. Thank you, mayor. I pulled it off because a, I wanted to know more about converge one. And if this isn't that company that we are in a contract with that we can't get out of? I want to make sure this isn't that. We have a police contract around retrieval that this isn't that? Please introduce yourself and tell me what this is.

**Speaker:** Mayor ted Wheeler: is the green light on?

**Speaker:** It is on, can you hear me.

**Speaker:** Mayor ted Wheeler: try again. There we go.

**Speaker:** I'm jessica moss with the communications department at bts. No, this is not that company. This is not about data retrieval. This is specifically about networking hardware and support services for that hardware. And then information security services we purchase from cisco. Data retrieval is a different type of data technology.

**Speaker:** Commissioner hardesty: thank you for that extremely brief information. But isn't it an \$11 million contract, I think there may be a bit more to just software?

**Speaker:** Yes. We have a presentation, I believe a powerpoint, if we could get that started.

**Speaker:** Mayor ted Wheeler: great, thank you.

**Speaker:** Thank you, my name is beth fox, I'm a technology capital project manager with bts, I will talk about the particulars of the contract and the ordinance. I do have a slide here, I am hoping I can open a small window what these products do on the network and maybe it will explain it in more detail and jessica will speak about the converge one bar value-added reseller and the specific products we have on the network. If you can forward the slide, please. We are here today seeking your approval on this five-year agreement with converge one. The an \$11 million but funded through five year planning process. There's also an immediate \$2.1 million support savings with this contract. I do want to take a moment here. I found a slight difference in the original ordinance that was submitted. I think we quoted \$1.2 million in savings submitted three weeks ago, we actually have a \$2.1 million support savings with this contract. This is an agreement to purchase hardware and software. Next slide, please. Most employees log in, I know I do, I check my email first and my calendar. I check to see if I have voicemails or if I need to call somebody back right away. Some are attached to cloud based services, we go to the internet to look at our applications in a different data center. Of course, many bureaus have several specific applications for their bureau that help them to do their work well. All of these different data transverses our network but hits multiple cisco products along the way. There's multiple stops with the flow of that traffic. We have a big public safety presence on our network. There's a lot of first responder applications that sit on this network and reach out to different agencies, including communication. The 800 megahertz radio station also uses cisco gear to get that information where it needs to go. This isn't specific to city of Portland, it's a multijurisdictional platform, it ha all has to hit and will hit multiple cisco products as that data is passed back and forth along its pathway. Cisco has a suite of

information technology tools we use to transmit or more importantly transmit the safe transmission of this data. I will turn it over to jessica to talk about converge one specifically.

**Speaker:** Mayor ted Wheeler: commissioner hardesty?

**Speaker:** Commissioner hardesty: thank you. Before you turn it over to jessica. Let's use email as an example, we know the police bureau is just starting to implement office 365. How does that work through the cisco hardware and software network? Is that something we will have to add later? Or something that is already included in this \$11 million contract?

**Speaker:** The so upgrades that the police bureau will need to do over the period of five years has been included in the hardware. Some hardware that helped the data move between locations, I don't know, jessica, if you have another comment on --

**Speaker:** Yeah, so currently when you use email, what you are doing is sending a signal from your computer and it has to transit from place to place. What happens is that signal transmits to a cisco device, it could be a wireless access point we have in this building or a cisco switch we also have in this building. Once your signal from your computer hits that, it continues onto the chain. Cisco to cisco and at the end you get to an email server. When you do an email change over like the police department or anyone of the various bureaus, the network itself is a foundation. The email is an application. So it's running over that network. So you continue to do a change to the email, what we strive to do is be invisible, if you were on the hops you are taking. You might be transitioning to a different type of email service. You shouldn't see any changes in the hops you are taking on the network, the network itself stays in place, the transmission equipment still takes those signals from place to place.



**Speaker:** Commissioner hardesty: so I guess the answer is yes, the new technology that's being added for office 365 [ off mic ] won't add to the additional cost of this system?

**Speaker:** That's correct.

**Speaker:** Commissioner hardesty: that is correct. [ off mic ] so I still think about having over 500 firefighters with no email access. And so, again, we have -- my mic, sorry. Thank you. I keep forgetting that. I forgot that a couple times today. What I'm trying to understand who this benefits. You say first responders is a great example, I have 500 firefighters with no email access. How is this benefiting first responders across-the-board for this \$11 million cost?

**Speaker:** Currently fire stations are connected in the network via a cisco device that sits at a fire station. It's different than an email application. Email is like a software you might use on a computer. This is the actual physical signaling that takes place underneath that. And so currently the fire stations are connected on cisco hardware, as are the Portland police bureau. This is a tract of life cycle. Those pieces of equipment do age and at some point that life cycle gets replaced. In this contract that's what we are trying to do is replace some of that aging equipment, that is aging out at various locations across the city. Fire stations, police precincts, parks. This contract is a five-year contract. So what we have done and try to include in the totality of contract, value, looking at what needs to be replaced as it ages. That includes the fire stations but also potentially the radio network, it does the radio back hall for first responders, there's cisco equipment in that as well.

**Speaker:** Commissioner hardesty: thank you for that. Mayor, it's my hope someone takes a deeper look at this. The amount of money we are paying to not have access to email and internet, and even though each fire station has access, is not the same as each firefighter having access. So it is a system wide problem that

was inherited and continues on. So I just hope somebody will look at how so-called first responder bureaus really get access to communication. We have not figured it out yet as the city of Portland. Thank you.

**Speaker:** We can definitely work with you on that. I know there's a lot of different connections that first responders do have but we will take a look at the email question you raised.

**Speaker:** I'm taking a note to take back to our leadership to make sure someone reaches out to your office about that.

**Speaker:** Commissioner Hardesty: probably better chief boon's office, I may not be around when you make that call.

**Speaker:** Great. Any other questions on this slide?

**Speaker:** Mayor Ted Wheeler: colleagues any other questions on this slide?

**Speaker:** I will turn it back to Jessica again. This represents the amount of hardware we currently have in the network and software licensing. Again, wireless access points are probably the most visible thing you might see as you are walking through a city building. Little white boxes mounted on a ceiling or a wall. Those are what pick up the signal from your guest access. Those are significant co products as well as wide area network hardware we use to put those signals across town to various buildings and small shops. And then we also use Cisco support licensing for certain information security products. And what, not very many realize is information security is a big piece of what we need to do here at the city. We need to secure the information to the best of our ability and there's products we purchase to do that. So people don't break in and get their hands on information that they shouldn't have. Does anybody have any questions about that?

**Speaker:** Commissioner Mapps: I do. Can you give us kind of an intuitive example what an information security license is?

**Speaker:** Yes, I can do my best. So an information security license would be a license for a particular piece of software that supports you as a user. The closest example I could come up with is we use a web-based tool that identifies legitimate internet sites that you can go to. And also possibly internet sites that may be trying to get to you. It's a back and forth. There's various suites of products that have to be used for internet security. I want to be sure we don't have people hitting what could be sites operated by bad actors.

**Speaker:** Commissioner Mapps: so is that 6,500 number, that's for each one of those things does a different kind of security? Or do I have, would I have one, and the mayor have a couple of these just for --

**Speaker:** It depends on the level of network you are speaking about. But yeah, there are a lot of -- that's a single license count for one product we use with cisco, there are other brands of information security licenses we use from other vendors but this is one type of license we purchase from cisco and again it helps with identifying bad sites.

**Speaker:** Commissioner Mapps: okay, thank you.

**Speaker:** Mayor ted Wheeler: commissioner hardesty?

**Speaker:** Commissioner hardesty: thank you, mayor. Actually, I am fascinated by the 6500 information security licenses. And tried to follow the explanation to commissioner Mapps. Let me try to do it another way. So if we think about fire as a great example, firefighters I suspect because of both the medical reporting they have to do as a medical first provider. And then the additional data that is collected just because they go out and put fires out, I suspect they have different licenses for different reporting vehicles, would that be an accurate statement?

**Speaker:** They could potentially have a different set of information security requirements because of what they do. And that would require them to have

different types of information security products. This, I can't speak to that, but we could find out what the information security requirements are for fire stations.

**Speaker:** Commissioner hardesty: I guess the last question would be around, 9-1-1 is a regional call answering center. Fire provides regional fire fighting support. How much of this is city-specific and how much of this cost is actually part of a regional network?

**Speaker:** The city's network is a cisco-based network. So it's not just for first responders. The cisco products reside in all bureaus across the city. And all employees that are accessing a city location or city network are crossing cisco infrastructure when their data is trafficked through the network. So, I mean to say the whole city uses the cisco products.

**Speaker:** Commissioner hardesty: okay, why don't I put it this way. What portion of the cisco network is being used regionally, as compared to just by the city?

**Speaker:** That's a great question. There are partner agencies that cross traffic with us. An example would be Multnomah County. Multnomah County is a customer of the city. So some of their traffic crosses the cisco network. And they are a rate-paying customer. As is --

**Speaker:** Commissioner hardesty: metro.

**Speaker:** I'm trying to think of them right now. We have quite a few. P.s.u. There's a number of clients --

**Speaker:** Commissioner hardesty: that helps me really think through. That's what I was trying to get at. Thank you.

**Speaker:** Next slide. We have one more slide. If you guys are ready? We will jump right into it. There's just a couple other benefits. I want to make sure I mention today we are leveraging a national program point value, there are additional discounts because we have done this. This five year contract helps us with other

things, we have heard of global supply chain issues, we are all suffering from them, this helps create a few efficiencies in the purchase of this equipment. I mentioned \$2.1 million in savings, actually 22% savings, we will pay for the maintenance up front and it costs 22% less than if we did it year after year. Finally, inflation is hitting with this five year contract we can lock in some of the cost it takes for the support of the network for the term of the contract. And that is the last slide of the presentation. Do you have any other questions about any of the content that we might be able to answer for you.

**Speaker:** Mayor ted Wheeler: colleagues, anything further?

**Speaker:** Commissioner Mapps: I'm delighted to hear this ordinance will save money. And you mentioned the new presentation, the newest mats of what we would save went from one million to two million. Is that just a scribner's error in the report or did something in the world change?

**Speaker:** We submitted the original paperwork three weeks ago but we continue to work with the provider and identified additional savings.

**Speaker:** Commissioner Mapps: that's great. All right. Thank you.

**Speaker:** Mayor ted Wheeler: is there any public testimony?

**Speaker:** No.

**Speaker:** Mayor ted Wheeler: please call the roll.

**Speaker:** Rubio?

**Speaker:** Thank you, jessica and beth, it's great to hear a million dollar savings.

**Speaker:** Hardesty?

**Speaker:** Commissioner hardesty: \$2.1 million savings.

**Speaker:** It's \$2.1. We extended for a longer term, negotiated and we were able to save --

**Speaker:** [ off mic ]

**Speaker:** Commissioner Hardesty: you are going to miss me. [ laughter ] in so many ways. Thank you so much for your presentation. And thank you for your enthusiasm. Who knew somebody would come to council this late in the morning and be all giddy talking about data and data retrieval and management. I'm very happy to vote aye.

**Speaker:** Wheeler? S I will tell you who is not happy to talk about data management and retrieval this morning.

**Speaker:** Who?

**Speaker:** Mayor Ted Wheeler: it's great work. I'm not referring to this. This is great work. I'm referring to a different global firestorm that apparently I helped create. But any rate. I want to thank you for your leadership on this. This is complicated stuff. Technology platforms are always perilous when we are implementing new ones. You have done thorough research, I applaud it and second my colleagues desire to be cost-effective in terms of how we manage our limited resources. This to me looks like a win/win/win. Thank you very much, I appreciate it. I vote aye. The ordinance is adopted. That completes our business for this morning. I want to thank our professional staff as well as the folks upstairs at Open Signal and our closed captioners for sticking with us a little longer than they usually do, we usually go with a break, we thought we could finish this relatively quickly and we did, we appreciate your patience. We are adjourned until 2:00 p.m.

## **Portland City Council Meeting Closed Caption File**

**November 16, 2022 – 2:00 p.m.**

This file was produced through the closed captioning process for the televised city Council broadcast and should not be considered a verbatim transcript. The official vote counts, motions, and names of speakers are included in the official minutes.

**Speaker:** Mayor Wheeler: this is the Wednesday, November 16th, 2022, afternoon City Council meeting. Megan, will you please call the roll.

**Speaker:** Clerk:[roll call]

**Speaker:** Mayor Wheeler: before we get to our legal council, we have a very special guest in the chamber today. Colleagues, I'd like to welcome governor elect tina kotek.

**Speaker:** Good to be here. Thank you for your gracious invitation to just come by and say hello. First of all, I want to thank you for your service. We all have a lot of things we need to take on as public servants. We've been talking about some of the priorities here in the city. What I've said on the campaign trail is that it is important for Portland to thrive. It is important for Portland to be successful and safe and a place where everyone can be successful and we have challenges here. We all know what those are, but my hope is to have a strong working relationship with the city of Portland. So we take our housing and homelessness challenge, mental health and addiction, making sure our schools can be successful and also making sure the entire state makes sure we are one state. I've heard across the state that people are concerned about things in Portland. We have work to do, but we're going to do it together and I really appreciate the opportunity to say hello and thank you for everything you're doing.

**Speaker:** Mayor Wheeler: thank you governor elect kotek and I just want to say the governor elect will be meeting with me every two weeks. She has prioritized the same things that this council has prioritized. Homelessness, public safety making sure our city recovers fully and quickly and I was very energized by the conversation that she had with our staff and me earlier odd and we're going to continue to go up and talk to them, but we really appreciate your attention to the city of Portland and to the work that we're doing here at city hall and we wish you the very best as you take office on January 1st. Thank you for everything you're doing.

**Speaker:** Thank you, mr. Mayor. Commissioners. Good to see you.

**Speaker:** Mayor Wheeler: appreciate it. Thank you. [applause]

**Speaker:** Mayor Wheeler: now, we'll hear from legal council on the rules of order and decorum. Follow that.

**Speaker:** I'll do my best, mayor. Good afternoon. Welcome to the Portland City Council. City Council is holding hybrid public meetings with in-person attendance in addition to virtual attendance. You must sign up in advance by visiting the council agenda at [www.Portland.gov/council/agenda](http://www.Portland.gov/council/agenda). You may sign up for communications to briefly speak about any subject. You may also sign up for testimony. Written testimony may be submitted at [cc@PortlandOregon.gov](mailto:cc@PortlandOregon.gov). Your testimony should address the matter being considered at the time. When testifying, please state your name for the record. Please disclose if you are a lobbyist. If you are representing an organization, please identify it. For testifiers joining virtually, please unmute yourselves once the council clerk calls your name. The presiding officer so everyone can feel welcomed, comfortable, respected, and safe. The presiding officer determines the length of testimony. Individuals generally only have three minutes to testify. A timer will indicate when your time is done. Disruptive conduct such as shouting, refusing to conclude your testimony is interrupting others' testimony or



council deliberations will not be allowed. Further disruption may result in a person being ejected from the meeting. A person who fails to leave the meeting is. Council may reconvene virtually.

**Speaker:** Mayor Wheeler: thank you very much. We appreciate that. We have one very important item for this afternoon 978, a nonemergency ordinance.

**Speaker:** Clerk: amend motor vehicles fuels code to increase the minimum contents for bio fuels and add a carbon intensity standard to ensure lowest are sold in the city of Portland.

**Speaker:** Mayor Wheeler: thank you. Colleagues, this is a hearing of the Portland City Council. Good afternoon everyone, we're here today to discuss a proposal from the bureau of planning and sustainability related to the use of renewable diesel fuels in Portland. This is a first reading of this item. We'll hear a presentation from staff, take public testimony on the proposal and then have time as always for council questions and discussion. There is not a vote on this today. We'll discuss next steps after the public testimony. I look forward to hearing more about the proposal from the team. Commissioner Rubio, would you like to introduce this item and our presenters.

**Speaker:** Commissioner Rubio: thank you, mayor. Colleagues, you heard me say a number of times we need to take accelerated action when it comes to climate change. What I present you today is bold and necessary action in Portland. It's been a long time in the making, but first some history. Portland was the first city to pass a renewable fuel standard or rfs in 2006. Since then, the rfs has been successful in accelerating the development of bio diesel and ethynyl in Oregon. It's supported feed stop production and bio fuel production in states and expanded access to these fuels at retail stations. In other words, the first time we did this, it worked. It was an effective and transformative policy move. In fact, Portland's rfs was so

successful that in April 27th, it represented b5. Of since that type, there have been many advancements in fuel technologies and markets and that's why City Council directed bps to update the rfs. We're presenting a critically important step in our transition away from fossil fuels and toward decarbonizing our transportation sector. The rfs is also a human policy and will have benefits for Portlanders by cleaning up the air that we breathe. I want to acknowledge all the help and insightful comments and you'll hear more about all of this during the staff presentation. I'd like to address a few of the themes we heard upfront. First, while we continue to hear that supplies will be available in Oregon 2026, we have adjusted the timeline from local industry about supply and cost. The proposal extends the phase and schedule out to 2030. We also heard concerns of fuel retailers and distributors about supply and costs. Our intent is not to burden local gas stations and truck stops. That is why we will stand up a technical advisory committee that will provide guidance and emerging data to shape policy and implementation. The technical advisory committee or t.a.c. Will provide the b.p.s. Director at regular intervals starting in 2024 through the policies target goal of 2030. The tax charge will be to provide reports and make recommendations to the b.p.s. Director in advance of each key compliance date. B.p.s. In turn will report to City Council at the date specified. The other key item at this code generated significant interest is about the carbon intensity standard. The carbon intensity standard is the innovative heart of this package and is an example of the reason why Portland continues to be a leader on climate actions. Carbon intensity is a term used setting a carbon intensity standard is essential to ensure we can compare fuels and ensures Portland uses lower carbon renewals. We have proposed a c.i. Standard of 40 which reflects the best available data of supply today and the available supply forecast from leading fuel distributors. But like the supply concern,

the t.a.c. Will evaluate the c.i. Standard and availability and will make recommendations to the b.p.s. Director. What we want the public and interested stakeholders to know is that the rule-making process and the interim rule authority in the code both provide flexibility and nimbleness needed to address the policy based on real market conditions. And, finally, I want to be clear that b.p.s. And I share a commitment and a vision with our community partners of a transportation system that's completely free of fossil fuels and nonreliant on internal combustion engines. We also know that current science and data shows that that future we are all working to realize is still one to two decades out. So that's why this move today is important we have to do all we can when we can. We must achieve our target of a 50% emissions reduction by 2030 and this policy is a significant step in meeting that goal and it also has the potential to improve significant air quality in the short term. I also want to out line today that reflects key changes in response to stakeholder feedback. So I will be introducing that amendment after testimony is heard. Finally, before we move into the presentation, I just want to say how appreciative I am of the great work of director donnie olivera, and pam and the rest of the team that they've all put into this multi-year project. We are very excited to present to you all today the product of all this work. I will now turn it over to b.p.s. Director donnie olivera to kick off the staff presentation.

**Speaker:** Thank you. Can we have the deck sheet up. Thank you. Mayor Wheeler. Commissioner hardesty, commissioner Mapps, thank you for having us. Director of the bureau of planning and sustainability. I want to first start by acknowledging you all have been most incredibly complicated issues over the last several months and I want to just thank you for your service as governor elect tina kotek did as well. I also want to say this is a sick cannot moment for you as we tackle climate change. To ensure that we are on track to meet the emergency in front of us today. Today's

the first policy that we're bringing to you that's going to reduce emissions in Portland. So we're done with the plans we talked about in July, we're getting into action. This isn't a policy out of left field. This has been a policy many years in the making. Starting in 2006 with the first market technologies and innovations have spurred opportunities in the marketplace both in Portland and in Oregon, but frankly this has been a lot of important work done by bureau staff and our stakeholders to ensure we have the right policy at the right time. We're leveraging good data, but key insights to ensure we have a policy that's deliverable, but responsive to our stakeholders. I want to take a moment to acknowledge the staff work that's gone into this as you'll hear from commissioner Rubio, our invited guests and testimony. We've had a lot of conversation over the past months going over the last several years on what it looks like in a policy that's not just regulatory, but really shaping in a market. We have to understand there's a lot of concern about supply and cost and we hear that and we're responsive to that and flexibility in this policy to ensure this council and our city can be responsive to the concerns that may arise over the next several years with this policy. You consider this a new standard. First, think about what we're experiencing in the climate emergency and the crisis we're experiencing every day. This is an example of Portland's leadership in climate justice and climate action because it's signalling very clearly we're not just talking about climate response, we're actually doing something about it. Second, this is a transition policy. We have a lot of work to do in the transportation sector around transit, around multi-modal transportation and those are all good things, we're not giving up on it. We have a chance to take action on something significant like diesel solutions. Here we are today. And last, this is as equally important, we want to be responsive to our partners in the industry who are concerned about their own viability. We understand the challenges they're facing. We hear them loud

and clear and we want to be at the table with them when we advance Portland's economy. So that's kind of the pitch before my colleague goes into the technical. This is a real significant opportunity for this council to take bold climate action to put policy behind our values as a climate leader. Thank you.

**Speaker:** Thank you. Good afternoon mayor and commissioners. My name is andrea jacob. For the record, I am the program manager for climate policy and programs at the bureau of planning and sustainability. So, we are here today to talk about the renewable fuel standard or rfs. It's city code that regulates the blending or mixing of fossil fuel with renewable fuels. It's been in effect since 2006 and it applies to both diesel and gasoline sold in retail locations throughout the city. Today's rfs requires a 5% minimum blend of bio diesel and a 10% blend of ethynyl. The proposed code changes apply to diesel fuel, sales only and do not ban the use of diesel fuel. People will still be able to drive vehicles that use petroleum diesel in the city of Portland. The rfs does however change the composition of the fuel over time which we will detail a little bit later. Next slide, please. So as you heard a little bit already, there are a couple of reasons to update it now. The code does not recognize renewable diesel. This fuel didn't even exist when we passed the original -- when council adopted the original rfs in 2006. Technology in markets change, we need to recognize that. I don't need to convince anyone here that we're in the climate emergency and also to reiterate the point about community health. Diesel particulate matter is an air pollutant and because of historical injustices, a lot of our communities of color are located near freeways and polluting infrastructure and bear the greatest air pollution brunt when it comes to air come bust diesel. I just want to say there are limitations to what this code regulates. This proposal cannot solve all of our climate or community health needs and it is not without complexity. We do agree that the future is all electric as you've heard, but it's critical that we

take steps to do while tomorrow's transportation infrastructure is being built. Next slide, please. So at its core, the changes phase in higher blends of renewable fuels through 2030. The new standard will begin in 2024 and by 2030, it will replace 99% of petroleum diesel sold in the city with a blend of renewable diesel and bio diesel. And I have a chart in a little bit that will show that phasing schedule a little more clearly. A couple more things that the code also does. I'm going to speak about most of these later in the presentation, but just to tick them off, it adds as renewable diesel. And we'll spend more time on that. In response to industry concerns about bio diesel, we did put a 20% cap for the purposes of compliance on bio diesel. We also added some exemptions for certain specific cases brought to us by stakeholders, some of the penalties increased just recognizing that it's not the same world as 2006 and we also clarified the rule-making authority which was something recommended by the city attorney just to bring this code into conformance with other city codes. Before we dig into the details about the policy, I just wanted to take a moment to review the basics. Bio fuels are any fuel that's derived from plant or animal matter rather than petroleum fuel based sources. I'm going to use that ice cream metaphor. If you think of bio fuels as ice cream and then you have different flavors. Renewable diesel is a flavor. We use the term bio fuels, renewable fuels interchangeably and then when we're talking about the specific fuels, we're talking about renewable. Renewable diesel is an interesting fuel. It's considered a drop in fuel and because of its ease in performance, it's well-liked by fleets including our own city fleet and tri-met both you'll hear from a little bit later. Bio diesel is a different product. It's made from vegetable oils, animal fats, recycled restaurant grease. It is a waste product as a feed stock for something else. As I mentioned, the current rule requires the 5% blend in every gallon of diesel fuel today. Why it matters, it's a big source of carbon emissions. It's a source of air

pollution. If you look at our carbon analysis as the fourth largest source of local carbon emissions. It's an exciting time because there's a lot of renewable diesel product coming online. Next slide. So this is really at the heart of the code changes. Is this phase in schedule. So the proposed standard for minimum bio content has been refined through consultation with stakeholders. There are really only three main compliance dates. One in 2024, 2026, and 2050. And we consider the ones in 2026 and 2030 to be the real big jumps. Today, those ample supplies of bio diesel. We're currently at an 11% blend even though the requirement is only 5%. A number of gas stations in Portland have already been blending diesel fuel with 20% bio diesel to reduce the cost at the pump. So we do not see a jump to 15%. It's not a big leap and we're giving the market time until then to prepare for it. Given the available forecast for renewable fuels, we do anticipate renewable fuels in Oregon by 2026 to meet that standard and certainly plenty by 2030 to meet that 99% standard. I'll talk about this a little bit later and you're also going to hear about that from our invited panelist. Just to anticipate the question about why 99%? We do leave 1% petroleum diesel so that allows for some federal blending tax credits. Next slide, please. So here's where we'll talk about the carbon intensity standard. This is really the big market signal that Portland is sending with this policy. Not all renewable fuels are created equal and I'm going to show you that in the next slide. I just want to take a minute to explain why carbon intensity is important. So the burning of any fuel has a climate impact and there can be significant range in the climate impacts even within the category of renewable diesel or bio diesel. And because there's this variation, we need a standard way to measure life cycle carbon emissions and a c.i. Is that metric. And it's expressed in a scientific formula that might look a little daunting but it's really expressed as a volume grams of carbon dioxide equivalent. So we lump them together in this equivalent per unit of energy

which is a megajewel. It's just a volume per unit of energy. What you're getting at the lower the c.i., the less carbon it emits and the higher the c.i., the more carbon it emits. Because this is a measure of life cycle carbon emissions, it accounts for the emissions of every stage of that production. Whether it's from the feed stock, the production of it so that it accounts for all of the fuels that it's used to make and refine the product and that can be renewable, that can be fossil. There are land use impacts that if we switch agricultural land to make bio fuel feed stock, there's accounts for that. How did it get to us? By rail, by barge by truck? So we account for that and then the combustion. What the c.i. Does is it ensures only the lowest bio fuels have the lowest impacts to what we are attracting to our markets here. Next slide, please. So I like this chart. I think it's cool. It's called a violin chart and I will talk us through it. So in general, what you are seeing is the range of approved life cycle carbon intensity values for all the fuels imported into Oregon from the state clean fuels program. So along the bottom axis, you have the range of carbon intensities from 0 to 200. And the y axis is the fuel time. And that vertical line in the middle is our proposed c.i. Of 40. So the main focus of the r.f.s. Update is to phase out the sale of petroleum diesel fuel and I'm showing you that in the red circle. Look for the red diesel on the left and follow that red circle and you see that green dot. That has a carbon intensity of 100. That's what you're comparing to. We're also showing you the two main fuels that we're replacing petroleum fuel with. Renewable diesel at the top and bio diesel at the bottom. You can see in those ovals, a lot of pink dots and a lot of green dots and that means that renewable diesel has a variety of carbon intensities and some of them are even as high as the same carbon intensity as petroleum diesel. Anything to the left of this line would be allowed and anything to the right of this line would not be allowed. So environmental advocates and environmental justice communities have raised valid concerns about life cycle



carbon emissions and especially the induced land use changes from that conversion of ag land to fuel feed stock. And so we also heard from stakeholders that and you'll hear probably later that this is too low of a carbon intensity standard. Because we're balancing that feedback as well as industry, we thought that the four was the place to start for code and then we can talk about definitions and all the specifics of implementation later in rule-making. Next slide, please. We have heard about bio fuels in particular. This is supply that's available to come to Oregon. So it's showing 772 million gallons. Our cushion in Portland is 120 million gallons per year. When we look out just a couple of years, I'm going to show you the fuel forecast for 2024, we're looking at 5 billion gallons coming online. Next slide. These are data from the energy and information administration. What it's showing is explosive growth. Increasing from a billion gallons this year to five billion gallons per year by 2024. So even if some of what is proposed is delayed or doesn't come online. This growth shows that we're so well ahead of our 2030 target for our 99. But, because we understand uncertainty and forecast nobody has a crystal ball, we're planning to manage that uncertainty and we'll talk a little bit about that in a minute. So we are seeing growth. I also want to mention we are seeing growth in Oregon and Washington as well, but even if that doesn't come to pass, there's so much coming from other parts of the country and we would account for that in the c.i. Standard. So that's the way we ensure the fuels stay low carbon. Next slide, please. The most common theme that we heard during public comment from local fuel retailers and distributors as well as the freight and trucking interest in public comment is they all really like renewable diesel. They are concerned about the availability of it coming to Oregon and to Portland at a competitive price and we understand the current market is admittedly constrained. We're not solving for today. We are looking four years and eight years out. So as I showed you, the

forecast for renewable fuels is robust. California is oversupplied and that fuel is looking for a market to come to. As a port town we're an attractive natural advantage to bring in this fuel. So in a conversation with Phillip 66, they said union 76 stations in California are selling renewable diesel at the same price per gallon as petroleum diesel. We've heard the same concerns. The market gets concerned at first and then it adjusts and then it finds a way and we think that will happen. It happened in California, it happened here and we expect it to happen again.

Managing for that uncertainty through the t.a.c.. Next slide, please. Before we really delve into the implementation schedule, I just want to touch a little bit on air quality because B.P.S. Did commission some research here and we had Eastern Research Group conduct an impact assessment and the point was to quantify the effect of renewable fuels on four different pollutants and this is really deep beyond my knowledge base, but these pollutants matter for a variety of reasons. Some are as you know PM<sub>2.5</sub> with drastic health impacts. So we don't know because our standard is really fuel neutral. We're not prescribing what blends retailers are going to sell. So we chose two scenarios and our 99 scenario because we know that's our end goal and then a blend of our 79 and B20. Really, what I want to highlight here is that we see some potentially very big reductions in PM<sub>2.5</sub> and this has been a really vexing problem for Portland and for Oregon and we have someone to speak to this later and especially as I mentioned it impacts community that is live close to construction areas, freeways, and freight routes. So we see reductions almost across the board and a lot of these compounds. So we know that there will be a positive effect from the renewable fuel standard and on PM<sub>2.5</sub>, that comes into effect almost immediately, so there's an immediate benefit from the renewable fuel standard. Next slide, please. So this is a little bit about implementation. We have some rules and then we have this technical advisory committee. So during 2023, we

expect to have a short-term rule-making advisory committee that will be broad in its interest. It will have fuel producers, suppliers, state and local fuel experts, economists, community members to help us write the rules in a short amount of time and it will address or shorter amount of time and it will address emissions and labeling and reporting and compliance mechanisms. The technical advisory committee will also be established in 2023, but it has a longer term charter. It goes through the life of the policy and it has a narrower focus on supply, cost, and carbon intensity. We expect some of the folks involved in the rule making to continue their service on the technical advisory economist, but they really do have different charges and the main really the crux of what the t.a.c. Does is it advises the b.p.s. Director on the interim rule authority. So if things are evolving in the market in a way that are not favorable, the director has the authority to change or suspend or modify the policy in the rules. The code says 2006 and the bureau director use Tuesday twice to change the mandate from or at least once to change the mandate from b10 to b5 in 2009. It has a proven track record of being responsive. Next slide, please. So on this slide, there's three main things happening. In blue, you see actions that the t.a.c. Is going to take. The red are the policy effective dates and the green are when b.p.s. Report to council. So we're going to stand up that t.a.c. In the middle of 2023. The may 15th, 2024, is the first policy effective date. We did not feel the need for the t.a.c. To have a role in advising b.p.s. On that because we are currently as I mentioned 11% bio diesel today. And we have been told there is ample supply of bio diesel at low carbon intensity. So we did not feel that it was important, that that standard, it's kind of a gim me it's not that difficult. The first real deadline for the t.a.c. Is October 2025. And b.p.s. Will report to council. So file a report in February 2026 and then the first real big jump happens in mid may 2026 with that 50% blending requirement. And then the cycle repeats it

is in 2029 and in advance of the twnt 30, 99% blending requirement. Next slide, please. Finally, just to review a little bit of the process, how we got to this moment. It has been going on for a couple of years. In January of 2020, City Council did adopt an ordinance that explicitly moved the authority of the r.f.s. To the b.p.s. Director to establish, revise as necessary, and enforce standards for bio fuels sold in the city. So we went to work with research and due diligence monitoring state legislative efforts. We had a large workshop where we talked to producers and suppliers and really informed a policy concept. And then we also offered a series of educational videos with followup interviews and that was hosted for a local community based and environmental justice organizations. Then, beginning in September, we moved into our public comment period. It lasted for five weeks. We held two formal online. We also had ten hours of informal drop-in office hours. That gave folks time for deeper conversations and questions and we responded to over a dozen requests and then we also conducted an additional ask me anything style meeting with community based organizations. At this time, written testimony is still open through the end of this week. It will close at 5:00 p.m. On Friday, November 18th. So that is the end of my presentation. We do have some invited panelists.

**Speaker:** Commissioners, do you have any questions?

**Speaker:** Mayor Wheeler: why don't we let the speaker address.

**Speaker:** So all of our invited panelists are on zoom. So I'm going to invite our first panelist from our city fleet department to speak

**Speaker:** Thank you mayor and members of the council. Thank you all for having me. It's a pleasure to be here today. I'm the garage operation supervisor with city fleet. I started my ten year with city fleet in the city of Portland eleven years ago, actually on November 3rd. I've been fortunate to be promoted into the vehicle equipment and supervisor role and now where I'm at as the garage operation

supervisor. I've seen our progression towards our 99 and the effects that it has had on our maintenance within the city of Portland's fleet. I'm hoping today to give you a general overview of the maintenance efficiency first off, I believe it would be helpful to give you insight on how manufacturers view on recommend getting peak performance out of the treatment systems they create which these can be affected by the fuel types. It's a fairly easy concept. Often these systems see less problems. They're not meant for short stints. It gives the vehicle the is heated up into a more desirable by product. Within many crews for various bureaus that operate these vehicles, the job they are doing does not allow for these types of driving conditions and often times they're operating on side streets. They're driving for short stints. They're not going too far away from the lots that they came from. And it doesn't allow the after treatment system to kind of really operate as designed. So fuel is a major component to these after treatment systems operating efficiently as well as their vehicle fuel system itself. In 2015, I was still a mechanic on the shop floor when r99 was introduced into the fleet. I remember there being a lot of hesitation among us mechanics to the after treatment devices and the fuel systems that vehicles are equipped with. Through the years, I've personally seen fuel play a part in clogging fuel filters and contaminating fuel banks and really raking havoc on fuel delivery systems. One of our main priorities is to keep critical vehicles and equipment fully mission capable so that the crews can kind of complete the important work that is being done on a daily basis. So introducing a new fuel that would increase maintenance and equipment down time was definitely concerning for us. I'm happy to report that after running a blend of r99 and b5 for the past seven years, we have seen less issues with vehicle after treatment devices and less issues with fuel system contaminations. We're spending less time repairing issues which increases vehicle availability for the bureaus which is really a win-win

scenario and really what everyone wants. So to kind of conclude, we're satisfied with our results utilizing r99 and we'll continue to recommend its use with more constant supply. So that's really all I have. And I appreciate your time.

**Speaker:** Thank you. Our next speaker. I have to turn my mic on. Sorry. Thank you, eric. Our next speaker is allen lato from tri-met.

**Speaker:** Great thank you. Mayor Wheeler and commissioners. Thank you for allowing me to speak today. I'm allen lato. Manager of business management. I also coordinate our sustainability team which is why I'm here today. First, I wanted to start out with the important reminder regardless of what fuel we use, transit does help reduce green house gas emissions. We offer a lower carbon travel alternative even when we're using petroleum diesel. Support walking, biking, and less driving. They also encourage developing housing jobs, businesses and services closer to each other leading to less driving and shorter trips and all of this significantly reduces green house gas emissions. Looking back more than a century, old streetcars serve Portland neighborhoods and because of the development around those streetcars, those streets today are some of the most walkable retail and housing corridors in the city. Today in the future, activity and development around our frequent service bus all support life with lower carbon emissions. In fact, a recently published study estimated that the emissions reductions from land use and development reduces carbon emissions by six times more than is emitted to provide services. But we at tri-met saw that we could do a lot more with our direct emissions as well. I think you all know we are working hard toward our long-term goal of zero emissions buses and perhaps using hydrogen fuel cell buses for our longer scheduled blocks. But our buses last for 16 years and even more and we own almost 700 of them and they're not cheap. It will take time for us to make that transition. So we wanted something that would reduce our emissions now and for

tri-met, renewable diesel r99 is a good interim solution. We pay a small additional price, but we see big benefits in reduced emissions. The r99 substantially reduced our estimated direct green house gas emissions. That together with renewable electricity, r99 has helped to reduce our direct emissions by almost 70% in the last year and a half. Before using it, we tested r99 in our fixed route buses and to make sure it was reliable and now we've been using it consistently since last year. Finding some of the same benefits that eric talked about in his fleet. A little later, we were able to start using r99 in our diesel paratransit lift vehicles and finally on west commuter rail, we have also started using r99 with no problems and no modifications. We have our long-term plan for transition to 0 emission buses, but it can't happen overnight and we know the crisis is here. So r99 has been a good interim solution for our near-term emissions reductions. And the more supply there is, the more that others and Portland can see the benefits we have. Thank you.

**Speaker:** Thank you, allen. Our next invited speaker is shelby neil from darling ingredients.

**Speaker:** Good afternoon mayor Wheeler, commissioner Rubio, and commissioners. More the record, my name is shelby neil. I serve as the vice president of renewable energy and policy at darling ingredients. Here to provide you with a perspective of producer of renewable fuels. Ingredients is one of the largest collectors and processors of the feed stocks in the world. We collect used cooking oil and waste animal fats throughout north America. We collect used cooking oil from restaurants and waste fats for butcher stores and grocery stores. A regional facility located in Portland where drivers and service technicians are based. In addition to feed stock collection and refining, darling owns 50% of renewable diesel business called diamond green diesel. Diamond green operates 760 million

gallons of production near new orleans, louisiana, and near how often texas in q1 of 2023. Diamond greens applied for renewable diesel pathways under the Oregon clean fuels program and expects to receive those during q1 of 2023. It's my understanding that some stakeholders have raised concerns about the prize and supply of renewable diesel and certainly this is almost always the case when a new program comes up for consideration. In terms of price, federal anti-trust laws prohibit me from discussing that specifically. Clearly staff and phillip 66 are correct in that one scale is achieved under the price of petroleum diesel. If this weren't the case, you wouldn't see truck stops and wholesalers purchasing the product particularly the scale you see in california and some other states. In addition, I would say that supply is not an issue either. During the first half of this year, california's diesel pool was comprised of 47% bio diesel and renewable diesel. That means out of a diesel pool something like 3.8 billion gallons, 47% of that is renewable diesel. Many truck stops in california, no longer sell petroleum products. This is unbelievable frankly. I've been involved in california policy since at least 2008 and all the same arguments have been made about supply there and you can see how the market has responded. More specifically, diamond green diesel is bringing 55 gallons of renewable capacity online in January. That's just one company. There's several other companies that will also be bringing major capacity online in 2023 and 2024 and if you're interested in those specifics, staff mentioned the e.i.a. Report and you can see by company and location that more than two billion gallons of new capacity are scheduling to come online in the next two years. We plan to bring fresh competition to the parking lot market. The california market is mature which provides a wonderful success story, but the clean fuels industry needs new markets. This policy helps open that door. Interesting in my view and important market signal Portland is sending is the carbon intensity standard. The threshold



simply means that Portland is signalling. It wants fuels from the most sustainable lowest carbon feed stock such as waste, animal fat. This creates a hurdle that will drive innovation in the market and we believe the market will respond. We see in the record that some have expressed concerns about the c.r. Standard limiting supply. Let me just say that diamond green diesel while only one company this is one company that will very soon be producing 1.2 billion to maintain that timeline it is entirely achievable. The entire requirement in 2030, the entire requirement in 2030 represents only 10% for diamond greens production. From our perspective, the longer runway to 99% is unnecessary. Glad to see that the proposed ordinance would allow the and appreciate the opportunity to share our thoughts with you to today. Hope you support the rfs. Thank you for having me.

**Speaker:** Thank you. Our next speaker is andrew dike from eco northwest consulting. A andrew, can you hear us? Kevin downing, are you on?

**Speaker:** Great, my name is kevin downing. I'm grateful for the opportunity to talk to you once more about diesel emissions. Now retired I worked at Oregon deq for the last 18 and although the social cost is estimated 4% of the motor vehicle fuel and emit 29% of motor vehicle seal to emissions with an even larger impact from the exhaust. In Oregon, highway diesels emit 65% of the fine particulate from all motor vehicles. It's common that the diesel is often a social nuisance. However, the shoe drops hard when the range and known likely effects are cancer, heart disease, asthma, copd. It is a pernicious with an extremely small size of the particles and its accumulated toxins able to effectively penetrate the body's defenses. A recent report detected black carbon particles on the fetal side of placentas. While the latest diesel vehicles are 95% lower emitting compared to so-called legacy engines. Continuous with the older vehicles and equipment. Particularly for financial constraints. Seeing 30 to 40-year-old engines is not unusual. For whatever reason,

it's been a historic projection. Renewable diesel plays a key role in these emissions in these older vehicles and equipment. While at the same time enhancing further reductions. A report commissioned by the city from eastern research group and recognized air quality consulting firm projects a 28% reduction from Portland diesel vehicles and equipment along with reductions and toxic hydro carbons with an r99 renewable diesel standard. Especially in the older engines where an impact on climate is two to three times greater from the black carbon than the co2 also emitted. It secures environmental and protections that are economically efficient and otherwise are very difficult to achieve. Renewable diesel is not a golden ticket, but it's a vital strategy to protect public health and climate. Thank you.

**Speaker:** Thank you, kevin. I'm going to give andrew another chance if andrew's on the line. I don't think so. All right. Victoria paycar from climate solutions.

**Speaker:** Thank you. Good afternoon mayor Wheeler and members of the commission. For the record, my name is victoria paycar and I'm the Oregon transportation policy manager and we're a regional nonprofit working to accelerate clean energy solutions to the climate crisis. I'm here today to voice our support for the city's renewable standard code update. Every year in Oregon diesel engine excess is responsible for an estimated 176 premature deaths and annual loss of exposure. Oregonians pay for the damage through the medical and hospital bills, costly medicine and missed days of work or school that comes with worse health from breathing dirty air as kevin shared. These effects are disproportionately experienced by bipoc and low-income Oregonians who live in zones due to racist policies and practices. While climate solutions strongly support policies to get us off fossil fuels as quickly as possible and accelerate electricification, we also recognize that this transformation takes time. While the electric tyif I indication of these vehicles has already begun, we're also looking at green house gas emissions and

improve air quality while the transition to a fossil-free future takes place. Science says we need bigger and bolder climate policies year after year to avoid the worse climate impacts. Doing everything we can. For us, this is where we see that renewable diesel has an important transitional role to play. Renewable diesel standards that will ensure we electrify our transportation system. We're able to adopt a yes and approach to further reduce green house gas emissions and improve air quality. Tri-met's testing today and their story of transitioning to an all-electric transportation system is a great example of this solution. While we would have like today see the renewable phase in be adopted at a quicker timeline, we wanted to show support that of the proposals set carbon intensity with a standard of 40. This not only aligns with the state's clean fuels program, but also will help exclude most bio fuels made directly from agricultural products and favor reuse products with lower life cycle carbon emissions and help make improvements to the air we breathe. The unfortunate reality is engines make up the majority of the trucks and buses on the road and in the meantime, Oregon's transportation sector is responsible for 40% of our state's total climate pollution and much of the air pollution that's harming our lunges and health especially with environmental justice communities. A crucial opportunity to maximize air pollution, emissions, reductions, while keeping the goal of electrification of the transportation sector. Thank you for the opportunity to testify today.

**Speaker:** Thank you, victoria. I think that ends our invited panelists. So we can now open it for public testimony.

**Speaker:** Very good. Colleagues, is there any questions before we get to public testimony? We've completed the invited testimony. How many folks do we have signed up?

**Speaker:** Clerk: ten individuals.

**Speaker:** Mayor Wheeler: why don't we wait until after the testimony and then we'll have q& a because testimony will raise some questions as well. And commissioner hardesty's virtual today, is that correct? I see her on here. Yeah. She's here. Turn it over to her. Three minutes each. Name for the record, please.

**Speaker:** Clerk: first up, we have greg petten followed by holly johnson and john isaacs.

**Speaker:** Mayor Wheeler: is this yours? What am I looking at?

**Speaker:** Yeah. That's kind of small, isn't it.

**Speaker:** Mayor Wheeler: I was going to say, your eyes are much better than mine.

**Speaker:** Good afternoon mayor and council members. I'm a lobbyist here on behalf of the Oregon fuels association. The fuels association is the voice in Oregon for locally owned fuel stations for heating oil providers. We're at the forefront of environmental stewardship with the industry as the leading suppliers of bio diesel and other lower carbon fuels. The fuels association fuels Oregon's economy by providing career opportunities as thousands of employees across the state. The association's the leading advocate for common sense regulations for fuels and environmental stewardship. We're here today to be part of the solution, not part of the problem. We certainly appreciate all the work that's going into the ordinance and all of the work that the staff and others have done to bring it to where it is today. We supply low carbon fuels into the market today and we'll certainly continue to do so. There is one problem that we have with the ordinance that I wanted to highlight today and that is the carbon intensity standard. And folks have touched on this, but the detail is really important to us. The ordinance states that all fuels sold under the standard starting in 2024 must meet the standard of 40. We're not at all confident that that's possible and here's why. As I'm sure you'll all understand, fuel is a commodity and like any commodity probably on a daily basis,

the price, the supply, the quality, etc. Change and while there are days where we can supply a fuel with a c.i. Of 15, there are also days where we can only get a c.i. Of maybe 50 that is higher and that's where we run into a problem here which is we think that on day one of the passing of this ordinance and the effective date 2024 as it relates to c.i., the blending mechanism has a longer window, but the c.i. Takes effect in 2024, we may very well be out of compliance. I certainly understand there's going to be a technical work committee. I certainly understand that the bureau has pledged to work with folks, but and we respect that, we want to participate in that and continue to work on that. Like I said, we want to be part of the solution here. But what happens when we're out of compliance on day one. That's the piece that we just feel like there's a little bit of -- there needs to be a little bit stronger flexibility put into the ordinance. It's not achievable yet. We think it will be assuming and that's what I -- the graph is in front of you. I don't know if everybody in the room can really see it and I apologize for that but what I want to draw your attention to is the second box on what would be the right-hand side of the top of the document. It shows you the breakdown of the average c.i. Scores. This is from d.e.q., I should have said. These are d.e.q.'s numbers not my name and number numbers. This is 2021. 40.49. Etc., you get the point. And so you can understand that being the average, there are days when it's lower. There are days when it's higher.

**Speaker:** Mayor Wheeler: so, greg, can I ask you, I think your time is up. Somewhere we lost the timer.

**Speaker:** That's okay.

**Speaker:** Mayor Wheeler: I want today ask you this followup question while you're on the dias anyway. Let me spit back to make sure you understand. In terms of the mixture, you're saying it fluctuates from day-to-day. That comports with the standards that would be established under this ordinance. Can I ask you a

question? We had staff give the example of california and something similar to this being done in california. It appears if I understood the staff presentation correctly that they have solved this problem. Why are they able to solve it and your position is we would not be able to?

**Speaker:** Well, I can't speak to what the rules are in california or what the penalties are in california for not complying.

**Speaker:** Mayor Wheeler: that's fair.

**Speaker:** What I can tell you is I read the ordinance as written. January 21, 2024, you are not supplying a c.i. Score of under 40, you are not under compliance and subject to financial penalties and that's the piece where we're saying that we can tell you given what I'm showing you here that's going to happen and it's going to happen because we can't get the supply.

**Speaker:** Mayor Wheeler: could you just help me understand. I promise everyone else who's testified. I've known greg for a while. So I feel like I could take a few liberties with him and ask him for perspective on these questions. So, you know, supply obviously comes from outside of the state of Oregon. What are the determining factors with regard to supply in your opinion?

**Speaker:** Yeah. That's an excellent question. In my opinion, you've got market conditions that will affect the supply into the state. For example, the demand in california is enormous. Just by way of simplistic comparison, their demand for fuel in these markets is going to be tremendous. The second piece that's not talked about here is carbon credits. As you sell carbon credits into the state of Oregon or california or other states, those carbon credit prices are going to fluctuate as well. So you have supply demand. I'm not saying we won't be able to increase supply. I suspect we will. The supply overall is going to escalate, but just like in any other

product, you're going to go where the greatest demand is and where the price is the best.

**Speaker:** Mayor Wheeler: and I won't belabor this more. I will say this. I would personal like more information on the economics of this question to the degree that you can supply it to me or supply it to my colleagues after the fact. I would be interested in getting your perspective. I'm particularly interested in profit margins and I'd like to know something about the overall percentage of you're an association. Your association membership, I'd like to understand what percentage of their sales this would represent. Are we talking about relatively large or relatively small. If I can get any information you have on that, I would be most appreciative.

**Speaker:** You bet.

**Speaker:** Thank you, mr. Mayor.

**Speaker:** Thank you.

**Speaker:** Clerk: next, we have holly johnson.

**Speaker:** Mayor Wheeler: welcome.

**Speaker:** Good afternoon. Can everyone hear me?

**Speaker:** Mayor Wheeler: yep. Loud and clear.

**Speaker:** Great. Hi. I'm holly johnson and I represent western state's petroleum association. I hope you have had time or will spend some time reviewing these comments as it will further provide some context to what I'm about to say today. I'd like to start first by thanking bps staff for the work they've done. To help with the logistical elements of the program. I want to also recognize with the support all products including renewable fuels as many of our members already provide renewable fuels not to mention other lower carbon products. They're investing billions of dollars in technologies to address our future transportation energy needs. For example, both marathon and phillip 66 are currently permitting

renewable diesel plants in California. The two plans are similar in size, but Phillip 66 plant if it is built will be the largest renewable diesel facility in the world. We do have concerns with what we believe are program flaws with the current proposal. A limitation on the carbon intensity or the c.i. Number of 40. A 40c.i. Could limit many bio and renewable diesel products on the market today. And according to d.e.q. Data which you've seen from the previous speaker, only 1% of fuel applies to the combined renewable were 10%. According to d.e.q. Data, all four quarters, these fuels exceeded. In some quarters barely, but they did exceed. Over time, the volume of renewable diesel can be expected. Those projects come online, so does demand for these projects constraining and already limited supply. As you mentioned earlier today, California, Oregon, Washington, and British Columbia are all vying for the same limited product and a 40c.i. Will likely only make it more difficult for Portland. If Portland does feel compelled to include its own c. i. Number, it could start with a c.i. Limit of 65 and then move to 50 and ultimately 40. This approach would allow for most bio fuels available today to be used while recognizing the expectations to lower c.i. Fuel options and I want to note that a renewable diesel molecule of 60 or 50 or 40 are the same molecule. The emissions of that molecule essentially are no different and I want to say that again. I know I only have a few minutes left. But a renewable diesel molecule are the same. And the local emissions are essentially no different. We also believe that the issues with limited supply and significant to the program that the council should have some oversight to this program. Again, our comment letter provides a much more in-depth explanation of these issues and we hope the council will spend some time to understand those issues and ask us any questions that may be helpful. Thank you.

**Speaker:** Mayor Wheeler: thank you, Holly. And I want to ask you the same question I asked Mr. Payton just because I'm interested in the hydraulics of this. Do



you know and I'm probably putting you in an unfair position, you do not represent california I don't think. And if you do, please let me know. Again, my understanding is that this is already in process in california. What do we know about the supply situation there? I haven't heard anything about a constrained supply.

**Speaker:** Yeah. Does represent california but I myself represent the northwest. There might be additional panelists on later that can answer that question, but I'd be more than happy to provide additional information about the supply of the product in california and if it's required to have a lower c.i. Which I'm not sure that that's the case.

**Speaker:** Mayor Wheeler: yeah. And I put you on the spot there and that's not really fair, but I thought maybe off the top and we can look that up. I'll ask our staff to do that. You don't have to do that unless somebody wants to. Thank you. Appreciate it.

**Speaker:** Okay. Thank you.

**Speaker:** Clerk: next, we have john isaacs

**Speaker:** Thank you mayor. It will be critical that the transparent approach continues if this new policy is going to successfully achieve its goals. I want to thank commissioner Rubio for her leadership along with director olivera. Over the past four years, the alliance has repeatedly expressed our commitment to considering. Rerecognize that urgent action must be taken to mitigate the growing impacts of climate change. We understand the city cannot and will not achieve its goals with the private sector. Under commissioner Rubio and now director olivera's leadership I believe the City Council is starting to see what can happen to work together on climate policy. I ask that you listen carefully to our partners who directly represent the fuels and transportation sectors today. Their knowledge of the economics of the renewable fuels market will be essential to ensuring this ordinance is

implemented in a way. There's no disagreement that renewable diesel is the low carbon fuel of the future, but the reality is that today there simply isn't enough supply to meet the standards you're considering. Nor will there be in the near future. We greatly appreciate the ordinance is approved to recognize this constraint. We agree with the bureau that the city needs to take action that Portland is open for business for low carbon intensity fuels. However, Portland isn't a large enough economy on our own to go it alone especially when the rest of the Portland region won't have these policies in place. It will be critical for Portland to do everything it can to keep this policy aligned as closely as possible with the state of Oregon and other major markets and it truly wants to meet these benchmarks. Additionally, it will be critical that the city continue to work with, not against the fuels industry to align all other policies necessary such as permitting, citing, etc., to make it as easy and cost effective as possible for low carbon intensity fuels to be available to our market. We do feel heard on this and we greatly appreciate that the ordinance establishes a technical advisory committee to collaboratively monitor market conditions in future years and so long as we continue to stay in partnership, we believe this policy can be successful. Lastly, I want to express our appreciation for the genuine consideration that has been given to the negative impacts this ordinance could of had on critical local employers. We are satisfied with how these concerns are addressed. Thank you to commissioner Rubio for your strong leadership and thank you to the council for your time today.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: the next three individuals.

**Speaker:** Mayor Wheeler: welcome.

**Speaker:** Thank you. This sits low. Good afternoon mayor Wheeler, members of the council. I'm jana jarvis and I want to thank you for the opportunity to testify on

this ordinance. While we appreciate that the director and the staff at b.p.s. Have reached out to us concerning this. Our position is that this proposal is not quite ready for adoption and I would also mention to you that I have submitted some detailed written testimony. I'm going to try to touch on the key points in the time allowed to me. I think it can't go without being mentioned that the trucking industry's been under extreme working conditions over the past two plus years. Covid shutdowns, work from home efforts worked because the trucking industry continued to deliver your groceries to your store and consumer products to your front door. But our drivers experienced no rest areas, restrooms, or places to eat and we lost a large number of drivers as the pandemic began. And then as the economy rebounded, we experienced high consumer demand and a couple of supply chain. The largest costs in a trucking operation are labor and fuel and both were impacted with significant cost increases and we continue to experience them. Driving up cost for a Portland based carrier will only result in losing those carriers to competition from outside the city or outside the state. O.t.a.'s been engaged in policy discussions around carbon for years. Our industry has invested significant dollars into purchasing newer, cleaner equipment where the tail pipe emissions in a class a truck today are cleaner than the air in downtown Portland. Today's truck has reduced 97% of the particulate matter. So we are well on our way to investing in what needs to be done for the future. And certainly renewable diesel is part of that discussion. However, while the product is highly desirable, it is simply not available. There are efforts under way as we speak to site a manufacturing facility in Oregon, but d.e.q. Just denied their permit and put construction of that facility back at minimum another year if not indefinitely. It also needs to be stated that bio diesel is not a similar product to renewable diesel which we refer to as a drop in fuel. Bio diesel gels at cooler temperatures and that's the reason b20 is used in warm

summer months. That would result in our trucks being unable to deliver your groceries. The most important take-away today is your own emergency ordinance that you're going to be considering authorized multi-year and diesel fuel for your own city fleet. The ordinance recognizes the desire to move to renewable diesel but state that it requires a consistent supply of r99 to do so. Your ordinance is a five-year ordinance which takes you past the implementation date of this on our members. So I would thank you for your time today. I would ask you instead to work with us and find some incentives and possibly even site a facility listen Portland city limits. With that, I thank you for your time.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: evan onado.

**Speaker:** Good afternoon mayor Wheeler and commissioners. Evan onett on behalf of fedex corporation as well as the current chair of the Oregon trucking association. On behalf of the members. Fedex publicly committed to its goal to achieve carbon neutrality by 2040. We're an industry leader of near 0 technologies. It's our experience that adequate planning and use of incentives help ensure a successful transition to new technologies. We must be careful of mandates. That is why I'm here to express our concern over ordinance 978. But we often use renewable diesel when and where it's available. We figure mandates such as this can drive prices up artificially. The ordinance appears to lack adequate controls or respond to such constraints. We appreciate b.p.s.'s optimism and hope they're right. However, nobody saw I would point out nobody saw covid or the microchip shortage as an issue only a few years ago in terms of vehicle supply. The fuel market is often volatile and we fear that by the time we ask that council consider amendments to this ordinance and customers are not necessarily hit with supply crunches. Thank you for your time.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** > next, we have paul graves.

**Speaker:** Mayor Wheeler: welcome.

**Speaker:** Thank you very much, mr. Mayor and members of the commission. My name's paul graves. I work for oak harbor freightline. A family that's been in Portland for decades. We employ more than 75 people at our Portland terminal. We're a less than to and from businesses and individual house holds to make sure that the good and gracious people of Portland can get the things they need when they need them. I'm testifying with concerns about ordinance 978. There are plenty of reasons you've heard plenty of them from the trucking association itself. I want to highlight some concerns about justice and equity especially with how the costs actually fall when costs of diesel and costs of trucking in general increase. I again also share the hope that bio fuel reliability and availability is going to be there and this won't actually increase cost. If it is, then we wouldn't even need this ordinance which would be wonderful. But if it does increase costs, the trucking industry is highly fragmented and really competitive and operates on a really thin margin. Anything you buy at a store in a grocery store or at target or anywhere else you should be probably got there on the truck. So any costs in trucking get passed along directly to businesses that hire trucking companies and they get passed along directly to consumers themselves. Increases on the trucking industry fall pretty clearly onto consumers and like any kind of fixed costs, increase in prices tend to fall on those who can least afford them. I also have concerns that an ordinance like this will favor out of Portland trucking companies as opposed to us who operate proudly in Portland will give them an advantage over companies that operate in Portland and will ultimately undermine the benefits from the program because those companies that operate outside of the city will have an advantage and will

ultimately do better and will encourage more companies to move out of Portland itself which will undermine the very goal. Again, I think it's fair to say most of us in the trucking industry committed to the goal of reducing carbon emissions and addressing climate change. We're looking forward to continuing working with you, we just have concerns with ordinances. Thank you very much.

**Speaker:** Mayor Wheeler: paul, could I ask you. If I could just ask you a question and I'm sorry to keep harping at this and maybe you don't know the answer to it, which is fine. We'll track it down. But the data set that staff provided at the beginning of the presentation included information from california which is the only example I can point to at this this particular moment that is comparable and they indicated that the price at least and staff correct me, the price at the pump is comparable to the typical diesel products. So it's not on that side of the equation where a retailer might lose out. Do you know anything about the cost side of this to the retailer? Is the margin less? Where is this hitting the supplier from your perspective?

**Speaker:** I can't tell you about suppliers and retailers themselves, I can tell you about purchasers like us. California diesel costs are substantially higher than they are across the rest of the country especially compared with nonwest coast states. I can tell you that most trucking companies have a california surcharge that specifically applies to any speass of freight going into or out of california. That's an additional charge. Again, those costs get passed directly along to consumers and they have the biggest brunt.

**Speaker:** Mayor Wheeler: that's not what we're talking about. Right. We don't have that. So that's not what I'm getting a nod. But --

**Speaker:** Yeah. We just want to avoid that. Because those are just directly increasing the cost of living at a time when it's already gone up. Again, we're open to -- I'm not as on the retailer.

**Speaker:** Mayor Wheeler: that's fine and nor do you have to be. I was just curious. Thank you, I appreciate your testimony.

**Speaker:** Thank you very much.

**Speaker:** Clerk: the next three individuals are mark ventura, keith jackson, and jackie takinger.

**Speaker:** Good afternoon mayor and City Council. My name is mark ventura. I work for phillip 66. We supply fuels in the city of Portland we depop operate a product terminal in the city of Portland as well as market the 76 bRyant. We are also a member of the association and we support the comments that we heard earlier from holly johnson. So appreciate the work that the we do oppose the 40c.i. Limit. We believe that is not appropriate. So one answer that I can so this 40 limit c.i. Is arbitrary. The state of california resources board as well as Oregon d.e.q. Regulate the c.i. Standard in the state and set a standard every year. The compliance is done on an overall basis for the state whether it's california or Oregon. There is no standard at a local market. So we believe that's not necessary since Oregon d.e.q. Regulates the c.i. And as you heard earlier, there are actually no local air benefits by having a c.i. Of 40 versus 50 or versus 60. There's no local benefits. So we believe that limit should be removed. If you do want to maintain the limit on the renewable fuel, we suggest using a limit of at least 65. 65 is awe number that is in the d.e.q. Regulation for the clean fuel program. It's a number where new operating facilities will be using. And so we believe that would enable more supply as you saw that chart that was presented earlier. If you kept your limit at 40, you essentially emulating half of the supply. Your constituents. So I

appreciate what has been done and i'll be willing to work with staff and b.p.s. To help in the rule making and especially address this issue with the c.i. Limits.

**Speaker:** Mayor Wheeler: thank you, mark. And, if you happen to have access to any reports or research that could buttress your testimony, that could be helpful to me. You don't have to do it now, but later on, that'd be helpful.

**Speaker:** Sure thank you.

**Speaker:** Clerk: next, we have keith wilson.

**Speaker:** Mayor Wheeler: hi, keith.

**Speaker:** Mr. Mayor. Commissioners, thank you for this opportunity. I do want to for the record let the council know that I am chief petitioner on a policy that's being considered in the Oregon legislature to take this statewide. So I've been working on that for the last three years. What I do have and I had given to you earlier. What I'd like to do is give a visual presentation. Regarding the financial aspects of california and Oregon as well. The first slide or the photo is a screen, you have that before you, yes. It's just a comparison on what petroleum diesel looks like when it burns and what renewable diesel looks like. We've been talking about emissions and black carbon. So the image on the left is renewable diesel. It's almost void of black carbon emissions. It burns twice as hot which limits the black carbon into our surface or into our community. That's the magic. Petroleum diesel, you can see the soot tail coming of it. The higher it is, the better the performance is. And with renewable diesel, you get up to 80% reduction and those really matter when it comes to the maintenance of the equipment. From a financial standpoint, this is a clean energy calculator that I have determined through case study. We're saving about a penny per mile. This is conservative. It's actually much higher. I'm earning or reducing costs by up to \$20,000. So I'm using diesel and it's a competitive advantage. I converted my entire Oregon fleet to renewable diesel and we've been running a



very efficient fleet. But I converted to real diesel because we weren't meeting our emissions goals. In one day on April 1st, 2020, I reduced my emissions in Oregon 60% in one day. Now, let's talk about the financial costs of renewable diesel.

Looking at what shell oil is on their annual report, they're going to earn about \$0.38 per gallon profit margin. When it comes to renewable diesel, \$4 profit per gallon by creating the demand in Oregon, we're going to have the supply chain from around the world focus their ships to Portland because you're creating an opportunity where they can reliably sell their product to a larger market rather than a small market. It's supply and demand and it's the most basic sense. The next slide is about production capacity. There's enough supply to meet demand in Oregon and Washington and California on a two to one ratio. The credit price to Oregon is the highest in North America. It's more so than California. There's an advantage for producers to sell in Oregon over California. I've gone beyond my time.

**Speaker:** Mayor Wheeler: let me ask you this because you're answering the questions that I've taken time from everybody's schedule and you're answering them. So if people wouldn't mind.

**Speaker:** I do have the show and tell examples on your desk as well.

**Speaker:** Mayor Wheeler: thank you. So your case study if I understand this because we've heard testimony that there's no local air impact regardless of C.I., it sounds like you're disputing that fact.

**Speaker:** There's local air impact when you use diesel, it has 40 poisons or 40 toxins it emits. There's 40% reduction in black carbon particulate matter. That is a class one carcinogen. It's a significant benefit to your community, especially communities along transportation corridors. So the answer is that, yes, there's a significant benefit to our community shifting from petroleum diesel to renewable diesel.

**Speaker:** Mayor Wheeler: okay. And then your cost scenario, I want to make sure I understand it.

**Speaker:** Yes.

**Speaker:** Mayor Wheeler: you're saying that the wholesale price whether it's petroleum based or renewable, is that right?

**Speaker:** That is my price. Mayor Wheeler, when this was taken, my wholesale price was \$3.82. I buy in \$10,000 increments. So I have a contract. And my contract is benchmarked at the lowest possible price. So I pay the same price for renewable as petroleum.

**Speaker:** Mayor Wheeler: and will these wholesale prices be available to operators.

**Speaker:** I'm a mid-sized carrier.

**Speaker:** Mayor Wheeler: then looking here, there's a number of it looks like credits. So there's a production -- well, no. Yeah. There's a u.s. Blenders credit, a u.s. Renewable fuels standard, r.n. Credit and an Oregon clean fuels program credit. Those are credits that all currently exist that would be available.

**Speaker:** Short-term and long-term credits and only getting stronger. The clean fuels program has just become and moved to 37% c.i.. Currently, it's at 10%. So it's going to triple in the years ahead only making the credit that much stronger. And, the c.i. Level, all the producers are going to send their low c.i. To Oregon because we pay the highest credit. The way it works it's imbursted. The lower the c.i. Product is, the more credit that the clean fuels program is going to give to that producer. Does that make sense?

**Speaker:** Mayor Wheeler: yes, it does.

**Speaker:** Okay. Yep.

**Speaker:** Mayor Wheeler: larger subsidy.

**Speaker:** Absolutely. Yes. So the global suppliers have a real incentive to send their nastiest, lowest c.i. Waste stream product to Oregon.

**Speaker:** Mayor Wheeler: okay. Let me ask you one other question since you mentioned upfront you are an advocate for a statewide approach to this. Do you see any conflict between what we're doing here at the local level versus what some people including yourself are trying to do at the state level?

**Speaker:** None whatsoever. One of the gentlemen earlier said we would like to see an accelerated timeline. When I heard you were moving it to 2030, I was disheartened because it's something you could achieve on your earlier timeline. From what I see researched around the nation and world.

**Speaker:** Mayor Wheeler: did you have a question, commissioner Mapps.

**Speaker:** Commissioner Mapps: no. Commissioner hardesty.

**Speaker:** Essentially, if you have a chance, dan has agreed to take a quick smell. Just open up the petroleum diesel vile. It's like ice cream.

**Speaker:** Mayor Wheeler: commissioner hardesty, don't leave just yet. Commissioner hardesty has a question or comment.

**Speaker:** Take a smell of the petroleum diesel.

**Speaker:** Commissioner hardesty: I'm so sorry I'm missing the opportunity.

**Speaker:** Does dan only have it?

**Speaker:** Mayor Wheeler: don't worry, commissioner hardesty, yours is here waiting for you.

**Speaker:** Did you smell it?

**Speaker:** Commissioner hardesty: so I greatly appreciate -- am I on.

**Speaker:** Mayor Wheeler: you're on. Please save us. Please go.

**Speaker:** Commissioner hardesty: thank you.

**Speaker:** Mayor Wheeler: wait. One person at a time. Commissioner hardesty, you're up next.

**Speaker:** Commissioner hardesty: thank you, mayor. And thank you for your presentation. And your presentation intrigued me because there used to be a time that Oregon was a climate leader and I think what I'm taking away from your conversation is if we set the goal high, Oregon will not only achieve that goal, but we'll also actually incentivize other countries to actually compete against each other to provide Oregon with the clean diesel that we desire. Is that an accurate assessment of your presentation?

**Speaker:** Yes. That is accurate. When we moved to b5 in and around 2010, we led the nation. Again, today, you have that opportunity to do it. And the users of this product will actually benefit from it in lower operating costs and lower emissions and a safer work place because you don't have poisons being emitted in the drivers in our communities. It's really quite an extraordinary opportunity.

**Speaker:** Commissioner hardesty: and, did I hear there's a three percentage point difference between the current d.e.q. Standard and what's being proposed by b.p.s.?

**Speaker:** I'm so sorry. Could you restate that, commissioner?

**Speaker:** Commissioner hardesty: yes. So we've been talking about should it be at 30 or 40 or 37, and so I've heard different people give us different measurement points about where Oregon should be and I'm just wondering based on your national research if there is a magic number that we should be shooting for.

**Speaker:** I understand now. So the r.f.s. Code update is state interesting would be set at a 40c.i.

**Speaker:** Commissioner hardesty: yes. D.e.q. Currently have it at 37? Is that what I heard you say?

**Speaker:** Oh, I understand your point. They are moving the clean fuels program to 37%. In other words, they want a 37% emissions reduction by the year 2035 I believe. And so with that, every year, the clean fuels program resets and the cost to higher ci fuels goes higher. It's costing carbon if you will. It's a different program versus what we're talking about with ci, but it does get to the same sort of approach where it's trying to really get ci or clean fuels driven to Oregon.

**Speaker:** Commissioner Hardesty: yes. Thank you. If you have written information about the studies that you've done, I would really appreciate you forwarding some of that information to my office and I'll just end by saying I agree with you. I think if we set the standard high, Oregon will rise to the occasion because that's normally what we do when we have a high standard we need to meet. So appreciate your testimony today. Thank you.

**Speaker:** Thank you.

**Speaker:** Commissioner Hardesty: thank you, mayor.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** The last point is, dan, did you smell the difference between those two fuel types? Was it amazing?

**Speaker:** Commissioner Ryan: it was quite stunning actually.

**Speaker:** So that real smelling there's no smell with renewable diesel and our mechanics and their spouses absolutely appreciate this clean fuel. Thank you.

**Speaker:** Mayor Wheeler: that does it bringing the ventners.

**Speaker:** Ya'll remember scratch and sniffs. Yeah.

**Speaker:** Mayor Wheeler: all right. Thank you very much. Commissioner Hardesty, did you have another comment?

**Speaker:** Commissioner Hardesty: no, mayor. I'm good. Sorry.

**Speaker:** Commissioner Ryan: commissioner hardesty, we'll save your samples so you too can do the sniff test tomorrow.

**Speaker:** Commissioner hardesty: you're too kind.

**Speaker:** Commissioner Ryan: you're welcome.

**Speaker:** Clerk: next testifier is jackie traeger.

**Speaker:** Mayor Wheeler: welcome, jackie.

**Speaker:** Hi everyone. Can you hear me?

**Speaker:** Mayor Wheeler: yep. Loud and clear and we can see you.

**Speaker:** Hi mayor Wheeler and commissioners. Thank you for the opportunity to testify today on Portland's renewal fuels standards update. I'm jackie traeger.

Always seen as a nonpartisan nonprofit organization that works on behalf of our members across the state to advance innovative, collaborative, and equitable solutions to Oregon's environmental challenges. I'm here to express strong support for the proposed rfs update to replace 99% of petroleum diesel sold in the city with renewable diesel by 2026. We all felt the direct impact of climate fuelled extreme heat this summer and across Oregon at least 14 people died as a result. These climate tragedies underscore the urgent need to reduce the fossil fuels and burning diesel is the fourth largest source of climate pollution in the city of Portland responsible for 14% of local emissions. The rf.s. Is one of our best near-term tools to reduce this impact. Every year in Oregon, diesel engine exhaust is responsible for an estimated 176 premature deaths, 25,910 lost work days and an annual cost from expoe sure of \$3.5 billion accord to go Oregon's department of environmental quality. These health impacts are felt disproportionately by communities of color and low-income populations where more likely to live along highways, and freight corridors. I urge you to adopt the proposed amendments to crate the increase of renewable fuels and add a carbon intensity standard. This will ensure that

renewable fuels used in Portland are truly lower carbon across their entire life cycle. We still have existing diesel engines on the road cost effective and readily available in Oregon. Updating the rfs is an efficient and effective way to protect health and reduce climate pollution as we transition to a more electric mode of transportation. Thank you so much for your consideration.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: our final testifier is mark fits.

**Speaker:** Mayor Wheeler: welcome, mark. In person. There you are.

**Speaker:** Thank you very much. So, by the way, my family owns star oilco. We've been in business here since 1930 in Portland. I sat on the commission when it proposed and went forward with the first rfs. That being said, I've got an analogy I think describes what's going on here. To help you understand what's going on that I agree with in their intent, but don't believe they'll get the result they want. Go back to 1999 and imagine dial-up internet. Streaming video, it's where we are. When they talk about how much renewable diesel is, that's the whole country. The gdp of Oregon's \$300 billion, you've got \$3 trillion in california. It's the investments there. When you go back on the market to look at what's going on, there are roughly a billion gallons of renewable diesel in the united states. That is coming primarily from soy. Soy is over 40% c.i.. So you're blocking most of the feed stock that's going to come online to provide. There's right now planned about a billion gallons of new production coming online. That's hopeful. These are multi-billion dollars plants. The technology to make renewable diesel is like flipping magic. You are rearranging molecules. We are entering a new era in a new world where you'll have low-carbon agriculture. That's where this is going. Everything you can imagine can be made, broken down and rebuilt for chemistry, right. This is huge and it's bigger than Oregon. I would say that the arbitrary calendar that we're working with is not the

way to go. The original rfs had language. How many millions of gallons are sold. You create a flag. If you invest it will occur and then you don't put yourself competing against massachusetts and new york and pennsylvania and new mexico and Washington for that same 700 million gallons. So what you're doing intention's good, but you're basically competing against the world for a product that's like water in the desert. So I'd ask you, please reconsider. Hundreds of companies sell petroleum in Oregon, only a few of us me included actually get access to the renewable diesel to handle it. The city, if you check your purchases, you go through periods where you can't get it. That's going to be on and off for years. That's a good thing, the product's there. It will keep going. Right now I'd urge you to consider something different. Multiple people said the future is all-electric, well it's backed up by diesel and the more you put to balance that grid that's aging, the more we're relying on the generators like on top of this building that my company will be fueling later this week. So be aware, it is a very dangerous game we're playing with when the world's backed up by diesel and you're making it expensive and complicated to handle. So thank you.

**Speaker:** Mayor Wheeler: appreciate it. Thank you for your testimony. Thanks for being here. Thank you everybody who testified. Any clarifying questions anybody has of staff? I've got just -- go ahead, commissioner hardesty. You go first.

**Speaker:** Commissioner hardesty: excuse me mayor. I was hoping the staff would come and respond to the question around their earlier presentation around using california as an example. Most of the testifiers who were not in support of the current plan actually kind of poked holes in the california plan. So I'm curious as to what staff thinks about that.

**Speaker:** Commissioner hardesty, this is donnie, could you elaborate a little bit more so we can best address.



**Speaker:** Commissioner Hardesty: yes. Well, the question is, the model that Donnie used -- your staff presented at the beginning was that we used California as an example when we had a higher standard. The market adjusted and California was very successful in implementing the higher standard and that was part of the case being made as to why Oregon should follow that model. Does that make sense now?

**Speaker:** Yeah, Commissioner. I'll start and staff, we can tackle this together. I think the two things to be clear about, Commissioner, there's market drivers in California that are distinct in California given tax credits on their own and frankly the way they tax fuels. That's distinct. What isn't distinct. The policy we're putting forward today. It's not because we think that we're hoping the fuel would be there and one of our guests allude today this that Oregon and Portland by proxy with this policy are seeking renewable diesel at the highest and best standard of C140. So we're seeing the production happening and we're saying we're looking for this and given the state's clean fuel program, we're getting a better price at that or the suppliers are getting a better price. Same intention, different market drivers, does that make sense?

**Speaker:** Commissioner Hardesty: it does. Thank you. That's helpful.

**Speaker:** Mayor Wheeler: Commissioner Mapps.

**Speaker:** Commissioner Mapps: does the state of Oregon currently have a C.I. Standard and do they plan to move that over time?

**Speaker:** It's not a standard, Commissioner. They are analyzing the pathways of the fuels coming in to the state and so we're able to see what's coming in and I want to just allude to -- not allude. Address the C.I.40 and why it was the number that we started with. It's essentially the approximation of when we have fuels come engine that are using recycled or reused material, that's below the 40 and

typically things above 40 are going to be your virgin products or more extreme versions of that story like products that were grown on deforested land or somewhere on the planet and we're essentially saying that 40 is the place where Portland wants to be as a climate leader not just the emissions in the city which were absolutely significant reductions by using, but also the unintended consequences. I believe you heard about our valuation of sustainable consumption and how all the products used in the city where the life cycle impacts of those. This is a similar way to look at this policy. We're not just looking at the combustion in the city, but the life cycle impact of the fuel's origin story, does that make sense?

**Speaker:** Commissioner Mapps: yeah. It does. One more question which you may or may not be in the position to answer. Do you have a sense of what our average c.i. Is for gallons per diesel is sold for in Portland at this point?

**Speaker:** Do you want to answer that?

**Speaker:** For the record my name is kyle doesner. I do not have that spread sheet in front of me, but fossil diesel fuel is just over 100c.i. And so the standard today is b5, that's 5% bio diesel. So that brings it down, I believe it's somewhere around 90, but we can certainly send you the exact numbers. I do want to expand on your prior question which I think is important. The state of Oregon allows all fuels into the state. So there is no limitation based on c.i.. They have a market based mechanism where lower c.i. Products get higher credits. And that makes those lower c.i. Products more cost effective in the market. What we're saying for Portland as we've heard pretty clearly from our stakeholders in the community that Portlanders value those life cycle emissions and so that's why we've set that c.i. At 40 to limit the fuel used here to the most environmentally friendly products. And so I just wanted to clarify that.

**Speaker:** Commissioner Mapps: go ahead.

**Speaker:** We had a graph that shows renewable diesels and other bio fuels can't come in. So we're actually looking at the true.

**Speaker:** Commissioner Mapps: here in Portland, we are talking about using basically I think establishing a standard, is that kind of correct? And I think at least what I heard from the industry folks today and over the course of this discussion, they're saying we should just -- we want to move in this direction, but we really think the way to get there is incentives as oppose today a hard cap. Can you help this council just kind of unpack the tradeoffs between different approaches to reaching it seems to be clearly a shared goal. At the state level, why is one better than the other?

**Speaker:** We are in the midst of a climate crisis. We have an extreme burden for our future generations to set in motion clear policies and directives that underscore how serious this emergency is. The reality is the best mechanism levers we have to pull are the technologies we know are readily. In the meantime, we still have emissions in our communities that are harming our families and our -- my children are out there, I don't like diesel trucks driving by my house. We're also waiting for the industry to show up with our big vehicles. We need an alternative. So, yes, you're right. There's a lot of pressure points for us. But I can tell you that the climate crisis is not going away and Portland is perceived as a leader. We are recognized right now what's happening today in Portland, we'll reverberate across the country. We just hosted the urban sustainability network this week. We had directors all over the west region coming into Portland to talk about what's next on policy and they're looking to Portland for leadership on these sorts of maneuvers because it sends a signal to the market that these sorts of technologies and policies are real. And it's not just a thing that came out of left field. We heard examples from tri-met that are using rd and they're saying this is actually not only good for

the planet, but we're actually seeing operational value out of this as well. So what we're saying, commissioner, yes, there are different levels we can pull, but at this point, we're trying to send a clear signal that Portland is a leader in climate and working with our industry partners to ensure we do do policies that's benefitting them as well.

**Speaker:** Commissioner Mapps: thank you.

**Speaker:** Mayor Wheeler: very good. Commissioner, go ahead.

**Speaker:** Commissioner Rubio: thank you. I just have if there are no more questions, I just wanted to make sure that we got or I introduced the amendment change.

**Speaker:** Mayor Wheeler: please, go for it.

**Speaker:** Commissioner Rubio: so I want to make a motion to adopt a proposed amendment and I don't have the language in front of me. I think it was submitted but I don't have it. It changes dates and directives two, three, and four. I don't know if I need to read that into the record or if submitting it is fine.

**Speaker:** Commissioner, if you could read that into the record, that would be preferable.

**Speaker:** Mayor Wheeler: I think staff is getting the language.

**Speaker:** Thank you.

**Speaker:** Commissioner Rubio: okay. So due to an oversight, changes are needed in the council directives. I am introducing an amendment into the ordinance. This is necessary because staff made changes to the effective dates in the code in response to feedback from the industry but neglected to change dates in the ordinance accordingly. This changes dates two, three, and four. I don't have the dates. So number two is changes it to July 31st, 2023. And number three, it changes December 31st to October 15th. 2025 and then strike six, put seven months in

advance of the may 15, 2026 effective date. Later in that sentence strike December 31st and put October 15th, 2029. And then seven months instead of six in advance. Number four, report to City Council instead of March 31st, February 15th, 2026, and February 15th, 2030.

**Speaker:** Commissioner hardesty: I second.

**Speaker:** Mayor Wheeler: we have a motion from commissioner Rubio, we have a second from commissioner hardesty. Is there any further discussion on the amendment? Commissioner Mapps.

**Speaker:** Commissioner Mapps: I do. I'd like to ask staff to provide an intuitive summary on what's happening with this amendment.

**Speaker:** Commissioner Mapps, just to be frank, when we updated the code language for effective dates, we did not make the same changes on the ordinance. So we're trueing up the ordinance to reflect the changes in the code.

**Speaker:** Commissioner Mapps: thank you.

**Speaker:** Mayor Wheeler: to be clear, this is a kek cal amendment and by voting on that, we're updating the draft language, we're obviously not voting on the package today. Is there any further discussion on the amendment? Please call the roll.

**Speaker:** Clerk: [roll call].

**Speaker:** Mayor Wheeler: amendment's now approved. Okay. So any further discussion or questions at this particular jung cur. This item moves on to second reading. Is there a time certain date.

**Speaker:** Clerk: yeah. December 7th at 2:00 p.m.

**Speaker:** Mayor Wheeler: December 7th 2:00 p.m. Time certain. And I should have asked if anybody else had any amendments today. If not, obviously we will have an opportunity to have bureau staff return to introduce amendments on that date, correct. Good. All right. With that, we are adjourned. Thank you everybody.

## **Portland City Council Meeting Closed Caption File**

**November 17, 2022 – 2:00 p.m.**

This file was produced through the closed captioning process for the televised city Council broadcast and should not be considered a verbatim transcript. The official vote counts, motions, and names of speakers are included in the official minutes.

**Speaker:** Mayor Wheeler: good afternoon everybody. This is the Thursday, November 17th, 2022, afternoon City Council meeting of the Portland City Council. Commissioner Hardesty, do you want to start so I don't forget.

**Speaker:** Commissioner Hardesty: yes. Thank you, mayor. I've changed my plans and plan to participate remotely this afternoon.

**Speaker:** Mayor Wheeler: thank you, commissioner Hardesty. Please call the roll.

**Speaker:** Clerk: good afternoon. [roll call].

**Speaker:** Mayor Wheeler: we'll now hear from legal council on the rules of order and decorum. Good afternoon.

**Speaker:** Good afternoon. Welcome to the Portland City Council. City Council is holding hybrid public meetings with 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 on the council clerk's web page at [www.Portland.gov/council/agenda](http://www.Portland.gov/council/agenda). You may also sign up for public testimony on resolutions, reports, or the first readings of ordinances. Written testimony may be submitted at [cc@PortlandOregon.gov](mailto:cc@PortlandOregon.gov). Your testimony should address the matter being considered at the time. When testifying, please state your name for the record. Your address is not necessary. 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 reserves order and decorum so everyone can feel welcomed, comfortable, and respected and safe. The presiding officer determines the length of testimony. Individuals generally 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 will not be allowed. If there are disruptions a warning may be given that and the person may be rejected 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.

**Speaker:** Mayor Wheeler: all right. First up today. Well, we actually have one item this afternoon. Item number 979.

**Speaker:** Clerk: amend the fy2022-23 budget and make other budget related changes.

**Speaker:** Mayor Wheeler: colleagues, as a quick review, the fall budget monitoring process also known as the fall bump is one of three major budgeting processes that the City Council goes through each year. The fall bump allows the city to make technical adjustments in order to true up budgets between fiscal years. It also allows bureauring to appropriate new resources or request general fund contingency for urgent and unforeseen needs that cannot be accommodated within their current fiscal year budget appropriation. This year, council agreed to split the fall budget monitoring process into two separate phases. On October 27th, we already passed the technical portion of the fall bump which included adjustments to nongeneral fund allocations, the creation of positions with nongeneral fund resources, realignments and technical changes across all funds, and general fund encumbrance carry-overs. Today our review and discussion is going to focus on

general fund contingency allocations. Given we have half the surplus dollars we received last year. My proposal op's to wave capital aside to address the unprecedented challenges we are facing while carrying out a massive overhaul to the structure of our local government. My team has worked alongside the city budget office and bureaus to identify any and all available funding. Re-evaluating previously allocated American rescue plan dollars as well as general fund investments and underspending. My proposed budget reallocates \$5 million in area dollars in just around \$10 million in general fund investments and underspending to support the work ahead of us. My fall bump funding supports three key pillars. Implementing better governance. Supporting day-to-day operations and addressing Portland's toughest problems. We know our work to implement charter change and overhaul Portland's government will require significant new investments. The \$4 million allocated within this package will lay the foundation for the success of charter transition as well as implementation. While we lay the foundation for a new form of government, we need to continue to support the day-to-day operations of our bureaus, especially the delivery of core services within the office of management and finance. This budget package provides capacity and support to the bureau of human resources and procurement services to address ongoing service delivery challenges. Improving staff capacity and providing critical administrative upgrades within these offices will benefit both operations and projects for bureaus across the city as we move forward citywide initiatives like charter reform and homeless services. And, finally, this package allocates approximately \$30 million to the commitments council made on November 3rd when we passed the affordable housing and homelessness resolution package. This proposal includes funding for public land evaluation for affordable housing and housing costs and productions as well as the capital site preparation, construction



costs and one year of operations for three designated camping sites. All of which are scaled to reflect the remainder of the fiscal year. Yesterday I met with Tina Kotek to discuss the package. Both reiterated their support this week and conducted with my office and our entire City Council moving forward on these and other priorities. I also look forward to continuing to develop relationships with new representatives within the Oregon state legislature and meeting with metro colleagues to further our partnership. The success of this work hinges on federal, regional, state, and local partners coming to the table with their ideas, services, and resources. It's going to take commitment from all of us to do the hard work that lies ahead. These allocations are a down payment on that work and they demonstrate the city's commitment to clearing the path for accelerated production of affordable housing and better connecting homeless individuals to services, employment, and diversion programs. While we stand up these resolutions, this proposal supports small business repair grants for those in need of repairs to support continued economic recovery and continues current levels of clean-up services as well as street scape vitalization. Today, I'm asking my council colleagues to support these investments to carry out a successful charter transition, alleviate strain on our core services and address our community's most pressing challenges. Before I turn it over to Director Kinard to walk us through these proposed allocations, we need to move and second the substitute exhibits that were included in the Tuesday memo and posted to the agenda. Colleagues, that is this spread sheet here for the substitute. Can I please get a motion and a second?

**Speaker:** So moved.

**Speaker:** Mayor Wheeler: commissioner Mapps seconds. And that is the only one we need now, is that correct, Director Kinard. And this is technical. So unless anybody has any objection, why don't we call the roll so that we don't forget to do

this later.

**Speaker:** Clerk: [roll call].

**Speaker:** Mayor Wheeler: motion carries. So we'll wait until after director kinard's presentation for any additional amendments and just so people know what the game plan is here, we will discuss those amendments. First of all, we'll seek a motion and a second, we'll have a discussion on those amendments. We will not vote on them yet. We will then take public testimony and at the end, then we'll have a further discussion, we'll vote on the amendments and then the main package. Director kinard welcome.

**Speaker:** Good afternoon mayor and members of the council. For the record, my name is jessica kinard. I'm joined today by jean marie ford and robert chainy who are our supplemental budget coordinators. Today we'll bl briefly walking through what's contained in the ordinance before you. We also previously changed these at a work session held last Thursday. We will be walking through for folks doing the filing and we'll also be putting online what's known as exhibit two which has a little more contextual and narrative we'll briefly be walking through the summary of changes in these ordinance. So there are a number of proposed realignments. This is cost moving money from one place in the budget to another place in the budget. The first is \$250,000 for graffiti removal that's being moved from the public environment management office. Also \$100,000 is being moved from the program for the specific northwest college of art. \$163,051 is being realigned for a planning manager position. \$250,000 is being transferred from the Portland police bureau's budget to the street services coordination center for diversion program work. And then within the bureau of prosper Portland, two million dollars of arpa resources is being reallocated from a project that was originally allocated for small business eviction and stabilization and operational support and that money will be made

available for local small business repair grants. Finally, the last re-alignment is another \$500,000 allocation from the Portland police bureau's budget to the street services coordination center for community safety transition work plan work. The next section of changes are draws on contingency or draws new allocations of general fund one-time resource. The first item is actually a retaining of \$5 million of contingencies. So this is the funding that will be available for you throughout the remainder. The second item is placing \$1.9 million into a policy set aside for charter reformed transition costs that is pair Wednesday a \$2.1 million allocation that is going to be allocated as part of this ordinance today to address immediate transition cost needs. There's \$136,043 and two positions to address procurement turn-around times in the office of management and finance. \$632,300 to support a classification and compensation study with our protech 17 labor partners through the bureau of human resources. \$185,390 to repay a levy loan early and save on principle costs as well as ongoing funding as a result. There's \$265,000 allocated to the bureau of human resources for classification and compensation pay equity. \$200,000 for the bureau of human resources to support telework agreement training. \$377,250 also to the bureau of human resources for employee central implementation. This is to migrate our payroll system from their existing software. \$462,780 for implementation of our new s.a.p. System through the bureau of revenue and financial services. \$250,000 for city hall security improvements. Then \$200,000 to the bureau of planning and sustainability for dark skies funding. \$250,000 to the Portland fire and rescue bureau for a firefighter memorial. \$360,000 to the bureau of transportation to conduct work in concert with our vision trust partners and then an additional \$185,000 for the bureau of planning and sustainability to conduct staff work and partnership with the vision trust. \$300,000 for a citywide business district parks and neighborhood street and tree lighting.

That funding will go to the p.m.o. Office. \$118,000 for Portland courthouse square for expanded security through the fiscal year. \$200,000 for pcc future connect programming. \$50,000 to help family promise of metro east, a new affiliate of the promise organization helps serve families experiencing homelessness in northeast and southeast Portland. \$150,000 for literary arts. \$380,000 work with venture Portland to

**Speaker:** > the plans developed regarding future of work in every Wednesday programming. A million dollars to fund 0 bRyant square capital funding work through the parks and recreation bureau. \$190,000 to for a limited term position to lead the city wide litigation banking project. \$200,000 to evaluate existing fire stations and facility in partnership with the housing bureau. \$150,000 to build a land bank to assess the city policies and regulations on the cost of building housing. \$3.89 million to continue the current level of of the impact reduction program. \$150,000 to provide towing support for the bureau's abandoned auto program. A million dollars to provide funding and uphold the commitment to fund a provider staff wages. \$250,000 for the fsc's safety needs as support to limited term ft4 private security guards to support the impact reduction program's work. \$150,000 for an additional firefighter to provide support also for the fsc program and for their navigation workers. \$140,000 to support fund an executive assistant for the community safety division director. To provide capital construction costs for the designated camping sites. \$12,845,000 to support operational costs for those three new sites and this is funding for the remainder of the fiscal year. \$1.5 million to expand staff capacity for the city incident command team and this is also funding for the remainder of the fiscal year and finally \$3.5 million to start a 50-person city employee navigation team to increase connection with individuals experiencing homelessness and available service and this is also funding for the remainder of

the year. There are a number of adjustments and draws upon policy set aside funds. These are funds that were set aside for specific purposes. So \$89,000 in special appropriations is going to the metropolitan levy system project. \$335,000 in the community safety division is going towards behavioral health emergency coordination center work. \$670,000 is going to the Portland bureau of transportation for costs related to the o'bRyant square. To establish an emergency response fund and \$200,000 is going to the attorney's office for legal settlement costs that were authorized by council and then an additional \$129,000 to restore our legal priorities reserved to a balance of \$300,000. In terms of funding sources, the allocations that I walked through with you all just now are funded primarily by five different sources. The first is \$13.85 million in capital set aside. This next is \$16.86 million in general fund unrestricted contingency. Those two are predominantly a result of the excess available balance which the mayor mentioned in his opening remarks. And then \$8 million is coming from a one-time general fund reduction to the joint office of homeless services. Another \$1.125 million is being reallocated from American rescue plan act resource that is were originally appropriated for commercial activations and retenanting. And \$3.8 million is being reallocated that was originally budgeted in the Portland police bureau and not to be needed in this fiscal year. The last item that I will mention is related to current appropriation level changes. So these are changes to next year's base budget allocation. The council is able to preemptively allocate funding for next year's base budget. The items that folks are seeing on the screen are all related to items that council already passed in the technical bump with the exception of the last bullet point which is just increasing the general fund discretionary in the procurement division by \$235,202 in order to fund those two procurement specialists. So you'll recall one of the draws on contingency is to help us improve our turn-around times

making sure those positions can be ongoing and be sustained into the future. In total, the ordinance in front of you adds 85 positions to the city's authorized f.t.e. And 79 of those are limited term. I will pause and see if there are any questions. If not, I will turn it back to you, mayor.

**Speaker:** Mayor Wheeler: very good. Colleagues -- no. Excuse me. You heard the rules of order and decorum. Please, have a seat. Thank you. No. It's not. This is not the time for the public. This is the time for the council. Public testimony comes later. Thank you. Appreciate your understanding. Colleagues, any questions? Very good. So, colleagues, we'll now hear and second any amendments. After amendments have been placed on the table for discussion, of course, we'll have public testimony. We already heard my first amendment and adopted it. It was the substitute exhibits one, two, three, and four. I do have an additional amendment. I'm not going to ask us to vote on it yet. I will ask us to hold this over through public testimony because people might want to testify it. I would like to make a motion as follows. This is an adjustment to item 979 as filed to include directive e. The city financial policy f.i.n.-2.03, financial policies waved and this ordinance does not allocate the required 50% of general fund discretionary revenue exceeding budget for infrastructure maintenance or replacing in the subsequent budget process. I move this. Do I have a second?

**Speaker:** Commissioner Ryan: second.

**Speaker:** Mayor Wheeler: commissioner Ryan seconds. Any other amendments, colleagues? Commissioner Ryan.

**Speaker:** Commissioner Ryan: I read it. It's not with keylin, right. Just confirming. Got it. Okay. Motion number two, motion to make the following adjustment to item 979 as filed to include directive f. In addition to adjusting to any reallocated joint office of homeless services funding included in exhibits to this ordinance, the

Portland housing bureau shall refrain from advancing \$7 million of the funding allocated in the current year's budget to support the joint office of homeless services unless and until the county commission approves an additional allocation of at least \$15 million. \$12 million towards rental assistance and additional \$3 million for legal defense financial assistance. The county is planning to vote on a proposal to increase funding in December. Should the county not approve this additional funding, the city will take action to reappropriate the \$7 million in the city's funds towards the rental assistance and eviction legal defense financial assistance.

**Speaker:** Mayor Wheeler: commissioner Rubio.

**Speaker:** Commissioner Rubio: thank you, mayor. I would like to offer a friendly amendment to what commissioner Ryan has put forward. It's unclear to me actually --

**Speaker:** Commissioner Hardesty: point of order, does commissioner Ryan need a second first?

**Speaker:** Mayor Wheeler: legal council. Yes, I'll second for the purposes of discussion. Commissioner Rubio.

**Speaker:** Commissioner Rubio: thank you, commissioner Hardesty. It's unclear exactly how much is the rent assistance versus the legal services related to eviction prevention. So, for that reason, I offer an amendment to strike paragraph two and ask that this council leave it up to our colleagues. And partners of the county to decide how they will be dividing up the rent assistance if they deem it necessary. This is also based on clear information from the county that the board is in 100% agreement on the need for rental assistance for vulnerable Portlanders. What it is is a, it's paragraph a. I move to strike the paragraph that reads at least \$12 million towards rental assistance and an additional \$3 million for legal defense and

financial assistance.

**Speaker:** Commissioner Ryan: i'll second that.

**Speaker:** Mayor Wheeler: if she's proposing that as a friendly amendment, if he agrees, does it require a second?

**Speaker:** Let's go ahead and do a second.

**Speaker:** Mayor Wheeler: out of an abundance of caution. This would be an amendment to the amendment. Commissioner Ryan is seconding the amendment to the amendment. Is there any further discussion on the amendment to the amendment? Seeing none. Let's take the roll on the amendment to the amendment.

**Speaker:** Clerk: [roll call].

**Speaker:** Commissioner Hardesty: actually. I understood exactly what you said, mayor. Aye.

**Speaker:** Mayor Wheeler: so the amendment to the amendment is now adopted. We also have commissioner Ryan's amendment, we'll call it Ryan 1 which is on the table as amended by commissioner Rubio and we'll leave that open until after the public discussion as well.

**Speaker:** Commissioner Ryan: sounds good.

**Speaker:** Mayor Wheeler: colleagues are there any further amendments?

**Speaker:** Commissioner Hardesty: thank you, mayor. I have a question for commissioner Ryan. I did not see any place where the city was allocating resources for eviction relief. But I see a -- you had a requirement that the county would pay some dollars for legal defense. So what do you believe the city's role will be in eviction defense moving forward?

**Speaker:** Yeah. The so basically if they don't take action, then we have \$7 million set aside that we will reappropriate through the end of this fiscal year. We want to



ensure that we don't have people evicted at the same time and so we wanted to make sure -- this is safeguard and so that's why it's in there. The coffers of the peoples' money at the current time rest at the county.

**Speaker:** Commissioner Hardesty: but the city has used federal recovery dollars to actually fund eviction defense. And so my question is just simply, is the city planning to make the same kind of commitment that the county's making?

**Speaker:** Our allocation, commissioner Hardesty, is dried up. So we have to make sure that we ask to leverage the money from the county.

**Speaker:** Commissioner Hardesty: but we're still talking this fiscal year.

**Speaker:** Commissioner Ryan: yeah.

**Speaker:** Commissioner Hardesty: thank you.

**Speaker:** Commissioner Ryan: yeah.

**Speaker:** Mayor Wheeler: very good. Thank you, commissioner Hardesty. Does anybody else have any amendments they'd like to put forward? Very good. Keylin, how many folks do we have signed up today?

**Speaker:** Clerk: we have 59 people.

**Speaker:** Mayor Wheeler: okay. So we have 59 people signed up today. That's quite a few. We want to make sure we have the opportunity to hear from everybody who is signed up which means we will strictly enforcing the two-minute speaking -- excuse me. No. Again, look, if people cannot abide by the council rules that were both posted outside and reiterated by legal council, we'll clear the chamber and I would like very much -- excuse me. If you have signed up, then you get to testify. Otherwise, it is not your turn to speak. Period. Thank you. For those of you testifying today, please take a moment to switch to gallery view on your settings if you are speaking remotely. This will allow you to see the timer which will be set for two minutes for each speaker. When you have 30 seconds remaining, the timer will

sound and it will turn yellow. At the end of those two minutes, the timer will sound again and the clerk's office will mute you and will move on to the next speaker because we want to make sure that everybody has a chance to be heard. Keylin, go ahead and call the first three individuals, please.

**Speaker:** Clerk: thank you, mayor. First up, we have katelynn day followed by tim mccormick and leah cabler.

**Speaker:** Hello commissioners. So i'll get started. So I'm assuming a lot of this money is set aside for contractors and worse, potentially outsourcing those funds to business districts and neighborhood associations so they can personally hire the contractor. To me, that sounds a lot like an enhanced services district and I want to remind you that there was an audit that happened. And now mysteriously the staff you hired to be in charge of that. And not to mention clean and safe is currently in violation of the contract by willfully not participating in the audit process. For the operations and distinction on campus. So yesterday sam adams had a webinar where he mentioned the service provider he really liked and how he secured the perimeter and I thought it was funny that kept being brought up. That sounds a lot like private security and the organization you're talking about is urban alkami. That means that the workers are not licensed security despite the exact activities you described last night. And it was great to -- the mayor's office is now self-described and it seems like there's full intention to bring them to Portland. And so we promised there would be an rfp and a public process and this is just a simple question of what is the timeline for that. How is this money going to be dulated out and how can public be involved in this process and where this money is thank you.

**Speaker:** Clerk: next up, we have tim mccormick. Let's move on. Leah cabler.

**Speaker:** Mayor Wheeler: look, this is the last time I'm going to say this to you, you don't ask questions from the -- this is the time for public testimony. And, if you're

signed up, when your name is called, then you can testify. This is our chance to hear from you. But you're interrupting everybody else who's waiting to testify and this is the last time I'm going to remind you. Thank you. Good afternoon.

**Speaker:** Hi. Am I going? Are we ready? Okay. My name is lea cabler and I've lived in Portland most of my life. I'm 51 years old. I have two daughters hazel who's 20 and fanny who's 22. They were both born and raised here and I'm here specifically to talk about what I saw in the plan as the white elephant in the room. I -- my daughter franny has profound disabilities. She has cerebral palsy and epilepsy. I navigated it for 22 years and I know how personally terribly involved and what a labyrinth it is. And when I'm looking at this houseless plan, I also work with young adults with intellectual and physical disabilities as well as the special olympics athletes as their yoga teacher. So I love that community and I can only assume the community of houseless people that don't have the support that the people that I work with. So my biggest concern is how are we going to possibly resource for those people, for their whole lives. This plan doesn't even begin to talk about the diversity in the disability community. And I don't see that them rising to the top. So I love this city and I love people with disabilities in particular and I don't see them being served in this plan and I don't have the answers, but I know that we have tremendous capabilities and we have people have already implemented some of these plans or throwing some of these ideas out and I just want these voices to be upfront.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: next up, we have songa..

**Speaker:** My name is songa, that's my african name. My colonized name first, I want to say it remains freedom. That's what we're here for. We are on stolen land. Our community, I must address you, wake up. These thieves are taking taxpayers'

money doing whatever they do not have the right to tell us what to do with the money that we are paying them. How many times have we been in this ridiculous systematic cycle of them being parasites knowing that they're making us the mode of production. We need black community control. These white colonizers are never going to give you the tools not to be colonized. They can solve the problem today. They've had trillions of dollars over years to solve the homelessness problem. Put them in houses for free. You can do that. We will not need rental assistance if you made it affordable. We will not need eviction coverings if you would not evict. You can solve the problem. But you don't because you're not making money. Everyone up there needs to be fire. Needs to be replaced with black and brown community members that no what to do with the money and we will as a community unite together to destroy this mode of production. Black power.

**Speaker:** Clerk: next up, let's go to tim mccormick.

**Speaker:** Mayor Wheeler: welcome, tim.

**Speaker:** Clerk: tim, you're muted.

**Speaker:** Hi. Sorry. I'm going to have to come back in a little bit. My connection is breaking up where I am. I'm driving over to a starbucks.

**Speaker:** Mayor Wheeler: very good.

**Speaker:** I'll be back in 10 or 15 minutes. Thanks so much.

**Speaker:** Mayor Wheeler: drive safely.

**Speaker:** Clerk: next up, jessie presley grewson doesn't look like they're here. Let's go to david hopper. Online.

**Speaker:** Hello counselors, thank you for giving me the opportunity to speak. I'm going to keep this very brief. I believe this budget allocation needs to go primarily towards the root of the issue and I'm not hearing that that is being done. The root of the issue is getting people onto housing. This needs to look like hotel

conversions, long-term rental assistance, subsidies for landlords what someone has already said. Especially for folk who is are consistently traumatized by the experience of living outside. The systems that are required to get into housing as it stands are unnavigatable. So if the city is truly serious about solving this housing crisis, it really needs to go to the root of the issue on these solutions. And I am heartened by some of the amendments that have been stated so far, but I really don't think that they go far enough. We just need to give money to get into housing and these as simple as it gets. Thanks.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: next up joann. Joann, you're muted..

**Speaker:** Can you hear me now?

**Speaker:** Clerk: yeah.

**Speaker:** Thank you very much. My name is joann reese. There's nothing strategic or innovative about internment camps. It's a fascist tactic to gage who in society matters with and who will be next primarily working remotely and nonresponsive to e-mail or phone. Shelters and encampments are not housing. Homelessness ends with a home. Of 95 nibdzs six internment camps are proposed. Working poor and working class neighbors precariously housed and unhoused. Where's the arpa funding has squandered while homelessness is expected to increase in 2023. There are plenty of cannot hotels and apartments. Housing bond funds were slated for housing, not internment camps. In a flood risk area and a lents neighborhood with little to no resources. Every neighborhood needs to share the responsibility remain dignified housing for unhousing and precariously housed neighbors. The social experiment is predictive of a future land grab by developers and realtors and diverse neighborhoods of poor, working poor, and working class people housed and unhoused already victims of sanctioned light and historic disinvestment.

Neighbors should not collaborate in the placement of neighbors and internment camps. Poverty should not be criminalized. Thank you.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: next up, we have daisy kinonias.

**Speaker:** Hi everyone. I am a former planning commissioner, former multinomah youth commissioner and a life long Portlander. I'm here today to express my concern with the proposed sanction encampments and further criminalization of our homeless population and the funding to go with it. I fear this proposal puts political expediency and optics that serve powerful business first and puts the actual well-being of our homeless residents as an after thought. It is not necessary to criminalize people who live outdoors in order to create effective, pragmatic and humane solutions to get people housed and give folks resources to stay housed. These millions of dollars would be better spent preventing further homelessness with the state's allowed rent increase of up to 14.6% for 2023. I'm deeply disappointed in the lack of ethics that commissioner Ryan's office displayed. Causing many people who signed up to testify early including folks who are homeless or have experienced homelessness to give away hours for their testimony. If we look to our neighbor up north, we can find a more just city model. For both residents and service providers. People choose to join because these encampments because they have a desire to change their lives and these are people who have transferred out of homelessness or addiction. I was glad to hear about some of the amendments today, but like others have said, I don't think they go far enough.

**Speaker:** Clerk: next up, we have amber c let's move on to ben kshgzlpsa. Go ahead, ben. Of the.

**Speaker:** Hello everyone. My name is ben copsa. I'm a housing case manager with

transition projects. First of all, I just wanted to second what songa said. Started this off with a bang. You know you have the funds and you have the solution in front of you. There's no research to necessary to look at whether what is needed is housing and instead of going into running basically parking lots for people to work with one entrance is what I've heard. That's just really concerning. So the joint office of homeless service does and this year they got something around a little over 5,000 folks with \$27 million and a multitude of low income tax credit apartments for 30% and under area median income folks, you could house -- you could give a third of the homeless Portlanders and Portland an apartment their very own unit so you want to could habitate you can double that number and you know that and I'm just a concerned citizen who started in this field a month and a half ago. If I can find this out, I don't understand why -- well I understand why you're not going to address it this way I guess this is what Portland's about. It's a business first, not people first program that we've got going on.

**Speaker:** Clerk: next up, shannon kerns.

**Speaker:** Hello, can you hear me? I'm on my phone and i! U.s. Want to make sure.

**Speaker:** Mayor Wheeler: yep. You sound good.

**Speaker:** Thank you so much. My name is shannon. I'm a mother of two, a writer, an educator, and a southeast community member. I like many others in the space have spent countless time and energy coming to these gatherings trying to reason, plead, beg, and argue with our elected officials for better support and resources for our communities. I see no change in our living conditions. I only see the same flat face of indifference on those who hold power to change the conditions in which we live under yet all I hear are empty promises and the same crap package we have been choking on for the last two years but in more prettier and deceptive language. Our elected officials have proven time and time again to be useless and inefficient

putting money into policing and surveillance does not address the root causes of houselessness and poverty. Putting money into internment camps under the guise of some court for our most marginalized community members does not make sense. This budget does not address those who will soon face eviction after not being able to meet rent as our rent increase went up as high as 15% and we'll be driving our houselessness rates even higher. I no longer will be wasting my time trying to convince you of my ewe man tea and the human tea of others in my community. I call by my power, my time, and energy from all of you. To my fellow Portland community members, I speak directly to you. Temperatures are dropping to below freezing levels. You can make a difference. What would it look like if you spent one day a week going around your area where you live, witnessing people die providing support. You could go and make burritos put them in a sack lunch with a water bottle, drive around, pass them out. Stock up on hand warmers, tarps, give money to folks on the ground who are doing the work. Let's stop wasting our time on a city that doesn't care if we live or die. I also want to uplift the great --

**Speaker:** Clerk: next up we have donavan scrubs.

**Speaker:** Mayor Wheeler: welcome.

**Speaker:** My name is donavan scribes and I wear a number of different hats including the communications manager at the community alliance attendance. The leadership of the Portland nwcp. I served on the multinomah county charter review committee and through my platform, gentrification is weird. I have been working to revitalize george park in the heart of st. John's. This week, I learned from a co-worker about a woman who's five months pregnant that received a 72-hour eviction notice this week. These type of notices have been on the upticks ever since the safe harbor directions expired last month. Ful later this afternoon, i'll be speaking to a senior who got notice that he'll be receiving the new highest allowable rent hike at



the beginning of the new year of 14.6%. Along with the rest of his neighbors at his four plex and right now, my friend who works full-time is a parent to an elementary school student and volunteers much of their time and spending off their landlord as they wait for money to come in to prevent an eviction. This is our housing crisis. I'm struck by the politics, how the politics of this city in the past few months in particular around housing and homelessness. Nobody wants more people living on our streets but somehow the profiteering conditions at the heart of the issue seem to continue the rule discourse. Why are we okay with defunding the gohs as a political tactic. Why are we not simply working together to put dollars we already know in the hands of the people who need it most to stay housed? I'm not going to be able to get all my comments in the 2-minute mark, but I do want to say it is ironic that I'm here because I wasn't here when I signed up to testify, it was days ago, not for housing comments, but because of the funding effort around george park. I appreciate commissioner Rubio and her efforts to uplift our efforts and we look forward to working with you to continue to push forward a vision to revitalize a park which has a number of homeless people living in it right now.

**Speaker:** Mayor Wheeler: thank you, donavan. Clerk next up, we have david wyland.

**Speaker:** Mayor Wheeler: welcome.

**Speaker:** Hi. Thank you. I'll be brief. Resident of northeast Portland. This is my first time testifying here. I initially was so pleased to see folks and leaders taking on this crisis. I think it's a crisis when just one person has to sleep outdoors when they don't choose to. It was increasingly horrified I would say by the actual proposal here to criminalize sleeping on the streets. I myself have found myself sleeping in my vehicle without adequate housing being harassed by the police for it. I think if you haven't been in that position before, it is impossible to describe. My only ask for

you today is please don't allocate this money unless it's going into the hands of unhoused folks or unless it's building housing for unhoused folks. Thank you.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: next up ashley scofield.

**Speaker:** Thank you. I want to thank all the people before me. This is what community looks like. When I first moved back to Portland nearly six years ago with my small family, we lived in the lents neighborhood. It was painful every winter to walk past our unhoused neighbors. I started volunteering. I became a neighborhood volunteer member. I created warming packs filled with warm socks, snacks, and a few dollars and carried that around to give to someone who asked needed some help. I followed donated to organizations doing the it was that experience that really opened up my eyes. I learned it would be a long and that was just for ten people. It's not a check the box process. You cannot force people to do anything they are not willing and ready to do. That is now how you help people heal so they can live in an autonomy for themselves. This plan that you want to pay for adds to thoughtfulness. This plan shows a lack of research, stakeholder engagement, poor planning and fiscal responsibility by the leaders. Nothing about this plan supports people first. Nothing in this budget supports the work being done in the city. Instead of concocting your plan and not identify people crisis. The city should have listened to people who are homeless and those who are direct service providers. What this plan of yours does is appease the house people who want to live back in a generation where Portland was clean and safe. As a dedicated community volunteer, I want you to know I live in a clean and safe city and to make our unhoused neighbors the villains is deplorable. Those are the people you listen to. Thank you for your time.

**Speaker:** Clerk: next up, we have matthew randal. Followed by jeffery leticote.

**Speaker:** Mayor Wheeler: and, if you're up stairs, can you just shout-out. Jeff, come on down. We'll do somebody else in the meantime. She's called your name? Come on down and we'll get you in as soon as you get down. But we'll go to the next person first.

**Speaker:** Clerk: let's go jennifer ebbins. Lakesha mini weather. Jasmine fredrick.

**Speaker:** Hi. Thank you for opening this meeting.

**Speaker:** Mayor Wheeler: welcome.

**Speaker:** My name is jasmine friedrick. I live in the inner southeast. I don't think I can say anything new or better than the compassionate testimonies of the people before me about the only thing that homeless people need is homes and that we have the money to build it, but I wanted to bring up another point about how this plan can be worse than doing nothing. It is my understanding that homelessness is actually already criminalized in Portland. Camping is illegal and the only reason there have not been sweeps on many of the homeless in my neighborhoods is that there is no place to put them. These shelters are full. People do not want to go to the shelters because they are also not a solution where they get separated from their friends, family members and other resources in their community and are bound to a very strict set of rules for some reason. Allowing providing just will give Portland police and whatever other private contractors were talking about to come harass homeless people in our neighborhoods. And every time there is some sort of sweep is incredibly harmful. People lose everything they've been working for, they lose their communities and I don't think I need to tell anyone how the police are. I don't think any of it's a stupid idea. I yield my time.

**Speaker:** Clerk: next up, we have chris l.

**Speaker:** Hello. Good afternoon commissioners and mayor. I am a community member. I am deeply alarmed about the role of private security. People that are

unhoused in the groups that support them are not included in the planning. I know that we can't convince you to change the decision that you've made to move forward with sanctioned camping sites and criminalization for those who don't participate, but I do think there's still room for creating a program that works for everyone and by everyone, I do mean those who are unhoused, who are most impacted that the crisis is that which they are feeling and that it is not the crisis for the -- i'll move past that. My question -- will there be a plan beyond criminalization for what to do when someone has a physiological stress response to the situation in one of the camps? At this point, that's not what I'm hearing. And, will surveillance be part of the private security and how are people's rights to privacy be protected. How is assessment and accountability going to be built into this program. On October 26th of this year, the executive director on agency of homelessness delivered a message to collaborate and not criminalize. There was a tool for principles for addressing encampments that was released in the summer. And, within that, there was reference to an article in 2018 for caution when considering sanctioning encampments. I encourage reading all of those and it's not clear to me that's what's being done by this group. I think that on principle one, those departments include encampment residents and mutual aid groups and they play a vital role in saving lives in the city even if they're not recognized. There are many in the community and I think housing first program should have been the only investment proposal and I think they are still. Thank you.

**Speaker:** Clerk: next up, jeffery leticote.

**Speaker:** Mayor Wheeler: thanks for coming in.

**Speaker:** So this will be brief because it's only two minutes right. Seems to be too little time. There are clearly people who are articulate, adept, and confident and you need to sit down and talk with those people I think. A lot of this is throwing out of

the garbage issue the camps are a mess and why that's perpetuated by the media showing the same images over and over again and I'm with you. It's unexcusable to empty out a garbage pale and leave all the pales around. There are no excuses, but maybe there are some extenuating circumstances and I think ya'll are personally responsible for those extenuating circumstances. For example, the policy of suites itself. You shifted from arrests and prosecutions and you wanted to send a message to the broader community of the homeless to deter them from camping. That didn't work. So you shifted too. And, what that did, I watched it happen and I watched people shift the way that they live from now they're not going to the supermarket to buy food. They're not carrying heavy cooking gear. They're doing fast food. They're not using -- they're not safe guarding their goods and taking lousy sleeping blankets and trashing them and moving along. The simple act of cleaning up after the homeless people communicates to them go ahead and leave it behind because it's going to get cleaned up. There are some people that just don't have any excuses at all. You know he because they don't need an excuse because they're not messing things up and the way that you judge and punish everybody for the few is wrong, you know it's wrong but you're going to do it anyway because you've been doing it all along. Think about what christ would do in this situation and you know in your heart, it is not what you people are doing. And I suggest that you start praying about it because I want you to be right on these things and if you end up being wrong, you're going to need to pray too because I've heard several vietnam veterans saying they're very well trained. They're going to cut the head off of the snake and that's you. That's what you -- [applause]

**Speaker:** Clerk: next up, we have don porth.

**Speaker:** Mayor Wheeler: welcome. Thank you for being here.

**Speaker:** Members of the City Council, thank you for the opportunity to speak

today. My name is don porth and I represent the david campbell memorial association which is a nonprofit that was established in 1913 to care take the legacy of fallen fire chief david campbell and the other firefighters who died in the line of duty for the city of Portland. While I fully appreciate the special needs the city faces today in human services and public safety. Commissioner hardesty the plaza project into the budget monitoring process and I hope to explain why this is important to the city. Our project intends to renovate the property between southwest adder. The years have not been kind to the space and it's in serious need of attention. We're committing to work with the city to renovate this site. Our goals include renovate the david campbell memorial which is served for 94 years. Create a memorial wall to recognize and interpret all 75 Portland firefighters who've given their lives and service to the citizens of Portland over the last 169 years. Interpret the unique and notable architectural on the national parks service industry of historic places. Display the messenger bell and respond to the fire of that year. Include a community gathering success calls for the asset owner. We need your support and partnership. The site was built on public donations, the land was over the past 94 years. We would like to work with you to set it up for success over the next 94 years. Thank you for your time.

**Speaker:** Mayor Wheeler: thank you for your testimony and your continued work.

**Speaker:** Clerk: next up, we have sarah baker.

**Speaker:** Mayor Wheeler: welcome, sarah. It is Portland leaders. Spending millions of our money to criminalize the houseless and do nothing, absolutely nothing this isn't just kicking the can down the line, this is actively traumatizing people that are already traumatized. This proposal is squandering millions of dollars which as my experience doing volunteering and mutual aid. It is amazing how much a small amount can go when you can be actively solving our housing crisis by investing in

real solutions. Number one, as my friend said, the cost of living in this city is outrageous. And so how can someone get a leg up, let alone how could you afford anything in this city. Some ideas as to real solutions, thanks to welcomehome.org. Community based organizations in the city. There's a lot of organizations that are doing really great work and if you just speak to them, you would know that the money you're spending is being wasted. Hotel motel conversions. Landlord incentive programs like multinomah. Regional long-term rent assistance. Tiny home villages. Support the creation of new regional revenue stream dedication to the skruks of preservation just ten years of affordable housing that is affordable to people living in a zero to 30% ami. We are talking about senior citizens, families with kids, all the people in between that all deserve a home. A door they can close and a hot shower so that they can actually step outside and be a human in the world. So please reconsider.

**Speaker:** Clerk: next up, we have terry foster.

**Speaker:** Hello, council. Sorry I can't be there in person. I'm terri foster. I'm here to continue on with the testimony present forwarded to you. I want to talk a little bit about this memorial. It was August 18, '81 when Portland firefighters james read would die of a heart attack after pulling a fire engine up a long hill. No memorial exists to remember his sacrifice. Four additional firefighters would die in the line of duty before the infamous death of david campbell. Twelve more firefighters will die in the line of duty before they was dedicated to the public. Some time after thanks, the memorial was used as a tribute to all fallen firefighters. Today, 75 members have made the ultimate sacrifice. This Saturday will mark a year since our last death of lieutenant jerry richardson who died in the line of duty with cancer. The david campbell memorial site has been an unattractive place surrounded by busy streets often left dirty and unkept. Although I know you face a lot of challenges, this is

something we've been working on for some time. And in 2016, me and all the firefighters of Portland firefighters association local 43 donated \$100,000 towards this. The city did shortly thereafter assist as well by putting in an additional \$100,000. We realize the tough time. We understand that this funding would only begin to help us rebuild this site, but we do believe there's a place, a true tribute for fallen firefighters taking the ultimate sacrifice. Thank you for your time. I yield the rest of my time.

**Speaker:** Mayor Wheeler: thank you, appreciate it.

**Speaker:** Clerk: next up we have rio chanel monkreif, doesn't look like they're here. How about hayley mononolen.

**Speaker:** So, first off, just let me say I am affiliated with the cult of the dead cows activist group. The founder of our group is bill clinton's former cyber security advisor. I was arrested at a hospital in 2020 because I thought I was houseless. While hemorrhaging during a failed abortion and my mother died while I was in jail on mother's day 2020 suddenly and unexpectedly. I got out of jail, buried my mother while you, ted, were telling us we couldn't have an uprising because your mother was sick. You raised \$400,000 in six days. I was ran over by joe bigs. I was kidnapped, brutally raped and almost murdered by the jipsy joker motorcycle gang, a gang you did nothing because it's in the city's interest to rid themselves of the activists, but it's not in the city's interest to solve the houselessness crisis. You criminalized broken individuals, not the violent individuals who hurt citizens of Portland. We know houselessness is on the rise due to several factors. Decrease accessibility to mental health care. Rising rent inflation, high energy cost, high gas prices and the list goes on. Your shelters are reminisce ant of jails. Bunk bed after bunk bed close to people during a pandemic. The solution to this crisis is not technicratic. It's common sense, ted with community partnerships not to supply



jobs for the city and filter these individuals into the criminal justice system. How many nights are you willing to sleep in your own shelters in this city, ted? You are willing to get tear gassed. Are you willing to sleep in a shelter amongst the screams and the mental health patients that have no access to care. We activists will fight back. We will clean this city and dump the trash on your doorsteps and on the steps of city hall. We will occupy. We will not stop until the city meets our demands and this time it will be obtainable. The city pays \$1500 a month to provide trash, port-a-potties and a fence at hazel nut grove. And this one community has proven to be self-sustaining on just that every month --

**Speaker:** Mayor Wheeler: so can you wrap it up.

**Speaker:** \$1500 a month for \$5,138 houseless people at 85 camps that houses 60 people. It would only cost the city \$1.5 million a year.

**Speaker:** Mayor Wheeler: you're a minute over so I'm going to ask you to stop.

**Speaker:** And actually invest in permanent or --

**Speaker:** Mayor Wheeler: go ahead and shut it off. We are in recess.

**Speaker:** Mayor Wheeler: -- when you came in here, you all agreed to the rules of conduct and they're both posted outside the chamber. Legal council also read those rules. The purpose of the rules is so that everybody has an opportunity to speak in this chamber. If we have to shut this down again, I'm going to take the meeting virtual meaning we will not be here in the council chambers, so I just want to put that admonition out there. I would request that this be about the policy decisions that are before the council, not personal attacks. Having, you know, threatening our lives, threatening our homes, that's not productive to the conversation. For the record, responding to the last individual for a number of years before I ran for public office, I was a volunteer overnight shelter host. So that responds to the question that she was in fact attacking me for. I see frustration and

disappointment and anger on some of your faces, but those are the facts. Next individual, please.

**Speaker:** Clerk: next up, we have sandra comstock.

**Speaker:** Mayor Wheeler: welcome.

**Speaker:** Clerk: doesn't look like they're here. Let's try sage chick. Okay. There we go.

**Speaker:** Sorry. Is it my time?

**Speaker:** Mayor Wheeler: yes. Is this sandra? Sage.

**Speaker:** No, this is sage.

**Speaker:** Mayor Wheeler: sage. Go ahead, please.

**Speaker:** Okay. So my name is sage and I'm here to talk about what it's like to search for housing and I thought it would be best to do that by sharing three stories just from the past couple of weeks. So the first story is that I called a subsidized housing building to get an update on my place on the wait list and they told me in June that the wait list for that building was one year period. But two weeks ago, they told me there's been no movement on this list in over six months and I'm number 230 in line. Number two at a different building, I found out out of 155, supposedly affordable units, only eight are reserved for people with the lowest incomes while the vast majority are for people making about \$40,000 a year. I was referred to a housing program that helps disabled people find subsidized housing but I was denied because they only accept people who make more than \$1200 a month. And when I asked why their program was set up, they told me their funding was solo they have to focus on helping the people they can house the fastest rather than on those who need services the most. And really it just goes on and on like this trying to find subsidized housing. Housing people is not a mystery. You know how to do it and it doesn't have to be like this. I don't think there's anything special that I

can say to appeal to your conscious or humanity but I wanted to report back in the work that I do in isolation. These stories illustrate how so much of funding goes towards things of so-called affordable housing for people making \$40,000 a year. Leaving those with marginal incomes fighting over the smallest scraps and being denied by programs that can only house the people who need the least help. Thank you.

**Speaker:** Mayor Wheeler: thank you. Appreciate it.

**Speaker:** Clerk: next up michelle hornback followed by danielle monard and molly hogan.

**Speaker:** Mayor Wheeler: and sandra?

**Speaker:** Clerk: they were virtual. Sandra. Okay.

**Speaker:** I'm here. I'm sorry.

**Speaker:** Mayor Wheeler: no problem. Let's go ahead and take you first. Thank you for your patience.

**Speaker:** Appreciate it.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Now? To reiterate, I come here before you for the third time in three weeks. This time someone who shares her house with low-income earners. A house that I purchased in 2013 which has more than doubled in value through no effort of my own. As someone bearing witness to people teetering on the edge of conviction from their affordable apartments, they cannot remain silent. City Council, you are proposing to divert our limited resources \$27 million to be precise to pay \$36,000 per person to keep unsheltered Portlanders in three outdoor camps patrolled by private security. You say that this will allow you to connect people with services. I ask you, mr. Mayor, commissioners Ryan, Mapps and Rubio, what services? Our lowest income housing is full. Rapid rehousing in this very county which has

successfully moved hundreds of people inside in four months and less through moving multinomah and project turnkey. This he are full and underfunded. Residential mental health beds, they too are full. Residential addiction treatment beds, also full. Shelter for transgender residents. Regular couples that are heterosexual. Families, domestic abuse survivors, people with disabilities and people with pets, also few and full. Shelters where black indigenous latinx residents know they will be treated with respect and they too are full. \$27 million in coercion and inexperienced caseworkers will not move people from the streets to indoors when there are no services for them. You know what will rehouse people? Rapidly and prevent low-income renters from losing their housing, \$27 million in funding for proven fast-working moving multinomah and project turnkey. Mr. Mayor, why aren't you visiting houston to find out how they reduce houselessness by 63%. Why are you and why are you looking at l.a. Where 69,000 people are currently houseless? Where houselessness actually increased by 12% in the last two years. Why are you steering Portland careening into a bleak houselessness underclass. Why aren't you talking to houston to ask how they successfully did what they did to keep people housing to get chronic houselessness residents into housing. Why this morning did you announce you will be clawing back \$7 million to stave off aaluminuming eviction crisis only to use it to consign chronically unsheltered residents to a serviceless waste land. Why, mr. Mayor, did you state the Oregonian last week you were okay with losing 802 currently affordable apartments because and I quote, if you want capital, invest in the city of Portland, you can't change the rules midway. Commissioners, mr. Mayor, you have just unilaterally changed the way in the last few weeks --

**Speaker:** Mayor Wheeler: you're over. Let's wrap it up. Colleagues, I'm afraid we're going to have to go virtual. We're going to clear the chamber.

**Speaker:** Clerk: next up, we have michelle hornback, danielle malard and molly hogan. Do we have any individuals.

**Speaker:** Mayor Wheeler: welcome.

**Speaker:** Thanks for accommodating those of us that didn't bring a laptop. Hello 80 o-s unified with the common vision that everyone has access to a safe and affordable home in the region. You stated a commitment involving community based organizations for the roll-out. You heard from people experiencing homelessness but they do not want this mass camps. To spend \$27 million in taxpayer money to implement these camps is not just inhumane, but it's ineffective and wasteful policy. After spending \$27 million as described in this budget adjustment, thousands of people will still be homeless. However, there are proven solutions that this \$27 million can be spent on. And it's contracted community-based providers who helped 4,560 people secure permanent housing in the past year. Spend it on hotel conversions. One of our members for just \$7 million and was housing with within 20 days of service. In just four months with \$4 million. Prioritize learning from smaller size villages. And invest funds we support the idea of the county reallocating \$15 million. But we're very unclear the public is exhausted by watching political stunts and battles that do not have money get into the hands of those who need it most. We're hugely disappointed in allocation of \$100,000 out of \$27 million to evaluate city-owned land for affordable housing development. This does not demonstrate a real commitment to create 20,000 affordable units in ten years. We hope you sincerely consider waiting to divert funds from sustainable housing policies. Thank you so much.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: next up, we have michelle hornbeck.

**Speaker:** My name's michelle hornbeck. I devote 95% of my time into helping the

houseless community get into beds or feed them or whatever it takes. I strongly am so disappointed in this encampment. And I would rather see the money stay in the agencies doing what its done for years that shows that rental assistance that works. That's how people get into apartments that are on disability that only get \$841 a month, there's no way we can pay the move-in cost to even get into. Without those services in place and with the money outfitted to those agencies, then your crisis is going to become worse, like way worse. So I would hope that you would just reconsider like if you want to spend some money, build an apartment complex. If they get it charged, if they don't have an income because we have a lot of houseless communities that don't have an income, then they shouldn't have to pay rent. Portland is a beautiful city and I have been here all my life and raised all my kids here and they won't leave so I won't leave. Right. But we've got to do better, man. And if we don't take care of us who will. This is an extreme crisis that Portland is having and it's so unfair. Housing is a basic human right. And the city of Portland should be making sure that every houseless person has a roof over their head and a shelter is not it in' year, you're only fund interesting for a year. In a year, then where do all the people go? Back out on the street.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: danielle mallard. Is danielle there?

**Speaker:** Hi, my name is danielle mallard. It is so hard to hear you say to stop -- to not be personal in this. This is so personal. This plan is really threatening peoples' livelihood and you can't not be personal about it. As rent skyrockets as well as goods and services and as wages stay the same, I'm scared for what's to come and the impact this will have on overall homelessness. Over 300 people were evicted last week and the rental tax is going to 14.7 in January of 2023. In just the month of October of this year, there were 800 evictions compared to less than 550 in 2019.

Multnomah county housed over 4,500 people through June 2022, but we're seeing so many people still homeless. The number of evictions in October alone shows that people are being priced out of their homes and out of their communities banning and criminalizing people in poverty is inhumane and mass camps are not feasible and not safe. I'll end my testimony with questions for commissioner Ryan who I wish is on camera because it's a lot more personal. Mayor Wheeler, why is the city planning to bring urbanal can mae run these cannel r camps and it only has perpetuated homelessness in l.a. What have you talked about in this plan and why were you using the expertise of people on the ground. The joint offices contract providers helped over 4,560 people move off the streets in secured housing into the fiscal year 2022. Why not invest in empty buildings. Programs like move-in multinomah like successful long-term assistance. Why not look at the numbers of how many homeless people are encarsion rated and in hospitals every night and how expensive that is. And please do your part in keeping people evicted.

**Speaker:** Clerk: next up ethan kramer and jennifer pro.

**Speaker:** Good afternoon commissioners. My name is scott. I'm a long time resident of southwest Portland. If the city has \$20,000. And \$27 million to spend on dumping taxpayer money into the pockets of private contractors like urban alkamie then the city has \$27 million to spend on housing. The city has \$27 million to spend on motel conversions. This will not solve the problem and it is very clearly not a good faith attempt to do so. All of the existing data and all of the places that have successfully lowered their homeless population have done through housing first models. This is not a solution and I urge the commission to vote no against that.

**Speaker:** Mayor Wheeler: thank you. Appreciate it.

**Speaker:** Clerk: next up, ethan kramer. Yep. We can hear you, ethan.

**Speaker:** Hello. I'd like to thank you all for [indiscernible]. I wish that everyone here

testifying against this [indiscernible] some money should be spent on building affordable housing for the unhoused. And the housing should be [indiscernible]. I don't think that your plan is going to be affected to anyone. It's going to be extremely harmful to every unhoused person that plan is blatantly fascist. Anded the fact that you would rather take lobbyists money and listen to Portlanders, I think that we have the solution. [indiscernible] you guys have all the power. You guys need to listen to the people of Portland. Thank you.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Clerk: next up jennifer perreau.

**Speaker:** Hi there. Can you hear me?

**Speaker:** Mayor Wheeler: loud and clear. And we can hear you.

**Speaker:** Hello and shout-out to the folks who have given such high quality testimony. The majority to solve a the problem. Very little if anything to address causes. In others overwhelming evidence and testimony that this will cause extreme harm. Therefore, I think these funds should be spent instead on what they're intended for which is unforeseen emergencies, infrastructure and addressing the long backlog. Furthermore, distribution of public dollars to private organizations is a continuation of a decade long trend and is in part how we got here today. Makes our city vulnerable to corruption and abuse. We have just one case in point, building on what others have the presence of security in and around these camps increase surveillance. Since money is the topic at hand, it should be stated that the city of Portland should be held liable for injury. Also, this budget belongs to all of Portland, but it's being used to meet narrow interests. To it that end, I'd like to name the Portland alliance whose constant and aggressive engagement it should be noted that when broad social issues are put to a vote, the p.b.a.'s resistance effort are in opposition of what voters describe. And they're



outside and they're undemocratic.

**Speaker:** Mayor Wheeler: thank you, jennifer.

**Speaker:** Clerk: next up, we have maggie powers.

**Speaker:** Hi, can you hear me? Great. So my name's maggie. I am a barrier reduction attorney. Basically what that means is I help folks navigate the collateral consequences of living with criminal records or an eviction record. All my clients are homeless or at risk of houselessness so this plan. I think the biggest problem is it's been created by people who are not homeless, people who have never been at risk of houselessness. It's imperative to ask what people who are experiencing homelessness want and incorporate them in the conversation. There's a saying in the disability justice movement nothing about us without us. My clients do not want to be forced to live in an encampment with our everyday actions are surveilled. My clients do not want more criminalization. Of they want rental assistance, legal representation for eviction proceedings, affordable rent, caps on rent increases, an end to the sweepses, criminalization and surveillance how lawyers can demand, but I did one simple math problem. The rent budget could be rent for a year from 1080 county residents and that's just a conservative estimate. That's just one example of how this funding could be allocated to the root of the problem. I know you've already made up your mind, but I hope you reconsider. Thank you.

**Speaker:** Clerk: next up we have alan kessler.

**Speaker:** I walking on this meeting with the mayor was admonishing people in the gallery for being uncivil. I think that it's important to think about what humans need. Humans need physiological -- they need heat and food. They need to be out of the elements. They need to help keep their heart beating. They also need to be safe from physical danger and other things. They need those things for they need anything else. So far what I've seen is the mayor's policy has been to hand out tent

and send boons to kick out people when people complain. Everything I've seen out of commissioner Mapps and mayor Wheeler has been this concern for the athletic. Way up here on maslow's hierarchy, the aesthetic needs of the wealthy live in homes and don't fear any of these things. I saw fear in the mayor's eyes and I think that was happening in that meeting he realized there was no love for him. There was no love for him in this room. There's no love for you in any of the comments I heard because you are taking money that should be used to help people and are using it to do violence. This isn't civil. You demand that you retreat to the cozy comfort of your office, so your physiological, your safety, your belonging isn't affected ultimately to protect the aesthetic of your real base. But there are people who are trying to engage with you on this and don't have the first two. They don't have food. They don't have heat. They don't have safety. They don't know they are going to wake up in the morning and not have their things taken from them and they have to come and be civil to you. So you are not scared. What strength have you ever faced as mayor? You are doing incredible violence to people who have faced things that you can't possibly imagine. You are a coward. You are an absolute coward and is just despicable to see how you are spending this money. Thank you.

**Speaker:** Clerk: next up we have dana coffman.

**Speaker:** I'm calling in today just to express my absolute complete disgust at this budget proposal. It's absolutely absurd to me that you would even entertain the idea of asking for \$27 million and not spending a drop of that money on anything that would go towards housing alternatives, mental health counseling, addiction services, but instead asking for \$27 million to build state run internment camps. I think that's horrifying. I think you should be ashamed of yourself. And since you saw fit to share your history story about being a shelter host when every you were clearing the council chamber whenever you are able to handle talking to your

constituents, let me share a personal experience I've had interacting with people in your city. Last summer when you decided to sweep laurel hurst park where many people had set up camp, I went along with many members of the community to see if we could help. To see what they needed. To see if we could minimize the suffering that you were inflicting upon them. What I found in that experience is I spoke to one woman who was in tears. Young women. I approached her and asked what we could do or what could be done to make things better and she said this is the third time I've had to move my home in the last year and if I have to move my house one more time I wish the city would just euthanize me instead. I wish the city would set up a place where they could get rid of us once and for all because I would rather do that than live this way anymore and that woman was 100% sincere. And I want you to know, ted, that is the city you created. And if you continue this course of action, that's the city you will be remembered for.

**Speaker:** Clerk: next up we have frann michel.

**Speaker:** Hello. It's frann michel, thank you. I have been a Portland resident for over 30 years and a homeowner and land owner for over 10 years and I want to thank all of those who already testified for how the city is addressing house listeners. Like my neighbors, I'm strongly opposed spending the fall budget on mass internment camps and I would strongly support spending it on a housing first approach, as well as on supporting eviction defense and supporting all the services that are currently underfunded and desperately needed. I would also like answer to the question raised about public input in the rollout of this idea and about the audit process. I want to stress although much has been said that is worth taking on and thinking about, I hope the council will, but building concentration camps for un-housed people is a counterproductive waste of taxpayer money. It is not an evidence-based approach to solving the housing crisis. As sandra comstock noted,

we should be following the model of houston, which has reduced houses this and not the model of la, which has tried internment camps and has seen houselessness rise. It's going to get worse if we pursue this policy in addition to the human suffering that is associated with it. The plan can't connect people to resources that don't exist because they haven't been funded adequately. Wasting taxpayer money on a counter productive project is friendly dystopian. I am a little worried about the previous testifier because I'm fearful that we might be moving toward encouraging people to euthanize themselves to get them out of the way. We should not be spending money, taxpayer funds, on things that are going to make the problem worse. Thank you.

**Speaker:** Clerk: next up we have nicole sandoval. Followed by sandy chung and bernard riddle. Sandy, you may need to unmute the room.

**Speaker:** All right. Yes. No problem at all.

**Speaker:** There we go. Thank you.

**Speaker:** Mayor and commissioners, I'm in sandy chung. I'm the executive director of -- Oregon. Your proposal to criminalize houseless when there are not sufficient shelter space in Portland will likely violate the law. Today I often -- from the council on homelessness, the federal agency commissioner to prevent homelessness. On October 26 of this year, -- issued guidance to collaborate [indiscernible] the guidance states in part mayors and other local officials are under pressure to do something, anything. With severe shortages of affordable housing in a pandemic that stretched already strained systems, many are already struggling on how to address homelessness. Blaming and criminalizing and moving people does not stall homelessness or fix the systems that created it. The guidance is clear that policy that criminalize homelessness are quote ineffective, expensive, and actually worsened the tragedy of homelessness". In 2018, usich released guidance on

encampments which severely cautioned one, creating these environments may make it look and feel like the community is taking action to end homelessness on the surface, but by themselves have little impact on reducing homelessness. Two, careening these environments can be costly with money, staff, time, and effort. Three committees can be difficult to manage 4, although often proposed temporary approaches, these prove difficult to close once they open. These will be your enduring legacy. They will be named after you. I want to know the city that followed this type of in la, many empower who had these policies were voted out. It's never too late for you to change course and do the right thing based on the guidance provided by experts like usich and people with limited experience with houselessness. Thank you.

**Speaker:** Clerk: is nicole sandoval or bernard riddle in the room?

**Speaker:** I speak not just for myself, but the mutual. [indiscernible] but also for the dozens of houselessness people who interact with on a daily basis. Absolute no one I've spoken to has expressed the slightest bit of enthusiasm and forced into concentration camps. I want to remind you that. [indiscernible] and place them in camps [indiscernible] and especially not the victims of those traumas. With our capitalist system failing, one of the majority of respect that economists be a how long will it be before there's a new class of unwanted people? I want people to consider their odds for being part of the next class. How many strokes of bad luck. [indiscernible] the city spend exorbitant amounts of money every year on solutions for its houseless citizens. I've been contacted exactly 0 times from any agency or any program trying to offer me any assistance. In the last two years, I've sent numerous emails to any agency or program and they offer any assistance to people trying to get off the street. I received one response saying they only work with property owners who want to rent to houseless people. Every story I read about

social workers offer all of their victims housing, but after having my house stolen several times, I've never seen one. Do not give these people \$27 million. As a solution to this and the solution is he provide actual homes in the support people need to live in them. My peers are saying the same thing. We will not go without a fight. The last politician who fought this war over concentration camps got a hole in his head because people resisted just like we will. And fuck you, ted.

**Speaker:** Clerk: is nicole sandoval in the room? Deb wallace? Michele veenker?

**Speaker:** Mayor Wheeler, president Mapps, and commissioners. Minus michele veenker and on the executive director of family -- thank you for allowing me the time to speak about a program that is already changing lives in a few short months. Metro east is a new independent affiliate of a national organization. We serve families experiencing homelessness in southeast Portland through a community based response. We join over 200 of healing it's nationwide, including five in Oregon and southwest Washington. We operated rotational family shelter in partnership with community organizations and individual volunteers. Currently we have 13 hosts and support organizations in over 200 volunteers and growing. We serve 2-5 families with a maximum of 14 people at any given time. Our family day center families access pace management, computers, laundry, and showers. It is a place where children will be picked up from school. In the evenings, families stay overnight for a week at a time at one of our host centers. There are trained volunteers provide meals, activities, and overnight hosting and families get a private area to sleep. We open our doors in mid July and we served seven families and had many successes, including two of them obtaining permanent housing. Our waitlist is going long, which is not surprising given the most recent data from the department of education identified 1800 children from public schools being houseless. This will represent about 1/4 of our annual budget. Our model is cost

effective as we leverage existing community resources for our partners and volunteers it's a meaningful way to into tangible part to the solution of homelessness. We need every possible solution to meet the unique needs. Family promise one solution. I encourage you to vote yes becoming another available partner in reference to address the needs of homelessness to children and families.

**Speaker:** Mayor Wheeler: thank you. Thank you for your services.

**Speaker:** Clerk: next up we have tim mccormick. Tim, you are muted.

**Speaker:** Okay. Can you hear me?

**Speaker:** Clerk: yup.

**Speaker:** I'm in a coffee shop now. Just had a tour of the starbucks. Anyway. Thank you and good afternoon, mayor and council members. Thank you for being willing to listen and engage on such a polarizing and controversial topic. I name is tim mccormick and for the last 10 years as a designer, advocate, and researcher I have focused on ways to create housing more efficiently, quickly, and centered on those who need it most. Essentially looking at how to build from the bottom up and I've been following this closely. I joined sam adams community meetings yesterday and last week in my person is to say the least you have a ways to go to bring the community around on this, but also, there is an exceptional wealth of care and knowledge and president in Portland to draw upon. We can take this much further than we have now. I want to point you to a story that came up in national media all about today talking about it as a landmark international model. That has housed 50-75 people for 20 years on a city parking lot with almost no government funding. To my standpoint, that's like a miracle in our midst that happening at all and we should be looking how to draw upon that. It's no concentration camp and all. Very empowering community. I've been there many times. I would also like to offer the example and help of cascadia clusters, a nonprofit of which I'm working now. We

hire and train currently former houseless Portlanders to build low cost housing, and I'm presently living in one such house built the building site. We could be establishing operations of these campgrounds hiring people, doing work training, and actually building real housing that would suit a lot of people, just as it suits me. It could be relocated, for example, to village clusters or private residences. We got a lot of creative paths open to us. Let's go for the best ideas. Things a lot.

**Speaker:** Mayor Wheeler: tim, thank you for that and I would be interested in following up with you about that. Thank you.

**Speaker:** Clerk: next up we have nikki jauron followed by madison mordaunt. Nikki, you are unmuted. If you hit star six. Nikki, are you able to unmute?

**Speaker:** Yes. My name is nikki jauron and they are, council members, staff, my name is nikki jauron. Today I signed up to address non-functionality about the idea of tent cities. Since 2011, we found the rental market has grown and prospered while providing inadequate services practices caused market affiliation at record levels. I am personally in eviction mediation, jobhunting, and resource hunting for two years and for two years I have asked everyone for help. I'm going to go ahead and start with the reasons I do not support this ordinance for a list of these reasons. Published people will be subjected to gang violence within the homeless community. This is not an aesthetic that Portland should be promoting. This place is -- and in an event of major crisis it will be affected adversely. Running water should not be a luxury. This creates more stigma. We are the greatest country in the world. Rainwater now contains forever chemicals and is a poison. This is a united nations violation of multiple human rights. This decision is unconstitutional. Housing is a necessity when it comes to stabilizing the economy and helping people get jobs. Animals in our community are treated better than Portlanders. Living outside is externally difficult. Our tax dollars are about to be squandered. Tent cities will



promote and exacerbate preventable diseases the service is a terrible leadership for our children. Climate change there's no way to tell what's going to happen with the weather patterns. Breathing wildfire and smoke affect people's health. People need privacy. People will be subjected to more lawsuits. This is not acceptable. Being homeless is a barrier to services. Many crisis lines are only open Monday through Friday 9-4. This will become a strain on our healthcare system. Many humans already treat people worse than we like to believe. \$20 million for a concentration camp. This is not a band-aid. The current body of leadership has had over a year to do better. They have humanitarians all over the world. Rich people use homeless people as a reason to complain, and future investors will not be looking at Portland for anything but laughs. Thank you very much.

**Speaker:** Clerk: we have madison mordaunt.

**Speaker:** Hello. I have voted every time to help solve the housing crisis and to increase taxes and for every way that we can help people and I am angered that this money has been used to criminalize homelessness rather than to provide shelter for -- to raise one of the most disenfranchised groups of people in our city. Furthermore, the proposal to construct mass fenced in encampments with no safety sites or the ability to cook food while also not providing enough meals per day is ignorant of the real and valid needs of people. It is creating concentration and internment camps, which is abhorrent to even consider. It is so frustrating that the answers exist, that other cities have found solutions. Many other people who have given testimony today have given solutions and ways that this money can be spent and that I can help people. There's no need to reinvent the wheel and there's certainly no need to maliciously and cruelly harm your fellow Portlanders. I urge you to have empathy and reconsider the purpose of these funds and truly exhaust every avenue provides housing to people. Thank you.

**Speaker:** Clerk: next up we have linda buckley. Linda, you will need to unmute the room.

**Speaker:** What's up?

**Speaker:** Clerk: mayer, we are trying to figure out how that room gets unmuted. What we call the next person online and then we can circle back. Thank you. Next we have -- let's go to judy wilder.

**Speaker:** Hi. My name is judy wilder. I live in southwest Portland and had a 20 year career as a juvenile justice worker. An oxymoron because the overrepresentation of black, indigenous, and other people of color. The proposal -- the proposed loan to request \$27 million from the fall budget monitoring process to fund recently passed resolutions and force a camping at van strikes me as a sweep. As my pastor said, we sweep garbage, not people. This budget plan does not prioritize funding, housing, which is a constructive answer to homelessness. The mayor 150,000 to research potential city-owned properties for more affordable housing development seems a poor attempt to make the plan palatable. The \$27 million for financing that create -- the creation of 250 person encampment, security personnel required by forcing vulnerable citizens and enforcement of a citywide camping band is lopsided and a recipe for failure. The proposal lacks respect for the dignity and autonomy of human beings who are houseless. We can do better than this. Thank you.

**Speaker:** Clerk: let's go to linda buckley.

**Speaker:** Thank you. Good afternoon, mayor, commissioners. Thank you for being present and it's been a long afternoon. I am also with the family promise team. I also represent west minister presbyterian church in northeast Portland and the cohort leader of our family promise team from west minister. Additionally, I went to norming licensed social worker, but I'm retired and volunteer free clinic. So, right before covid our congregation, west minister, was approached by family promise. It

was the first time I heard of it and it was a no-brainer for us. We couldn't be a host church, we decided to be a support church, but then covid hit and had to go on a hiatus. Year ago we were approached again and it just again we felt compelled to become a support church, which involves providing meals, kids activities, even host an overnight host at the host churches. We were partnered with central christian and I better talk faster. What drew me to this program is the success rate. It's a 30 year national organization and, as michelle mentioned, there's already been many successes with our local chapter. What I appreciate is a licensed social worker is the respect and empowerment of guests and that there is tough love and compassion, but accountability. And that the average nationally in three months around 75-80% of the guests are placed in long-term housing. I'm a shameless promoter of this program. In the four months I've been involved, the dedication of the board, the dedication of michelle are awesome. This \$50,000 will plant a seed that will have accounts dividend. Thank you.

**Speaker:** Mayor Wheeler: thank you. Appreciate it.

**Speaker:** Clerk: next up, let's see. Sandra stevens or sarah shires. Okay. How about ethan harrison?

**Speaker:** [indiscernible]

**Speaker:** Good afternoon, mayor, commissioners. I have not been in council chambers since the death of -- may he rest in peace. Commissioner Rubio, Mapps, mr. Ryan, mr. Mayor. For the record, my name is ethan harrison. I live in Portland and I'm here to testify in opposition precisely to the mayor's plan. My pronouns for the record are they/them. Before I get to my testimony, I am autistic. I prepared three minutes of testimony today. That is my goal. Other things to know about me. I voted for ted Wheeler first time and I thought I was making the right choice and I was not. Commissioner Ryan, in addition to being a gay person, I voted for you,

commissioner Ryan, because as a person with hiv, I thought you would be a good vote. I was wrong. Other things I want to remember before I get to my points. In 2018, this place, city hall, brutally beat and type police brutality activists -- in recent protests in 2018. For 2017-2018, it was the city auditor's office of the police department their arrest numbers were almost 50% homeless. In 2017 after six years -- was moved downtown. They are still providing housing for Portlanders and have been doing so. They celebrated their 10th anniversary last year. And somehow they were left alone with another data point. In 2018, commissioner fritz and mayor Wheeler alluded to the village of hope. An autonomous village where Portlanders who were houseless say they got to do something. They went up into the woods and they made their own village with housed people and we built it out. This was going to be great. And then, mayor, you sent in the park service to evict them because you said that isn't right. And that's interesting because, mayor, I remember in your first time in 2017 he went out into the streets in an ice storm with an infant died in his mother's arms in a still wasn't clear whether he froze to death. But you know what needs to happen. People need houses, right? That's what we all want. And then when community tells you know, you ran right through, right? Because we are housed. You are housed. We don't have to worry about that. I put in my notes I was going to repair and I'm almost at my market, which is where I'm going to stop. We housed people. They're going to keep coming back because people need housing. We are made to be demure in these spaces. It is our duty to fight for our freedom. It is our duty to win. We must love and support one another. We have nothing to lose but our chains.

**Speaker:** Clerk: next up, let's see. Do we have aftyn garvin? Bev woodsong? Marcela alcantar? How about david brink?

**Speaker:** Good afternoon, mayor Wheeler and city commissioners. Thank you for

the opportunity to speak about what I feel is a very worthy cause that has already been mentioned a couple of times. My name is david brink and I am a pastor of central christian church and we are one of the churches that is considered in this program a hosting church and I just thought I would share a little bit about why we are involved and what benefits I believe it brings to this issue we are discussing people who are houseless in our community. I was looking at my congregation on Sunday and I said, you know, it's really sad. When we come here to church on Sunday morning at church and then we all go home to our warm houses and our church building sits empty. All night. While 1000-2000 children are homeless and cold on our streets. And I said what about using our building for the purpose of not just church, but also of housing people and why not challenge our congregation to practically carry out what we preach? And that is we are to be god's hands and feet. And to give people a hand up in life. And so, our congregation responded to that with overwhelming response and we created guest rooms in our church letting people stay overnight in our church. Members stay overnight with them due to fire watch so they can sleep in peace and we bring the meals and we work with the day center, as has been described, to actually provide services for them and I don't know. I would like to say that I love the way this brings the community together. It brings the congregation and I've been able to present this to our business association and I presented it to richmond neighborhood and it's bringing the community together, as well as churches that are working as constituents with us in this program and I really believe this is a tangible way of addressing this problem of homelessness with the people who are laypeople that can work in this situation and be safe and still effective. Thank you for your time.

**Speaker:** Mayor Wheeler: thank you. Appreciate it very much.

**Speaker:** Clerk: next up we have jennifer parrish taylor.

**Speaker:** Thank you. My name is Jennifer Parrish Taylor. The director of advocacy and public policy with the Urban League of Portland. We have concerns about the revised budget the city has proposed. In an November eighth briefing and evictions prevention it was revealed there currently exists a \$15 million gap in funding and that the city is withholding an additional \$8 million in operating funds for the joint office of homeless services and they do not redirect money from the budget to fund the proposed camps. It's deeply troubling that strong-arm tactics look to be at play here. Our communities deserve and demand better. Additionally, why is the city allocating \$3.5 million to create its own city outreach team? The proposed amount is an inefficient figure for a team of 50 people as it does not account for the supplies, management, etc. That is required to run such a team. For comparison, the city's homelessness and urban camping impact reduction requested \$5.5 million for the current fiscal year to support five full-time employees and provide garbage removal, hygiene access, resource referral, and job opportunities and remove campsites pose highest risk to health and safety. Do not see how \$3.5 million will support the work of a 50 person team. Also, how has this outreach plan included the feedback of the community? Second, an existing outreach system of providers in the front line experience already exist. How is the city planning to engage in these existing teams? At the county level, we know on average they do a better job of making a connection between anti-poverty work with work to reduce homelessness. For the city to operate as if they are unrelated, excuse me, demonstrates a lack of understanding. I submitted testimony in length, so I will cut off my comments here and look forward to continuing the conversation. Thank you.

**Speaker:** Clerk: next up, Desiree Mariscal.

**Speaker:** [indiscernible] hi commissioners, mayor. Thank you so much for your time for having us here and also making us leave and come back. I want to speak

on behalf of of small businesses around town. I'm a small business owner here in Portland. Very cognizant you are using businesses as a backup to backup your nazi regime of camping people that are homeless and not have the means to have a house. It's not their fault. I mean, we all have necessities. We all have a lot of things that are happening. Especially since covid. I really urge you to consider that you did not take over this plan and continue with humor sweeps because they are completely inhumane and unsustainable. Also, private policing and having one entrance and two meals a day and not allowing people to cook their own meals is unconstitutional and is completely I think that you should consider that people have necessities, you know. Look into your own humanity. Have you ever been homeless? Have you ever had food insecurity? Have you ever been cold had a lot of things that are wrong in your life? These are things that are happening to all of these people. It's not their fault they are homeless. It's not their fault life has happened in so many facets and I think that you should be humane and not have these tactics that are very cruel and in you mean for people. As a small business owner, I urge you to not use businesses as an example because it's really embarrassing when people ask me about Portland my friends from other cities I tell them you know, it's really unfortunate that our mayor and commissioner are siding with tactics that are assimilating to nazi regimes. I really think you should continue facilitating homelessness and to give them housing, affordable housing that they deserve. Not criminalizing, penalizing, and policing the only resources that they have, the few resources that they have. If you want to complain about pollution and trash, then do something about it. Use taxpayer dollars to clean up the streets and help them. Don't criminalize them and penalize them for being homeless. I hope that one day you understand that humanity goes before money. Thank you very much for your time.

**Speaker:** Clerk: next up we have brian hoop.

**Speaker:** Mayor Wheeler and councilmembers, my name is brian hoop, executive director of housing organ. As he consider investing \$27 million to implement a shift in the city's strategy to address chronic homelessness, I urge you to hold yourself accountable to the same expectations you would have in considering funding other city programs and projects. There should be measurable benchmarks in a plan for this new untested strategy, one that deviates from the current strategies adopted through a collaborative and public process with your county and metro partners. A hallmark of greeting public policy, especially with the city of Portland, is a commitment to a public process that encourages community and those with lived experiences affected by such proposals. While it's a fOregone conclusion, strategic disagreements exist on this issue with most nonprofit organizations. You have a responsibility nonetheless to engage with these organizations as you move forward with implementation of your adopted strategies. Housing organ's member organizations are ready to engage. I again ask you to not abandon this.

Collaboration with metro governments. Despite clear differences of opinion, current strategies being funded and implemented are working. 5759 units funded by construction bond measures have already been produced or are under development. With the voter approved metro measure moved 5500 homeless individuals into housing in the past year. These are proven strategies, including opening additional shelter beds, offering rental assistance, creating permanent supportive housing with around -- housing first strategies are working. The challenges we face as a committee are historic. I won't deny that. They are going to require sustained and focused commitment to follow through on what we know works. Now was not the time to shift to untested strategies that make the visible crisis of street camping go away without solving the long-term problem of housing



those that are chronically homeless. Thank you for consideration of my comments.

**Speaker:** Clerk: next up, alex woolery. How about ivonne rivero? Is ivonne in the room? And doyle tivert. Doyle tivert? All right, mayor. That completes my testimony.

**Speaker:** Mayor Wheeler: very good. Thank you, everyone who testified today. Colleagues, are there any other additional discussion or amendments before we vote on the amendments and the emergency ordinance? And I will just be looking here at the flags. I don't see anyone. So, we'll go to the amendments first. We already adopted the sub student exhibits one through four. The second amendment was the amendment to add directive e and waive the city financial policy is there any further discussion on that? Seeing none, please call the roll.

**Speaker:** Clerk: [roll call]

**Speaker:** M. Mapps: I want to take a moment to express -- I have spoken with the mayor about my concerns. I think he shares these concerns, too. We are forgoing these investments now because the city faces an array of important and urgent crisis, which we must address however, I sure hope that this is the last bump the city goes through without making an investment and mains of our important infrastructure. For these reasons and more, I vote aye.

**Speaker:** C. Rubio: this process is another hard one. The needs across a variety of sectors is significant and daunting, but yet it's our job to kind of prioritize the most urgent things. And also for me, you know, lifting up those voices who have been marginalized and listening to the voice of people's voices particularly testimony today is important and I will be personally looking to where we can bring in more voices and organizations in so we can continue learning. I also just, you know, want to say there are a lot of perspectives on this issue, but the fact remains that we all agree we still have a lot of work to do to address our housing crisis and there still time to shave this work together. I also want to be clear I will be watching closely to

ensure any new approaches are done centering those most impacted with dignity and respect. Also, I can't overstate how incredibly important, and I think we heard it in a few testimony, that as a system, system leaders, are communicating clearly, transparently, and building trust so those most impacted that we are elected to serve receive our very best service. I hold myself strongly accountable to that value and it will continue to guide me. I look forward to engaging more directly with trust and collaboration with our colleagues and also our newly elected governor and county chair in the months of head. Finally, as commissioner -- I wish this budget could fund our backlog of infrastructure, but I am pleased that we are including some key priorities of mine, such as bps's dark skies project, and also the much-needed support for family promise. It was really great to hear that testimony today. These will make a difference in our community today. I vote aye.

**Speaker:** Clerk: Ryan.

**Speaker:** D. Ryan: I want to begin by thanking with interest for providing testimony today in the hundreds who sent in written testimony. I'm proud the City Council has come together to support and fund a thought plan to approve our cities response experiencing homelessness in Portland. I'm also honored to be part of the counseling process that keeps us focused on urgent priorities of our city, and that is the homelessness crisis, public city, and economic recovery. This team has taken steps to course correct and build best practices and we must continue to advance this momentum. Failure to act is not compassion. We understand that this may not be the perfect solution, but is a step in the right direction for Portlanders. I appreciate the consistent, thoughtful, and productive conversations we've had recently about the resolutions that include services, diversion programs, accelerating construction of affordable housing, workforce activation, and the creation of career pipelines. These infuse innovation, creativity, common sense,

compassion. This action is for all Portlanders. I will continue to speak the truth. We need metro and our partners in salem to all alana and do the right thing is we act with urgency to spend the people's money wisely and with urgency. I'm proud to be part of an elected body that is out in front. Now we need every leader elected to take action. I vote aye.

**Speaker:** Clerk: hardesty.

**Speaker:** J. Hardesty: I want to thank all the people who took the time to testify today. I am very grateful that you made yourself available to participate in this important conversation. I want to thank mayor Wheeler for including the firefighter of the boreal in the fall bump, as well as the support for piva in the bureau of development services to support the vision trust moving forward. Having said that, I am extremely alarmed with the development of private security being a part of this package. I am concerned that there's no transparency in what's being built. I'm very concerned there's no public oversight. I am very concerned that the people who are the most vulnerable in our community will be the ones most harmed by this policy. Therefore, I am voting no on this budget.

**Speaker:** Mayor Wheeler: just to clarify point of order, commissioner hardesty, where only voting on the admin right now. We are on the amendment waving the city financial policy with record capital.

**Speaker:** J. Hardesty: I'm sorry, mayor. That's where I thought we were until I heard commissioner Rubio and commissioner Ryan. Was under the assumption they were giving --

**Speaker:** Mayor Wheeler: it's been a long day. Right now I just need to know your vote on that particular amendment. I hear what you say. We will get to the main vote.

**Speaker:** J. Hardesty: I will say with commissioner Ryan's amendment and

commissioner Rubio's friendly amendment to his amendment, I will vote aye.

**Speaker:** Mayor Wheeler: thank you.

**Speaker:** Mr. Mayor, can you remind us what we are voting on?

**Speaker:** What are we voting on now?

**Speaker:** Mayor Wheeler: thank you. I probably should have done that. It's been a long afternoon. The first amendment was already adopted your you will recall that was the substitute on the exhibits. We already voted on that, so that's part of the main motion. The second technical amendment that I added was to waive the 50% set aside for capital maintenance, the backlog. That's what we are voting on now. It's too exhibits from that existing policy so we can use those funds for other operational services. Commissioner Hardesty is muted.

**Speaker:** J. Hardesty: sorry, mayor. Thank you to that clarification. I thought we were voting on commissioner Ryan seven men.

**Speaker:** Mayor Wheeler: not yet.

**Speaker:** J. Hardesty: based on the clarification my vote is no because pdot will suffer tremendously and not make our streets safer without this investment of resources into maintenance backlog and we all know we have a \$4 million maintenance backlog in pdot.

**Speaker:** Mayor Wheeler: as I indicated this morning when I spoke to commissioner Mapps this morning, I actually gave this long and hard consideration. It is approximately \$50 million that would ordinarily go to, as commissioner Hardesty just indicated, the 4 billion capital magnets backlog for city assets. You all know I've been very interested in this subject. I championed the bill to pdx initiative some number of years ago for the purposes of making sure expiring funds from our -- is a significant portion went toward our maintenance and backlog. This is an issue that is near and dear to my heart. However, at a time record number of

simultaneous worst-case scenario crisis facing the city, I made the decision that the 15 million going toward the 4 billion would not have the same impact as 15 billion going toward operational services for our top priority. That's how I weighed it. People can disagree on this particular one, but I vote aye and the amendment is adopted. Now we will take up the third amendment, as commissioner Ryan's amendment to add directive f. Does everybody remember that 40 people want commissioner Ryan to restate that?

**Speaker:** I asked for clarification here. I lost track as to whether Rubio's friendly amendment is part on what we are voting on now. [multiple speakers]

**Speaker:** Mayor Wheeler: commissioner Rubio's amendment to the amendment already passed. Her amendment is already part of this amendment. Now we are voting on this amendment as it is already amended. Clear as mud.

**Speaker:** It's actually really clear now, mayor.

**Speaker:** Mayor Wheeler: please call the roll on the amendment.

**Speaker:** Clerk: [roll call]

**Speaker:** J. Hardesty: though I plan to vote yes on this amendment, I don't think it's good public policy for us to dictate how to spend their resources, especially when we have for the same amount of resources aside to match our request. For the sake of today, I will vote yes.

**Speaker:** Clerk: Wheeler.

**Speaker:** Mayor Wheeler: I will support the amendment. I vote aye. It passes as amended. Colleagues, this is an emergency ordinance that commissioner hardesty has let us know she will likely vote against the main motion. I would like to move to remove the emergency clause from this ordinance. Can I get a second?

**Speaker:** Second.

**Speaker:** Mayor Wheeler: we have a second from commissioner Mapps. Sorry? Any

further discussion on the amendment that I just proposed? Seeing none, please call the roll on the amendment to remove the emergency clause.

**Speaker:** Clerk: [roll call]

**Speaker:** Mayor Wheeler: the amendment is adopted. With that, colleagues, this item passes to second reading as amended. I believe that concludes our business for this afternoon.

**Speaker:** Clerk: it does, mayor.

**Speaker:** Mayor Wheeler: all right. We are adjourned. Thank you, everyone.

[meeting has adjourned]