



August 2, 2023 Council Agenda

5724

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 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.

Questions may be directed to councilclerk@portlandoregon.gov

Wednesday, August 2, 2023 9:30 am

Session Status: Adjourned

Council in Attendance: Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Rene Gonzalez

Commissioner Mingus Mapps

Mayor Wheeler presided.

Commissioner Gonzalez left at 11:01 a.m. and returned at 11:03 a.m.

Commissioner Mapps left at 11:01 a.m. and returned at 11:03 a.m.

Officers in attendance: Alan Yoder, Deputy City Attorney; Christina Thomas, Acting Council Clerk

The Consent Agenda was adopted on a Y-4 (Ryan absent) roll call.

Council recessed at 11:01 a.m. and reconvened at 11:03 a.m.

Council recessed at 11:32 a.m. and reconvened at 11:40 a.m.

Council adjourned at 12:25 p.m.

Communications

635

[Request of Gregory Baldwin to address Council regarding homeless concerns](#) (Communication)

Document number: 635-2023

Disposition: Placed on File

636

[Request of Jayne Lacey to address Council regarding Mt. Tabor maintenance yard employee parking](#)

(Communication)

Document number: 636-2023

Disposition: Placed on File

637

[Request of Shana Canote to address Council regarding time, place, and manner of city code camping restrictions](#)

(Communication)

Document number: 637-2023

Disposition: Placed on File

638

[Request of Lan Truong to address Council regarding frustrations about Home Forward and Hollywood East](#)

(Communication)

Document number: 638-2023

Disposition: Placed on File

639

[Request of Jason Wilder to address Council regarding timeliness and inaccuracies of police reports](#)

(Communication)

Document number: 639-2023

Disposition: Placed on File

Time Certain

640

[Accept the 2022 Portland Insights Survey Report](#) (Report)

Document number: 640-2023

Introduced by: Mayor Ted Wheeler

Bureau: City Budget Office

Time certain: 9:45 am

Time requested: 45 minutes

Disposition: Accepted As Amended

Motion to amend the report to substitute the placeholder with the finalized version: Moved by Wheeler and seconded by Mapps. (Y-4)

Motion to accept the report as amended: Moved by Mapps and seconded by Gonzalez.

Votes: Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Absent

Mayor Ted Wheeler Yea

Consent Agenda

641

[*Amend Intergovernmental Agreements with Portland State University and Portland Community College for training and leadership development to extend term and increase amount for \\$100,000 per year \(amend Contracts 30007501 and 30007513\)](#) (Emergency Ordinance)

Document number: 191393

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Human Resources

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Absent

Mayor Ted Wheeler Yea

642

[*Authorize Intergovernmental Agreement with Peninsula Drainage District #1 for flood risk reduction and drainage services](#) (Emergency Ordinance)

Document number: 191394

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Absent

Mayor Ted Wheeler Yea

643

[Amend price agreement with Amazon Services LLC to increase annual spending limit for ongoing multibureau procurement of various goods and services sold in an online marketplace for an annual amount of \\$2,250,000 \(amend Price Agreement 31001558\)](#) (Ordinance)

Document number: 191406

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue and Financial Services

Disposition: Passed to second reading

Passed to second reading August 16, 2023 at 9:30 a.m.

644

[Amend price agreement with Graybar Electric Company, Inc. to increase annual spending limit for ongoing multibureau procurement of various electrical, lighting, data communications, and security products and services for an annual amount of \\$2 million \(amend Price Agreement 31002395\)](#) (Ordinance)

Document number: 191407

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue and Financial Services

Disposition: Passed to second reading

Passed to second reading August 16, 2023 at 9:30 a.m.

645

[*Accept a grant in the amount of \\$119,340 from Metro Regional Travel Options and authorize Intergovernmental Agreement for Safe Routes to School High School Programming.](#)(Emergency Ordinance)

Document number: 191395

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea
Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Absent
Mayor Ted Wheeler Yea

646

[*Authorize Bureau of Transportation to acquire certain temporary rights necessary for construction of the NE Shaver Sidewalk Project: NE 115th Ave to Parkrose Middle School through the exercise of the City's Eminent Domain Authority](#) (Emergency Ordinance)

Document number: 191396

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea
Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Absent
Mayor Ted Wheeler Yea

647

[*Authorize application to Metro 2040 Planning and Development Grant Program for grants in the amount of \\$2 million](#) (Emergency Ordinance)

Document number: 191397

Introduced by: Commissioner Carmen Rubio

Bureau: Planning and Sustainability (BPS)

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea
Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Absent
Mayor Ted Wheeler Yea

648

[*Approve application under the Multiple-Unit Limited Tax Exemption Program under the Inclusionary Housing Program for Woodstock Apartments located at 5920 SE 46th Ave](#) (Emergency Ordinance)

Document number: 191398

Introduced by: Commissioner Carmen Rubio

Bureau: Housing Bureau

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea
Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Absent
Mayor Ted Wheeler Yea

649

[*Authorize an Intergovernmental Agreement with the City of Gresham for \\$2,136,654 for the HOME Investment Partnership Program](#) (Emergency Ordinance)

Document number: 191399

Introduced by: Commissioner Carmen Rubio

Bureau: Housing Bureau

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea
Commissioner Mingus Mapps Yea
Commissioner Carmen Rubio Yea
Commissioner Dan Ryan Absent
Mayor Ted Wheeler Yea

Regular Agenda

650

[Appoint Tom Kramer to the Fire and Police Disability and Retirement Board of Trustees for term to expire December 31, 2026](#) (Report)

Document number: 650-2023

Introduced by: Mayor Ted Wheeler; Commissioner Rene Gonzalez

Bureau: Fire and Police Disability and Retirement

Time requested: 15 minutes

Disposition: Confirmed

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

Votes: Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Absent

Mayor Ted Wheeler Yea

651

[*Authorize Intergovernmental Agreement with Multnomah County to accept grant funding for emergency shelter expansion for \\$6,621,827](#) (Emergency Ordinance)

Document number: 191400

Introduced by: Mayor Ted Wheeler

Time requested: 15 minutes

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Absent

Mayor Ted Wheeler Yea

652

[Accept bid of Moore Excavation, Inc. for \\$7,781,534 for the 82nd Ave Omnibus Project \(Procurement Report - ITB 00002098\)](#) (Report)

Document number: 652-2023

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue and Financial Services

Time requested: 15 minutes

Disposition: Accepted - Prepare Contract

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

Votes: Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Absent

Mayor Ted Wheeler Yea

653

[*Pay settlement of Jordan Ward and Caitlin Hemphill property damage lawsuit for \\$60,000 involving the Bureau of Environmental Services and the Portland Bureau of Transportation](#) (Emergency Ordinance)

Introduced by: Mayor Ted Wheeler

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

Time requested: 15 minutes

Disposition: Referred to Commissioner of Finance and Administration

654

[Amend contract with Otak, Inc. for professional engineering services for the Springwater Wetlands Enhancement Project E07383 not to exceed \\$205,928 \(amend Contract 30007059\)](#) (Ordinance)

Document number: 191417

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Time requested: 15 minutes (1 of 2)

Disposition: Passed to second reading

Passed to second reading August 16, 2023 at 9:30 a.m.

655

[Authorize a competitive solicitation and contract with the lowest responsive and responsible bidder and provide payment for construction of the Springwater Wetlands Restoration Project E07383 for an estimated cost of \\$6,028,000 \(Ordinance\)](#)

Document number: 191418

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Time requested: 15 minutes (2 of 2)

Disposition: Passed to second reading

Passed to second reading August 16, 2023 at 9:30 a.m.

656

[*Accept a grant in the amount of \\$2,393,927 from the Oregon Department of Transportation and authorize Intergovernmental Agreement for SE Division St: 148th Ave to 174th Ave Project \(Emergency Ordinance\)](#)

Document number: 191401

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Time requested: 15 minutes

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Absent

Mayor Ted Wheeler Yea

657

[Authorize bid solicitation and contracting with the lowest responsive and responsible bidder for construction of the S Macadam Ave to S Bancroft St Water Mains Project at an estimated cost of \\$1 million \(Ordinance\)](#)

Document number: 191419

Introduced by: Commissioner Mingus Mapps

Bureau: Water

Time requested: 10 minutes

Disposition: Passed to second reading

Passed to second reading August 16, 2023 at 9:30 a.m.

658

[Authorize competitive solicitation and contract for the design, permitting, construction documentation, and construction administration services for the North Portland Aquatic Center](#) (Ordinance)

Document number: 191402

Introduced by: Commissioner Dan Ryan

Bureau: Parks & Recreation

Second reading agenda item 634.

Disposition: Passed

Votes: Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Absent

Mayor Ted Wheeler Yea

Wednesday, August 2, 2023 2:00 pm

Session Status: No session scheduled

Thursday, August 3, 2023 2:00 pm

Session Status: No session scheduled

Portland City Council Meeting Speaker List
August 2, 2023 - 9:30 a.m.

Name	Agenda Item
Mayor Ted Wheeler	
Ann Cudd	
Commissioner Mingus Mapps	
Commissioner Carmen Rubio	
Commissioner Rene Gonzalez	
Christina Thomas	
Alan Yoder	
Jayne Lacey	636
Lan Truong	638
Jason Wilder	639
Ruth Levine	640
Ning Jiang	640
Lillian Nguyen	640
Debi Elliott	640
Sam Hutchison	650
Tom Kramer	650
Kevin Machiz	650
Sara Morrissey	651
Skyler Bocker-Knapp	651
Biko Taylor	652
Muriel Gueissaz-Teufel	654, 655
Elizabeth Tillstrom	656
Sarah Iannarone	656
Robert Butler	656
Ken Ackerman	657

Portland City Council Meeting Closed Caption File

August 2, 2023 – 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: Who is Portland state university's brand? Well, sort of. Brand new president. Day two. Okay. And we had this really awesome thing happened where she called and said she'd like to have this opportunity to meet all of us here at city hall. Now, I know some of us have had this previous opportunity to meet with dr. Could, but I think it's great. And we welcome you to city hall. Thanks for being here and we wish you the very, very best.

Speaker: Wonderful. Well, thank you very much. It's great to be here. Mayor and commissioners. I'm really very excited to be in Portland. My husband, neil and I arrived in Portland only last week. We've bought a house in Portland heights. It has kind of that view of Portland, which is beautiful. And the mount hood, we drove across from pittsburgh, pennsylvania, on our own Oregon trail. And we're really excited to be here. So just a little bit of background on me. I'm an academic. Throughout my career, I've have a 35 year career in academia. I'm a social and political philosopher. I study themes of capitalism, oppression, inequality and feminism and I spent the first 25 years of my career as a philosophy professor at the university of kansas. And then moved into higher level administration as the dean of the college of and the college of arts and sciences at boston university. So my first real taste of an urban university, and then I became the provost at the university of pittsburgh, which is also where I got my phd. So it was a little bit of a

homecoming. There as well. So I come here to Portland state to be the president. I when neil and I were first married, we thought about where do we want to live? Where would be the ideal place? And we landed on Portland. Well, it took us 35 years, but it when I saw the ad for Portland state university and I really looked at its mission to let knowledge serve the city and to open doors of opportunity to students. I said, this is this is the place. This is the opportunity. So I didn't wait for a headhunter to come to me. I went straight to the search committee and said, I want to be a candidate. So I'm really happy to be here and I'm here to partner with you and to renew the relationship with the city of Portland. And Portland state university. So I believe that our fates are linked and that we have a responsibility to our stakeholders, to our students, our faculty, staff and the community to work together for transformative action to renew our city and our university. I look forward to meeting each of you in the coming months so that we can strengthen strength in our connections. And here are just a few of the ways that I believe we can work with you to build the future. First, in in building a talent pipeline, psu is the most diverse university in Oregon. We're actually a minority serving institution and we're committed to ensuring success for all of our students. We aim to address challenging skills, skills gaps and worker shortages for the city and the region as we provide opportunities for social and economic mobility for our students. Over 70% of psu students stay within Oregon and 80% of those live within the three county region. For example, half of Oregon's social workers are psu alumni. Psu is a partner for the city and other major employers and employers in addressing talent needs. And secondly, in the area of innovation, we will continue to work with you to advance the technologies needed to implement the city's climate action plan. For example, we're working together with the bureau of planning and sustainability and prosper Portland. As convener of the clean energy initiative partnership and our

national science foundation and engines, grant is helping us to research and operate, analyze smart grid technology that will enable efficient and safe delivery of power with enhanced use of renewable energy, smart grid and related technologies offer opportunities for new companies to enhance Portland as the most competitive place to develop and implement clean technologies that will address the climate crisis. And thirdly, in the area of place development, psu is already a partner with the city in developing and testing new approaches to the homelessness crisis. We are also ready to be a partner in attracting more people to live work and play downtown through our our role as an implementer in advanced Portland economic development plan and by adding to the existing community assets of south downtown. We're also committed to contribute going to the civic dialog about the future governance of the city and how we can drive further advances in equity and justice. These are just a few of the ways that psu is ready to build upon our long and important partnership. You'll find over the coming weeks that our students, faculty and staff will be back on campus and that we're committed to the vibrancy and quality of life in the city. So please consider psu a think and do partner as you build and implement your plans for a vibrant, sustainable and just future. We're here for you. Please count us in.

Speaker: Thank you and thank you for the presentation. Commissioner Mapps.

Speaker: Oh, sure. I'm president. Thank you so much for taking time out of. I know what must be a very busy day. For those of you who haven't followed, I think this is day two. I have friends who work over at psu. I can't tell you how excited they are to have you on the scene. I also really appreciate that your commitment to extending the partnership between the city of Portland and Portland state or the city of Portland and Portland state university. You know, I'm really excited for you. You have the great privilege of leading what I think of as being one of the greatest

urban universities in America. I'll tell you, I've been around Portland for a long time and the way psu has evolved over the decades is just amazing. We had a much smaller footprint, frankly, much less imaginative footprint. Now, you psu is very much part of the lived experience of the city. You talked about some of the ways in which the city and Portland state are partner, and I think you couldn't be more right here. You know, the most basic level, one of the things that's just really true about psu is that you are an important presence downtown at a time when downtown is really struggling. I am sure we're going to be in dialog about how we keep our our citizens and our sidewalks safe. So please be aware that we're here to be a resource to you. And that's bobby, the mayor's chief of staff. I suspect before your time is done, you're going to get to know bobby really well. Um, I also want to say I'm the commissioner in charge of public works, so I'm your water guy, your environmental services guy, your pbot guy. We partner with. We partner with and rely on psu for research all the time. You know, I need to have a vision for what population is going to look like ten, 20, 30 years out. We often go to psu to help figure that out. So I appreciate your partnership there. You already talked about some of the ways in which psu is already very much at the table as we're struggling with just the data. You know, the biggest challenges at the time, which I think in this city are houselessness and frankly, economic inequality, equity. And that's one of the last things that I want to say right here. You in a couple of minutes, we're going to take a look at the Portland's insight survey, which asks Portlanders, you know, where the things how do you feel about the city? What's your experience of the city? One of the things that really jumps through in this report for me and jumps through it, basically every economic report that we look like look at in the city is the growing inequality that we see in Portland. And one of the reasons why Portland state university is so important is that we know that the way to shrink the inequality

gap is to invest in education, especially the kind of higher education that that psu provides. So we are very lucky to have you on the scene. We're very lucky to have Portland state as a partner, and I look forward to working with you for many years moving forward. Thank you. Mr. Mayor. I'll turn it back to you.

Speaker: Thanks, commissioner Mapps. I i just congratulate you and sorry about that.

Speaker: Congratulate you. And just again, you you referenced the clean industry hub work. That's really exciting. We're really grateful to have psu as a key partner in that and it's just great to have you here. And so we look forward to our continued work together.

Speaker: Thank you. Commissioner gonzales.

Speaker: I'll just welcome, look forward to chatting with you more deeply. I'm the commissioner of public safety, so there's going to be a lot of intersection with your campus. My wife is an alum of the social work program at Portland state, have played many a soccer game on on your campus as well. So look forward to the collaboration and is a very important partner in the city of Portland.

Speaker: Thank you. And I would like to extend the same thanks as my colleagues did.

Speaker: Commissioner gonzales is reminding me about the soccer games. I'd actually forgotten about that until he just reminded me my daughter, when she was very young, also played there. And by the way, that that is a nontrivial community resource is the athletic fields. And the other the other infrastructure that Portland state makes available to the public. And we all benefit from that. So thanks for that. I really appreciate you laying out your priorities, looking at some of the talent pipeline issues. That's obviously critical to both our local as well as our national economy and the skills gaps and the work that you do there. We've always

benefited from the research opportunities and the education opportunities that psu provides. And I want to specifically shout out the center for public service as well as the center for entrepreneurship. Those are two organizations within the psu fold that the city of Portland works very, very closely with. And we're always grateful for those relationships. I also appreciate your focus on climate and energy issues. Those are foremost in our minds. They don't always get the same attention as some of the other issues that the city is currently confronting, but they remain critically important issues and psu has shown itself to be a thought leader in those areas, and I last but not least, since you mention boston university, I actually just took my daughter on a college tour over the last week and boston university was one of the places we went and I spent a lot of time over the course of the last week and asking, why is boston so successful now? I lived there for ten years, so I have some sense of its culture, its economy, its diversity. And frankly, its comparative wealth relative to what we have here in the city of Portland. But I think what really makes that tick, that city tick, what makes it success in the wake of the pandemic, is the fact that it is a global education center. There are over 100 universities and colleges here in boston. And you said 70% of your graduates stay here. That's notable. And so I think you know, not only are we struggling with some of the question of the near term, I also think we need to think about what does the university look like 50 years from now? What does the city look like 50 years from now? And what role does higher education play in helping our city to be successful and sustainable over the long run? And I would love at some point to maybe pick your brain on on this thought, but I really think the education infrastructure here is one of the key differences between boston and the rest of the country and why it is so successful now, relative, frankly, to a lot of other cities, including Portland, that are still struggling to come out of the pandemic. It's not solely because of higher

education, but I'm convinced that that is a key ingredient and an important ingredient and will become more important in the years ahead. So at some point, I'd like to explore that with you, but thank you for being here and taking your time. We appreciate you and we wish you the very, very best. Commissioner Rubio yeah, I have just a quick question that I thought of after I spoke, but I just want to lift up.

Speaker: Is it it's correct, right, that psu is also about two or considering being a hispanic serving institution?

Speaker: Is that known as an emerging hispanic institution. And we're going to be seeking the hispanic serving institution.

Speaker: Well, congratulate us. And I know that you have an excellent person with you, leader cynthia gomez, who's who's along been a champion of that. So very excited for that designation. And anything we can do to support, let us know. Great

Speaker: Thank you for mentioning that. Thank you for all those remarks and you all together know even more about how Portland state university is partnering with the city, and I'm eager to learn more and to work more with you. So thank you for those remarks. I'd be eager to have the futures conversation option that you suggest. Definitely. Mayor Wheeler.

Speaker: Thanks, madam president. Appreciate your being here.

Speaker: Thank you. Thank you.

Speaker: All right. This is the August second, 20, 23 morning session of the Portland City Council. Christina, good morning. It's good to have you in the clerk's seat today. Please call the roll. Good morning.

Speaker: Gonzales here maps here. Rubio here. Ryan Wheeler here.

Speaker: And now we'll hear from legal counsel on the rules of order and decorum.

Speaker: Good morning.

Speaker: Good morning.

Speaker: Welcome to the Portland City Council to testify before council in person or virtually. You must sign up in advance on the council agenda at w-w-w dot. Portland.gov/council/agenda information on engaging with City Council can be found on the council's City Council clerk's web page. The presiding officer preserves order and decorum during City Council meetings. The presiding officer determines the length of testimony in the dalles generally have three minutes to testify unless otherwise stated, a timer will indicate when your time is done, disrupt conduct such as shouting, refusing to conclude your testimony when your time is up, or interrupting others testimony or council deliberations will not be allowed. If you cause a disruption, a warning will be given. Further disruption will result in ejection from the meeting. Anyone who fails to leave once ejected, is subject to arrest for trespass. Additionally, counsel may take a short recess and reconvene virtually your testimony today should address the matter being considered when testifying. State your name for the record. Your address is not necessary. 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, thank you.

Speaker: Thank you for that.

Speaker: First up is communications. First individual, please. Christine adams 635 request of gregory gregory baldwin to address council regarding homeless concerns.

Speaker: And they let us know they're canceling their request.

Speaker: Oh, okay. Thank you very much. Next individual 636, please request of jane lacy to address council regarding mount tabor maintenance yard employee parking.

Speaker: Welcome.

Speaker: Hi. Good morning. Honorable mayor. Councilman Mapps councilwoman Rubio and councilman gonzales staff and the community. My name is jane lacy. I'm an arborist with the city of Portland, Oregon. For the past 20 years, my work unit is located at 6437 north or southeast division street in Portland. Our shop is under renovation for several years and for over the last year, 100 plus colleagues and myself have had were forced to park outside of the mount tabor shop in the neighborhood of mount tabor. I'm here today to bring to light concerns for safety and security that my colleagues and I have have on behalf of this renovation currently, we're just getting into fall, summer, fall, and before we know it, we'll end up having inclement weather. And then, you know, winter and darkness. Most of most of the day. I want to first bring to light that we're being forced to park in the neighborhood, impacting park user and neighborhood parking around mount tabor yard. Secondly, there are no ada accessible crosswalks crossing division street in front of 60th and division, and you need to go approximately five 5 to 8 blocks to access this a public crosswalk. I myself brought to pbot a concern about a lack of ada crossing. They did get back to me sometime later and say that due to a backlog of staffing they are unable to view that concern for approximately 3 to 4 months, which will lead us into winter. My colleagues are having their cars stolen. Catalytic converters are being taken in paid parking lots that they're being forced to park in so that we can get to work. We are regularly being tardy because we can't find adequate parking. Some of my colleagues are unable to take mass transit because of where we live. A lot of us reside outside of the city of Portland, due to housing impacts. I myself didn't buy groceries one week because I had an \$85 parking ticket for parking in the wrong spot that day. About seven of us made bad choices. I'm very worried that I brought multiple solutions forward to our safety committee,

including tonya booker and our director and they have not come up with reasonable solutions. Owns fencing off the long blocks, putting in security the park rangers, so that we would have securing in a safe place free of harass, vandalism and theft, take in our city rigs home. If that is accessible in our contract. And the fact that there are violates our contract because it's a change in working conditions, please help us cut the red tape and come up with a reasonable solution.

Speaker: Thank you, commissioner Mapps um, genie, thank you for your testimony where you're concerned is impact pbot.

Speaker: I'll try to cut through some red tape. I'll have someone from my office reach out to you, and we will work with you to, to try to find solutions. And I also want to address my colleagues, although I think they know this well, versions of this problem, um, of challenges keeping our employees safe, challenges keeping our properties safe, literally come up every day in my line of work. And I know it comes up every day in the work that you do to for me, I think one of the lessons is as we look at reimagining and restructuring our form of government, we I feel like there is a branch of government that doesn't quite exist yet that we really need and that would be something like a maintenance bureau that could go out and help help, help folks like janie. I know I could today file a literally a dozen work orders for something like a maintenance bureau or do a clean up something and move people along and put up fencing, whatever we need to do to keep people safe. So janie, i'll work with you on the transportation side and colleagues. I certainly hope that as we think about what the future of Portland looks like, we begin to think about how we maintain the assets that we currently own. Thank you. Mr. Mayor.

Speaker: Thank you. Can I ask a couple of questions? First of all, thank you for bringing this to our attention. Anne, you are an employee of the parks bureau. Is that correct?

Speaker: Yes.

Speaker: For 20 years, the employees do have access to the management leadership of the parks bureau. Is that accurate or no?

Speaker: Yes, it is through our safety committee, which is regulated and has to be provided to us through state law.

Speaker: And were they involved in the renovation process and scoping some of these potential issues in advance?

Speaker: I specifically brought to the safety committee, including tonya booker, who is on the committee as a senior manager, that we would need to have other accommodations for parking, and I gave them five reasonable solutions. My supervisor went above and beyond and contacted warner pacific. We've had catalytic converters stolen at warner pacific in paid parking lots that employees are paying out of pocket. It it was shot down then it was kind of revitalized and then the amount for parking was more than we were told initially. Okay.

Speaker: I'm just trying to figure out where where are the failure and leadership is here. By the time an employee comes to testify in open testimony at city hall, there's about ten steps in my mind that have not been successful. And I'm trying to diagnose where the problem is. So maybe I think bobby had to take a oh, there he is. Could could we do a quick diagnose this and then we'll talk to the commissioner in charge. But to be honest, this is the first I've heard of it. Obviously we what solutions do you suggest, just out of curiosity, you said you'd put a number of solutions on the table. What are you suggesting we do?

Speaker: Well, what I brought forth and also the president of the safety committee brought forth that we could fence the long block there that used to be a tree nursery on lincoln. We have a nursery and then there's a large portion of it that is just grass that people walk their dogs in. I thought about putting a chain link fence

around it and having a park ranger or two provide surveillance and security. During our shift, people start work anywhere from 530 to like 7 a.m. So. So and then the day would run until about 430. So you could do that within the parks bureau.

Speaker: Could you?

Speaker: Yes, we could. Now, we were told by management that the neighbors wouldn't like that. So that was how they shot us down. Secondly, I recommended that since the contractor and their employees have parked in the mount tabor yard, the entire duration of the project that we probably could find parking also. And they said they would gladly accommodate us.

Speaker: So here's here's what I would suggest.

Speaker: And again, this the first I've heard of it half an hour from now, I could consider these stupid ideas. So with that caveat, we have a program that we are rolling out out called Portland solutions, and it's an intended to be based on our 90 day resets. And it is a neighborhood by neighborhood and proposal. When we did the 90 day resets, we heard from lots of neighborhoods around the city saying we want this same thing. It looks great. The results are really solid. We want the same thing. So we're creating this Portland solutions program. Um, while it is neighborhood based, it is not exclusive. I mean, it's not differentiating between who is in the neighborhood is it's for people who live there or people who work there, people who recreate there. So you definitely qualify. And maybe, bobby, what we could do is work with the parks bureau and see if we can get mount tabor is obviously a priority area for us to begin with, just based on what we hear from residents in that area. So there's likely I can't promise you anything here today because I just don't know enough about it specifically. But will at least work with you and see if there is an overlay here with Portland solutions. As for the

infrastructural issues, the ada ramps, i'll leave that to mingus. He knows that stuff well.

Speaker: We're just concerned that there could be a fatality since division is the most dangerous street in Portland.

Speaker: There are many fatalities along division and so it's not at all out of the realm of possibility or consideration. And I'm sorry the parks commissioner was not able to be here today.

Speaker: I'll meet with him anytime.

Speaker: We'll we'll certainly communicate with him as well. Thank you for bringing this to our attention.

Speaker: Thank you. You bet.

Speaker: Thank you. And thank you for your good work.

Speaker: Oh, we appreciate it.

Speaker: You're welcome. It was a pleasure. Thank you very much for listening. Okay.

Speaker: Next individual, please. Christina, item 637, a request of shayna canote to address council regarding time, place and manner of city code camping restrictions.

Speaker: Welcome. Thank you, bobby. They were planning to join virtually. Doesn't look like they have joined. Okay let's move on to the next individual item 638.

Please request of lan truong to address council regarding frustrations about home forward and hollywood east. Welcome

Speaker: Hello. Can you all hear me? Yep.

Speaker: Loud and clear. You sound great. Good morning.

Speaker: Good morning. My name is lan truong. I'm here to tell you about the major issues in and around hollywood east, a low income apartment building located at 4400 northeast broadway. That is run by home forward home forward is

failing residents at hollywood east and making the lives of those living and working around hollywood east very difficult. While there are residents of hollywood east who would want who just want to live nice, quiet lives. There are also residents and nonresidents who make that impossible. There's rampant drug use and drug dealing in and around the building. I have heard that drug dealers have taken over the top floor of hollywood east using that vantage point to keep watch of the neighborhood. No one is even approached a neighbor of mine trying to intimidate him. I've witnessed drug use and drug dealing out in the open, in the street, right in front of my home. I have seen people park their cars, stuff their pockets and backpacks with drugs and go into hollywood east. I have seen residents and nonresidents approach shady cars parked around hollywood. East to buy drugs. I have called 911 multiple times on people passed out in their cars, unsure if they are overdosing. I have seen hollywood east garden beds being used as a place to hide and pick up drugs, as I have concerns with how home ford is letting residents. Recently a guy moved into hollywood east and has been caught on camera throwing rocks at buildings and cars. He is damaged a neighbor's car with a rock. He has been buying drugs from shady cars parked around hollywood. East when I brought up my concerns to home board officials, the pathetic excuse of this is happening all over Portland was given. I am tired of hearing this refrain home forward officials are using it to normalize a very a very serious and dangerous situation. A hollywood east has become a blight on the neighborhood because of its poor management by home forward. In addition to the drug use and drug dealing, there have also been a number of suspicious deaths at hollywood east over the years. There are also major issues with the building's trash compactor. It is constantly breaking down, causing dumpsters to overflow and garbage to pile up. If you would like to see photos of a mountain of garbage around the hollywood east

apartments, I posted a couple on nextdoor or just go on nextdoor and search garbage issue at hollywood east and the photos will pop up. I have emailed my concerns about hollywood east to the Multnomah County health department and a couple of commissioners. Apparently none of these offices have any authority over hollywood, east or home forward, which I find shocking. If the city can't hold holmefjord accountable for their terrible management of hollywood east, then who can? There are major issues at hollywood, at hollywood east and instead of addressing these issues, another massive low income apartment building is slated to go up just blocks away at the hollywood transit center. This new development is called the hollywood hub and home. Ford will be involved with it while support affordable housing. I cannot support the hollywood because I don't believe that it has been well thought out. And I fear that it will turn into another hollywood east, especially with home ford being involved. And I also fear that the hollywood hub could turn into another brewery building a low income apartment building in hazelwood that was recently featured in the willamette week for being a total disaster. The brewery building has been open for less than three years, and it's already madness over there. I ask that you look at the hollywood hub development and reconsider it. I don't believe that the folks behind the hollywood hub bridge housing host architecture and hacienda cdc realize how bad the situation is over at hollywood east and how fearful hollywood residents and business owners are of the hollywood hub becoming a hellhole. I urge you to look into home port and all the problems at hollywood east. I urge you to reconsider the development of the hollywood hub. I look forward to hearing your solutions to the issues I spoke about. One solution have to address the issues with drug use and drug dealing around hollywood east is to introduce the police bike squad to hollywood and surrounding neighborhoods. Thanks for listening.

Speaker: Thank you. Commissioner Rubio has a comment.

Speaker: I just want to thank you for your comments today and I'm very, very sorry that you and all the other residents have had to manage the situation without a lot of support. There i'll tell you that this is something that we are actively talking about and we'll continue to elevate this issue with home forward to the best of our ability. But thank you.

Speaker: Thank you for being here today. We appreciate it. Next. Oh I'm sorry, commissioner Mapps.

Speaker: Mr. Mayor, um, this is not the first time this council has heard concerns about home forward. And frankly, even going back to the time when I worked in the city's crime prevention program and the neighborhood association system, we had problems like this going all the way back and I think one of the challenges here is the unique nature of home forward. Well, I think what we partner with home forward on some projects, I don't I believe home forward is kind of like its own government. Commissioner Rubio, can you I hate to put you on the spot. Can you explain from the city?

Speaker: And it has its own governance system right?

Speaker: So home forward is kind of like its own government, sort of like trimet is to so I know in various capacities throughout my career, I've tried to work with them to make spaces like this safer. In fact, I think I might have even worked on this exact space a couple of years ago and certainly since we've heard about it, I appreciate commissioner Rubio's leadership in trying to bring out some reform on this particular building. And I encourage everybody who is having a challenge with home forward to both keep keep City Council in the loop, but also to recognize and speak directly to home forward because they are an island in and of themselves. Thank you.

Speaker: Thank you, commissioner. Mayor, thank you for your testimony this morning. Next individual, please.

Speaker: Item 639 request of Jason Wilder to address council regarding timeliness and inaccuracies of police reports. Welcome all right.

Speaker: Thank you for allowing me to speak.

Speaker: And Jason, can you just say your name for the record?

Speaker: Jason Wilder. Thank you, sir. Again, good morning. I came to see you approximately a year ago. I have tried to contact each of you. I hope that you receive the police report that I provided via the council person or the clerk. The council clerk. I tried to make that available so that you had time to review it over the weekend and hopefully it was read. I had a phone stolen from my home. I replaced it with the insurance at T-Mobile, which is, you know, fine. I replaced one phone with this phone and then I was in a fight which the police report short details to an extent that this phone was destroyed in that fight. That was T-Mobile to replace it again. And I realized the banking issues are not really as much of a concern for you, but I was forced to purchase this phone on an installment. So due to lack of a police report. And when you look at it, the police report that was provided did to me, which, by the way, I emailed Officer Shuman multiple times. I went down to the precinct multiple times, called him from inside the precinct, emailed him, I have all these items for you if you'd like to, to have those forwarded to you. However the police report states that he spoke with the victim who stated, I don't want to read it to you verbatim. However, it mentions that I described the gentleman told him there was a scuffle, told him minor injury on my nose, glasses were broken, cuts and scrapes. However, why would I go to an officer? Why would I go to an officer over a fight? I mean, I obviously wasn't. I don't feel that I was gay, bashed, you know, I don't feel that I was we had a fight. I'm not quite sure why the

gentleman came back and we had an altercation at the corner of I believe it was third and burnside. I was knocked off the curb. I fell on my butt. My phone was in the back pocket. He threw the punch. He threw several punches. The police were even at the location where the altercation happened. And when I went back to look for my glasses, there was there were two cars in six policemen. There I mean, it was almost as if I were being laughed at. I have come to you about this police report before for not only was I unable to obtain this police report, my friend pat mobley, who I went to college with, had to actually purchase it for me because apparently my request for the police report was not heard in any way, shape or form. And I'm unsure why. A friend of mine in that I went to college with was able to obtain the police report. Who I contacted your your office about your office about. And your office, not yours. Either way, I'm just not sure why a citizen who seeks. I didn't go to him. To I had damaged property over a fight. I did not start the fight. I defended myself. If I went to him, described it, provided photos to one of your representatives and still find myself standing in front of City Council asking why? Why my request for the police report, which at that time would have cost me, you know, I wouldn't have had to put installments on this. And I'm now \$2,000 in debt. I am now in collections for \$2,000 because apparently the timeliness and. Detail that goes into a police report and it's and its availability to a citizen and it took me a year and a half and a friend and I don't really understand that. So what I'm asking is why why? And I realize you don't you may not have that answer, but I feel that there are people that are not being served by the police and I would like to I mean, \$2,000 in collections now. And I don't understand.

Speaker: Okay. Thank thank you, sir, for your testimony. We let you go a little over because thank you very much.

Speaker: I appreciate that.

Speaker: I do not have the answer. Sure the time frame does seem long in just some preliminary digging around. I understand there were some communications issues there was difficulty in communicating that may have had something to do with the fact that I even approached the da.

Speaker: I approached mike schmidt to try to get a hold of the police report.

Speaker: And I'm not I'm not defending it. And in fact, i'll express less my apologies that it took long or you felt that you were not served and the best you could have been. We obviously want to serve people well and we want to serve people quickly. We I think there was probably more to this story. And I don't have all of the facts, but I appreciate you coming forward and bringing this. Absolutely.

Speaker: Well, perhaps you may understand more why I asked you if I were welcome in the city of Portland. I'm sorry. Perhaps you may more fully understand why I asked you if I were welcome in the city of Portland. And.

Speaker: Yes. Okay. You certainly are. Thank you. Thank you, sir. Thanks for being here. Did any of the other communications folks come forward?

Speaker: I brought you a gift as well.

Speaker: No, I don't believe they did.

Speaker: Oh, thank you. Sure. Appreciate it. All right. Very good. We'll go to the consent agenda of any items. Christine have been pulled off. The consent.

Speaker: We received no requests.

Speaker: Please call the roll.

Speaker: Gonzalez. I Mapps I Rubio. Hi, Wheeler.

Speaker: Hi. The consent agenda is adopted. First time certain item, please. Number 640. This is a report except the 2022 Portland insights survey report.

Speaker: It before we get started today, I'd like to make a motion to amend the report to substitute the placeholder order report, which was not complete with the finalized version.

Speaker: Can I get a second please? Second, I have a second from commissioner Mapps any further discussion on the substitute hearing? None. Please call the roll on the substitute motion on gonzales.

Speaker: Hi Mapps. Hi, Rubio. Hi, Wheeler.

Speaker: Hi. The substitute motion passes. Colleagues, today we're hearing about the 2022 Portland insights survey. This community survey was a thorough and collaborative city wide effort led by the city budget office. Over the course of the past year. I want to thank the team and our partners at Portland state university's regional research institute. We now have a rich data set on Portlanders perceptions, actions and satisfaction or dissatisfaction with the city and its services. The approach to the survey was innovative as well as rigorous. They engaged community in a way that we can now say that we have heard from Portlanders this information is representative of our diverse communities and generalizable. How did this get into my talking points? Generalizable to Portlanders as a whole? After the 2019 pilot, the cbo did. I'm glad to see this work continue and improve and I look forward to additional information. They will gather from focus groups in the fall to go more in depth with people in a narrative way on items that were highlighted by this particular study. With this survey recurring every other year, it will be a way to track how we're doing over time and measure whether the changes we're making, including charter reform, are making a positive difference to Portlanders. The results of the 2022 survey reinforce what we've heard from Portlanders. People are concerned about homelessness. It's the cost of living safety. Me and in my opinion, we're making progress on these issues. But this

survey gives us more information about how those concerns and priorities show up differently for different groups within our population. And they can help us to make better policy and budget decisions. I look forward to working with the cbo team and my colleagues to think more about how we can incorporate this data into our budget process. This moving forward. And so with that, I will turn this over. I think ruth, you're leading the charge here today. I'll let you take it from here. Thank you.

Speaker: All right. Good. And then do we have the slides up? It looks like we do.

Okay good morning, mayor and council. My name is ruth levine. I'm the citywide performance manager in the city budget office. I'm excited to be here to present the findings from the 2022 Portland insight survey with you. I'm joined today by two members of my team, ning jiang, communications and community engagement analyst, and lillian gouin citywide performance management lead. And then we also have dr. Debbie elliot here representing our project partners, partners from Portland state university. So I think we have 45 minutes with you here today for this presentation and discussion. And next slide during this time, we'll provide a brief overview of the project's goals and methods and highlight some of the key findings from the results. After that, we'll discuss next steps of how you can use these data and when the next phases of the ongoing survey will happen. And as you'll see, we have a lot of interesting data from the survey. And we're just going to cover the highlights here today. So please stop us with any questions as we go. And also we're happy to follow up if you have if you'd like to dig deeper on any of the data or you have any additional questions about the survey results or the full report is posted online, it has a lot more detail. And then in addition, we'll be posting an interactive live online report on our website that will be at that is at w-w-w. Dot Portland.gov/insights so you can get a lot more information there. So what and why the Portland insight survey is a community satisfaction and priority survey. It helps

the city answer basic questions. How well are we doing? How can we better meet our community's needs and how do we prioritize our resources to do that? Surveys like insights are used by cities around the country as part of their efforts to incorporate data into their budget and policy priorities. These data can be thought of as part of the information ecosystem that the city has available to make well-informed decisions. It's also an avenue for residents to provide feedback on the city's services. The Portland insights survey in this current iteration expands on the auditor's community survey, which was discontinued due to budget cuts in 2016. After that, in 2019, cbo piloted the insight survey for the first time and then we now have ongoing funding for this and are making it a biennial survey which will be used to track results over time. As you as you'll hear in a moment, the questions in the survey and the methods were updated for the 2022 survey and the result is a survey that gives that gives us data both on community sentiments and community needs and can be disaggregated to see how these findings differ across the diverse communities in Portland. And at the end of the presentation i'll speak more about some possible uses of this data, including in the budget process. But first, i'll pass it to ning on our team to talk about the survey methods and results. Thank you.

Thank you, ruth.

Speaker: Good morning. Morning, jen. City budget office. The Portland insight survey has two components the quantity of survey and the qualitative focus groups. Each is conducted bi annually in alternate years. We conducted the first survey in 2022 and now we're planning the first focus groups. This fall. Last year, we partnered with regional research institute at Portland state university to update the 2019 pilot survey. We developed new questions that are more streamlined and relevant to decision makers. We did extensive significance testing to make sure the findings are statistically significant and the biggest step forward is the new

sampling method or ways to recruit survey participants to make sure we get representation from all communities the city serves. We used a hybrid approach to sampling. We combined randomized mail based survey where we mailed 20,000. We mailed to 20,000 households that were randomly selected throughout Portland. At the same time, we supplemented that with opt in outreach based survey where we worked with community partners to directly reach out to those underserved communities to ensure adequate representation before, because of this scientifically rigorous approach to conducting the survey and the large number of responses we now have representative represent and generalizable results, the survey respondents represent the demographic diversity of Portland, and we can generalize the survey results to the Portland population as a whole. At the close of the survey, we received 52.90 valid and completed responses is one thing to note is that 16% of them respond added in the translated languages, including spanish, russian, ukraine, vietnamese and chinese, which speaks to the great work from our partner organizations. Our sampling approach also led to demographic proportionality that was close enough to the population that allows us to weight the responses by geography, race, ethnic, city and age and adjust the responses to better match the Portland population within a very small margin of error. Here is a chart showing the racial ethnic distribution of the respondents compared to the population percentage in Portland and the darker green color represents the survey percentages, the light green color, the population percentages as you can see, the bipoc community were close to their population percentages and the white population is slightly underrepresented. We asked for response rates, zip codes in the survey and grouped them into six geographic areas northwest, southwest, south, north, northeast, southeast and east Portland. The bar graph to the right shows that the geographic distribution of respondents closely matches that of the

Portland Portland population in today. We're excited to share with you the highlights of the findings. While focus on the results related to key citywide topics only. But the survey also covered questions that will help bureaus refine their operations. There is much more information in the full report, which you can find online now, i'll start with the result of the general satisfaction question the survey asked if residents were satisfied with Portland as a place to live. The darker green colors represents satisfaction in while the lighter green colors dissatisfaction overall slightly under half, the residents reported satisfaction, while slightly over one third were dissatisfied and looking closer at the geographic disaggregation of the results. So southeast Portland reported the highest level of satisfaction, relatively as indicated by dark green color, while a smaller percentage of east Portlanders reported satisfaction with Portland as indicated by the lightest green color, the on a nicer note, people who identify as transgender and other genders reported more satisfaction with Portland. Then we ask the question on what's the greatest challenge facing Portland? The top three answers were homelessness, cost of living and community safety. We taking a closer look at the geographic differences in the responses. However community safety appears to be a bigger concern in east Portland, surpassing cost of living as their second greatest challenge. Cost of living is shown by the yellowish green bar perceptions aren't the same across all racial ethnic groups either. While all homelessness is top is the top challenge for most groups, cost of living is the biggest concern for American indian alaska natives. Black african Americans and native hawaiian pacific islanders. Thank you. Thinking about budget priorities, we also asked what's the most important service to fund in Portland? Nearly half of the residents chose affordable housing, homeless services and a quarter chose safety services as the most important services to fund, followed by streets, sidewalks and transportation. Next, looking deeper into the

disaggregated data, the relative importance of services varies across racial ethnic groups. For example, black african Americans valued affordable housing and homeless services much more than other groups, as highlighted here. Our next residents in different geographic areas also felt differently about the services east Portlanders viewed safety services as more important compared to the rest of the city. Now i'll pass it to lydia nguyen to go over the rest of the results.

Speaker: Good morning, mayor. And council. My name is lillian nguyen. I use she her pronouns and I'm with the city budget office. I'm here today to share with you the remainder of the highlighted survey findings. Continuing on with the key survey findings, we asked several questions regarding community safety and policing models. This graph shows Portlanders feelings of safety when walking in their own neighborhood versus in the central city, which we defined as downtown and the inner east side. We asked respondents about their feelings of safety during the day versus at night. Dark green bars represent agreement with feeling safe while light green represents disagreement. We saw that at three fourths of Portlanders feel safe in their own neighborhood during the day, but an almost equal percentage of Portlanders feel safe versus unsafe in their own neighborhood at night, fewer than half of respondents feel safe in the central city during the day and nearly three fourths said that they do not feel safe in the central city at night. On this slide, we look at individual geographic areas. The darker the green, the higher the agreement. With the statement. I feel safe walking during the day in my neighborhood. As we can see by the lighter green east Portlanders feel less safe walking during the day in their own neighborhood compared with the rest of the city. We also asked whether armed police officers should respond to 911 calls about force scenarios. Someone damaging property, someone on private property who won't leave mental health crisis, someone in mental health crisis, and

someone sleeping on the sidewalk again. The darker green bars represent agreement, while light green bars represent disagreement that there is more agreement with the first two scenarios, as shown by the darker the tall dark green bars and few residents and fewer residents supported armed police response with mental health crisis and someone sleeping on the sidewalk. We also asked about which activities armed police should prioritize outside of 911 responses.

Respondents rated each activity from high priority to low priority, including an option to indicate that they do not want police to do this activity at all. Again, the darker bars represent a higher priority patrolling and high crime locations and following up with a reported crime were seen as the highest priority activities, reflecting the sentiment about community safety as one of the top challenges facing the city. Regarding homelessness, the top challenge identified for Portland. We asked what homelessness solutions would you support building in your own neighborhood? The most supported options were substance abuse and mental health clinics. Subsidized apartment complexes and indoor shelters. In the priority area of economic recovery. We asked residents about their ability to find a job. The pie chart. The pie chart shows responses to the statement. I can find a job in Portland that pays enough to support myself and my family. 48% agreed or strongly agreed and 27% disagreed or strongly disagreed with the statement with about a third of Portlanders disagreeing. This echoes the finding that the second biggest challenge residents are facing citywide is cost of living. Equity is one of the city's core values. So we wanted to learn more about Portlanders perceptions around access to opportunity. We asked how much do you agree with the statement that everyone can succeed and thrive in Portland regardless of identity? Roughly half disagreed, while about a third agreed or strongly agreed and. To assess Portlanders perception of government effectiveness, we asked if people

agreed with the statement. Portland has an effective government. Roughly a quarter agreed, while half disagreed. And for the last of our highlighted findings, we will cover a question regarding communication with the city. We asked respondent how easy it is to contact the city on issues important to them. 1 in 10 found it easy while while one third found it difficult. But a third said they didn't know, suggesting that they haven't tried to engage with the city as we previously mentioned, these are just a few highlights from a very rich dataset. You can find a lot more information on our website at ww.Portland.gov/insights. I'll pass it back to ruth levine for next steps.

Speaker: Good. And I know that was a very quick breeze through a lot of data for any questions right now burning questions about any of those findings we'll also have a little time at the end for more questions.

Speaker: But you're good to go. Okay. All right. So next steps we will briefly walk through a few opportunities that we've identified to utilize this data and improve the city's decision making and service provision in and as well as the next steps in the project.

Speaker: Overall. So I'm going to talk through a few ways that I think this data could be used as part of the budget process to inform the mayor and council's priorities and then also bureau budget proposals. And these aren't meant to be a policy recommendation, obviously, but it's intended to be illustrative of how the data could actually flow through the budget process. So the one of the core elements of the insight survey is that it allows you to identify community priorities. These community priorities can be incorporated into your budget priorities as you see appropriate. It obviously, along with other types of input that you have into your priorities. But in this case, for example, you might consider the finding that cost of living is the top challenge identified by black and african American. Native

American pacific islander Portlanders. If you wanted to develop a budget priority around impacting the cost of living, you could then set a strategic target to request budget proposals that will impact a particular outcome related to cost burden. For example, for example, housing affordability or the like. After that, that that would flow into bureau budget proposal. Also, you could encourage bureaus to develop proposals that align with the outcomes that you've identified. And this would both be a change in kind of how we think about developing budget proposals. And it's also incorporates the asset that that the community that the Portland insight survey has has in terms of the data we have on community priorities. And then another way to utilize this data, I think is to combine it with other city data and national research in order to conduct more robust policy research. Again, this example is around cost of living. And if you wanted to answer a question of how the cost of living impacts or is felt by different communities differently around Portland, and then what are the levers the city could pull to impact that? I just pulled for questions here from the insights survey that speak to that. And obviously there's findings in the report itself on each of these questions and the cross sections with the demographic data. But we could do even more analysis regression analysis and the like on kind of what is what what are the most likely variables to impact these questions that were asked in the survey around the greatest challenge and the ability to find a job with sufficient pay? We asked which we didn't cover today, but do people feel that they need housing or utility bill assistance? And we also asked a question about whether people had technology challenges in the last year. So all of those are things we could dig into more. We could also combine that with other city data that we have, for example, on utility bills or affordable housing or job training data through prosper, Portland. And then last, you could connect that to national research either through census data or literature on sort of how do different policy

levers impact the cost of living for different communities. So this is again, just an example of something that we could dive into deeper and would really go beyond just kind of delivering this report. So next slide. So and then we mentioned that the quantitative survey and the qualitative focus groups will happen every other year. So that means the next step here is the focus groups in the fall of this year, 2023, we are actively developing sort of the question and the structure for those focus groups and we'll continue working with your offices for any input on those questions. We're intend to focus on sort of the top three challenges that were identified through the survey. Community safety or houselessness and affordable housing and cost of living, and drill deeper into those. And then the next sort of iteration of the quantitative survey will happen next spring in 2024. It will be a comparable method. And most of the questions will remain the same so that we can compare them over time. Things like the general satisfaction questions or does Portland have an effective government? Those types of questions there will be some more program oriented questions that may change depending on what bureaus are working on or what they would like to see. In the survey itself. So there's also opportunity for your offices to help inform some of those adaptive questions in the 2024 survey in the coming months. So yeah, thank you for your time and engagement. We welcome any questions that you have.

Speaker: Very good. Thank you for the presenters. Commissioner Mapps sure. Well thank you for the presentation today and thank you for this really rich data source.

Speaker: Um, I would love to dive into a bunch of the data that you got here, but I suspect given the time and how how rich that discussion is going to be, I feel like we need a different forum for this, which is one of the things which is I think maybe the main message I have in reaction to today's Portland's insight survey here, i'll speak

directly to my colleagues. I think this is a really important data source. I really like staff's recommendation in that we use it to actually guide policy. I also want to point out that actually a lot of great research has come out of city hall and the city in recent months. So we have the Portland insight survey. I remind you that a couple of weeks, months ago we had prosper Portland's basically economic development plan, which I think is very much in dialog or could very much be in dialog with the Portland insights survey that the housing bureau's annual report, which I think in many ways also speaks to some of the trends that we see in the Portland insight survey. And then I know the mayor's office in particular has been interested in the in the burdens that taxes and fees and other charges that citizens have to pay, you know, so I see basically these four pieces of research which are quite rich that I think are in dialog with each other. I think that it would be great and wise of us to sit down and actually see what common messages is emerge when we juxtapose these four documents. I'll tell you when I do that, I see four themes emerge. And I think this these themes include racial inequality, economic inequality. Um how housing affordability and also we're maybe the a crisis that we face in the commercial real estate side. I so I think we know what the problems are. And I think that the data that we've put together actually suggests some solutions that we could embrace. So I would love to do that. I, you know, we could do a work session on something like that. And I know there's some thoughts in the building that we might have a work session in this space as work sessions are great, but I think there might be some richer and more in depth policy analysis and synthesis that we could do here. And I think that we should do it. And if anyone on this council or on staff is interested in pursuing a synthesis project like that, I would love to be part of that table and discussion. Thank you. Mr. Mayor, and thanks staff for this really good work.

Speaker: Thank you. Commissioner Gonzalez.

Speaker: Well, I just want to thank you for this report. It's very insightful. Some in some ways it reaffirms some things that we saw in the campaign trail, some of our own polling at the time. There's some strong patterns that you reiterated, as well as some of the other work that's being done in the city. I just wanted to highlight a couple of things in terms of city funding priorities identified. And just to reiterate the question we had when you walked me through it, the clustering of affordable housing with homeless services. I do think that's an area that really like to see parsed out. I do think that subsequent slide is quite helpful where you where it's listed, the prioritization in in a little bit more detail. It's not to rehash the point but that, you know, people can be strongly interested in getting people off the streets and whether that's the same answer is affordability challenges. I think sometimes those are two different answers that get clustered together. Um, the other one of the other takeaways in terms of priorities and city funding or services is that some of the items identified are not the city's responsibility and this is a quandary at times in how we communicate with the electorate and how we communicate with voters. We agree that's a priority. It's not the city's primary responsibility. So I think as we go forward in subsequent years, maybe even in the, you know, the small groups we see, we can dive in on that. Well you say this, but that's actually a county responsibility or someone else's. And that recalibrate your own prioritization. Um, I think that and I think that carries over obviously to strategic priorities of voters have identified something they're really interested in but we don't do it might think about how that impacts strategic priorities in terms of methodology. Do we have data in the detail on on economic class or income? Because the racial and geographic is very interesting. And i, I continue to be very interested in whether it income can be a higher predictor than necessarily race or geography. I just on

certain questions or not or, you know, so I'm curious what we have on that and if we've done any analysis on what's more predictive of answers income, race or geography, we do have that.

Speaker: We have questions on income, um, education. And I agree with you. I think there's a lot more we could do. We have not done the sort of predictive pieces. This report is just the summary data, but some of the additional research I was talking about, for example, you know, there's lots of ways we could look at what what's more predictive through regression analysis of which which are some of the variables that are more likely to be predictive of a certain answer. And so it's becomes a question of what do we what questions are we interested in looking at in that deeper way?

Speaker: And you know, again, I hearken back to some of the polling data we had in the election. I went through. There were times that race was less predictive of answers than economics or where you where you lived in the city. And it just depended on the topic. And I wouldn't draw too broad a conclusions from it, but it was it's an interesting to have the benefit of that regression analysis as one last sort of question on methodology. Again it came out of the conversations with your team. So the outreach from underrepresented groups, the outreach to them, that was largely outsourced to community groups, correct. You want to in terms of under represented in the baseline polling, the randomized polling, the outreach that occurred, we do we essentially outsourced that responsibility to community groups. Or what was the methodology for that? Thank you for the question.

Speaker: We partnered with nine community based organizations in addition to our own neighborhood district association and the city's affinity groups. So yes, there are largely a community effort to reach out to different communities in Portland.

Speaker: And would you, from a kind of wearing a statisticians hat, is it fair to say that that isn't necessarily randomize in terms of how that outreach occurs as as opposed to the base survey, which I think it sounds like it was very much randomized?

Speaker: Yeah, that's a great question. I'll pass that to dr. Elliott to answer that.

Speaker: Good morning. I'm debbie elliott with the regional research institute, which is part of the school of social work at psu. Just saying. And so the hybrid approach to the methodology is something that really traditionally wasn't done before because there was such skepticism around bias that the non random approach, the non-probability sampling can do. But more recent research has suggested that if you are able to do a random sample, a probability based sample and you also can use the opt in or the non-probability sampling approach to access assess the commonly underreported resented folks in surveys. We know there are some groups that just don't respond to surveys that if you do that, you can't combine those two as long as you're able to apply statistical weighting to the sample before you do the analysis, which we did.

Speaker: What what's the 15 second version of how you do that? Weighing the weighting? Yeah, sure.

Speaker: For 15 seconds. I don't know. But so basically what you do is you compare for the proportions in the survey sample to the proportion in the population and based on those different percentages, you calculate the adjust isn't necessary to either increase the influence of a group that is under represented or decrease the influence of a group that's over represented to get them adjusted to the proportion seen in the population. And actually, to be honest, with the hybrid approach with this survey, this is the very first time and I've done hundreds of surveys locally, i.e. Nationally, regionally, statewide, that we have had to increase

this. The influence of the white population and decrease the representation of the communities of color because we had such a great response from those communities of color due to this outreach, which basically what weighting does sorry, I'm way past 15 seconds, but what this weighting does is if you have a larger proportion of a population, you're condensing your it's kind of like like if you're putting a stronger concentrate version of a, a flavoring in a in a juice or something, you're able to say, we're just combining those folks and concentrating their responses to meet the proportion of the population in versus having to spread them out. We all know that some surveys have had like I mean, there's been news stories about two people representing a whole community of color. But this way we were able to actually really get a great response from the communities of color so that we're highly confident that what we have learned is generalizable to the Portland population.

Speaker: Super helpful. One last question on that. So the when on the randomized the communities of color, what are the guards against selection bias and nonrandomized is just we have different challenges there. Some jurors.

Speaker: Right normally we and what we use the opt in approach for is what we commonly do is to over sample when we do a random household survey. And what you do is you include more of a certain subgroup in order to get the represent station, you need comparable population in an and so that's commonly done. We just did it in a different way because we know that people don't respond to surveys and that having people from within the community increases their willingness and trust to participate and so what we did is we got a wide variety of community partners, so it's not just one organization that reached out to one community. So we've got a representation across subgroups. We've got multiple modalities. So people reached out in person, they reached out at both at their agencies or

throughout the community. They also go dispersed. The survey invite through social media. So there's a wider range of how the recruitment was done across multiple sources is to reduce that selection bias that could happen. Got it.

Speaker: Okay. Well, thank you. Yeah I think so. Thank you.

Speaker: Thank you, commissioner Rubio.

Speaker: Thank you. So just following up on that question, so when I had the presentation to my office, i, I learned or I thought I learned that there was a underrepresentation of the latino community in that data. When we looked at the disaggregation. Yeah. So it was over. So did it was it trued up in that balancing way in the weighting process that was adjusted? Okay. Okay.

Speaker: But we still I mean, the thing is, is that it was a smaller proportion, but we also had a larger quantity. So because we had over 5200 responses, we were able to get even a 5% group is a large number of people versus if we only had 100 responses, that would be a very small group. So even though the proportion was a little off, we were still using a lot of individuals responses to be able to make that weighting adjustment. Okay

Speaker: The second question I have is you talked about changes from 2019 that you made. Can you talk about what changes they were and why why you made those changes? And then are there any changes, having gone through this process that you would make next time?

Speaker: Sure. I'll start with that. So there are several changes. First, we updated the questions. So 2019 pilot survey was done as a pilot within a short period of time with a small budget. So with csu's help, we were able to go back to the drawing board. It was an 8 or 9 month long process to work with all the bureaus in the city, all the council offices and include the community advisors in the process to help us develop the questions so they are relevant to the city. They are understood by

community members who don't understand, like city lingo, right? And that the questions are relevant to them. So that's the first change. And then second, the biggest change was the methodology. So in 2019, it was opt in only and primarily online. So there was no randomized sampling at all done in 2019. And so in 2022, with our expert help from psu like we were able to do a new approach, a combined approach to make sure that the scientifically valid and statistically sound and then third, one thing we did also improve on was a lot of significant testing done by davis group to make sure that anything we present, anything that's in the report, are statistically significant, not just like, oh, I see this bar slightly lower than that bar, so maybe there are different when they are in fact not what else? I think those are the biggest changes that we made in 2020.

Speaker: Anything moving forward that you think you would do differently?

Speaker: Yeah, I think well, in case our outreach even more so next year we got really good represents station this year but as you see on the on the graph some groups the response rates were slightly lower. For example the latinx group is I believe 1 or 2% lower, which is not a big difference. But we still would like to reach out to them more. So so we'll work with the different groups, community partners. This year, expand on that and also some questions are going to change. As ruth mentioned, the majority of the survey questions are evergreen, so they're not going to change year to year so that we can have longitudinal data to see trends over time. And a small proportion of the bureau specific question are going to be adapted, meaning that they're going to be salient to the time we're in. Like if a bureau is done with their programing with that particular question, then we can swap it out with something that another bureau may need more urgently. I think those are the biggest changes we're planning on doing. The focus group, which is new.

Speaker: Yeah, that was a change. Also just to quick things to add, I mean, I think in terms of the questions, I think it'll be worth thinking about anything around the charter transition change in the form of government. Obviously going into 2024, that will be a sort of ripe time to inform. I imagine, some questions so that will be something where I imagine we might want to focus some of the more specific questions in terms of programmatic changes and then I think to ning's point, I think we also want to look at the and I think we talked to you a little bit about this in our briefing, but at the language and race overlay gap and just kind of make sure we're getting when you when you cross those two things that within the racial and ethnic groups that you're getting representation from english and non-english speaking populations within those groups. Thank you.

Speaker: Yeah, thank you, commissioner.

Speaker: Maps quick. I know we're going long here, so i'll try to keep it short first. I appreciate the discussion on methods and I think I learned a lot through that as we were doing that, I was looking at the appendix c, which are your significant test, looking at these results, which I don't entirely understand, but I think I basically get what's going on here. It seems like we are struggling to get statistically valid samples from the disabled community. I don't know if I'm reading that correctly, but if I am reading that correctly as we think about the next iteration of that, I hope that we can embrace new methods that will give us, um, some more leverage here. Also say that in general in the city, I think this is a space where we really struggle to. This is a community we struggle to serve, let's put it that way. And and I'd like to very quickly revisit a couple of pieces of data. I believe you had a slide on why people are leaving Portland. Is that correct? In this presentation? I'm having a hard time remembering what was in the report and what was in the presentation. But if we have the why people are leaving Portland slide, can we throw it up real quick?

Yep so things that really pop are are housing affordability living closer to friends and family jobs is better. School districts, public safety. We did the cost of parking come up. What parking? No okay. I was just curious about that. And can we take a look at the slide? I think you have a slide on funding priorities for the city. Cost of parking. I think it was a bar chart, if I recall. Can I go back to. Well this one works, too. Doesn't matter. Well let's go back to the we can do the pie chart. That's fine. So pretty consistently in the slide that the next slide shows this data I think broken down probably by some demographic groups consistently. We see affordable housing, public safety and transportation being a top priority. And I just want to I think everyone on council hears all day, every day about the houselessness piece, and that's important. That's obviously a big problem. Public safety obviously a big problem. But I just want to point out to my colleagues and people watching at home that the Portlanders consistently put transportation needs in their top three concerns in terms of what the city should fund. And actually here, why don't we just roll it over forward? I think the next slide maybe breaks this down by demographics. And if we were to take a look at this in terms of demographics, too, you see that that although it's not universally true, you'll see that even when you break this down by race, transportation still consistently comes up towards the top, especially as you look at communities of color. So and certainly these findings inform my approach to budgeting and policy making moving forward. Thank you very much, mr. Mayor. I will hand it back to you.

Speaker: Very good. I first of all, I just want to thank you again. Obviously had an opportunity to see this presentation in advance and I thanked you then privately. I want to thank you again publicly and colleagues, a reminder, this is a work in progress. The reason the mayor's office and the budget office took this survey up was because the previous auditor decided not to continue new surveys and it was

felt to be very important for our budgeting process to be able to identify where the public was and what the highest needs were from the perspective the public. This is an evolving process. And so I really appreciate the comments that that we've heard today. And I would encourage us to continue to work with our our research team, our leadership team on this. And if there are refinements to be made, they're very open to it. And as was mentioned this year, based on last year's input, we've added the focus groups, which which I think is going to be really interesting because then we can ask some follow up questions and get some deeper perceptions. Is my takeaway from this, frankly, is that it and I appreciated much of the dialog, or at least the parts I understood on methodology. I am not a statistician, although I do know where the word general sizable comes from. Now thank you for putting that into my talking points. You're welcome. You said it flawlessly and i'll be working on it for the rest of the week. But thank you for that. This validates from my perspective that the council has been prioritizing the right things in our budget process. And you know, the issue of homelessness or livability, the affordability issues indirectly. We heard a lot about some of the livability issues. All of these things are front and center. And this council has prioritized those areas. So there was nothing here that suggested at a large, you know, big picture level that we're on the wrong track in terms of what our priority is. Are there there is something I want you to think about for next year. And I'm not really sure how to work this in, but I don't want to set unrealistic expectations about what the city can deliver through a survey, a survey both gives us information, but it also signals to the public as they hear the questions or read the questions about what they think the city should be doing. And when it comes to the questions of budget around housing affordability, the reality is, in the scheme of things, we don't do that much in that particular space and it's not because we're dodging responsibility or saying

somebody else is responsible. It really gets down to who has the streams of funding to be able to do something at scale that makes a difference from an outcomes perspective of where we make the big difference around housing affordability, in my mind is around policy and often policy development. It requires very little budget support. I actually, as I look back on the last ten years, I think the biggest things that this council have done around housing affordability is the central city, 2035 plan, which changed our zoning codes to increase density and height. The better housing by design project and the residential infill project at all fairly weighty, boring policy discussions. But they actually will have a significant impact in terms of what we're able to do around housing affordability in the city of Portland. Of course, we did the housing bond, of course, during covid when we had arpa dollars and cares funding. We supported rent support and worked with our colleagues at the county on various programs. But i, I don't necessarily want it to set us up as being the leaders on something. We're really we're playing a support role or an ancillary role. For I think i'll just leave it at that except to say I appreciate it and I think i'll look forward to the focus groups and what we hear there. There is one question, by the way, that not not of me to you, but just a question that's asked. And I already know the answer to the question when somebody says, do you think local government is effective, it's a throwaway question. It tells us nothing at a time when we were routinely excoriated for stupidity, incompetence, a lack of results locally, nationally, globally and frank berkeley local government is under attack like nationally in the united states. That's part of a current political trend. And when people don't really know what's the responsibility of local government versus county government versus metro government versus state government versus federal government, when they see bad results at the street level around homelessness, around livability, public safety, education, affordability, anything

they're going to obviously say that their local government is ineffective. I was actually surprised that 25% thought we were effective, including many who thought we were highly effective. I wouldn't have answered the survey that way, and I'm a key leader in it because it's about results. And so I would encourage us to maybe think, how do we refine that question to be maybe more indicator of how people feel about certain service versus expectation levels that they have. Could could we somehow disaggregate it or break it down or make that more useful? It's not useful for me to go home and know that I'm hated as the mayor of Portland. I've known that for years. That's that's not helpful. What people want is results. They want better outcomes. And so the question is, how do we refine this survey? So that we are getting to the better outcomes by making the specific decisions that will lead to those better outcomes, that that would be really helpful and I don't have the answer, but I'm just saying maybe that's something we could think on over the course of the next 6 to 8 months before we relaunch.

Speaker: I can add one thing to that because that question by its it was not by itself. We asked.

Speaker: No, I understand it was the aggregate strategy got thousands of responses to that open ended question.

Speaker: And I think looking through the narrative of all of those response pieces might kind of lead into some ideas about how to tease that apart for next time.

Speaker: Good. That's really helpful and I appreciate it. Good work. Thank you. Colleagues. I'll entertain a motion to. Oh, I'm sorry, public testimony. Do we have any. No one signed up. I'll entertain a motion to accept the report. So moved. Commissioner Mapps moves. Can I get a second, please? Second commissioner Gonzalez second. Any further discussion? Seeing none, please call the roll.

Speaker: Gonzalez deeply, deeply appreciative of this work.

Speaker: Leadership of the mayor's office, the budgeting office, important inputs into our dialog going forward. The results echo findings of other recent citywide polling. In some respects, although in a deeper way, the focus on crime, homelessness and cost of living. Some of the trends in east Portland were not shocking to me at all, but it's helpful to see with the texture and the depth that you've dug in. You know, i'll continue to have questions about what's been randomized and non randomized. At some point maybe you'd like to see that data set sort of separate. What is the randomized data tell us and is that different than what's been presented in any material way, recognizing there are some challenges with that with underrepresented groups, but still would like, you know, would appreciate that going forward. And um, and then I think just to continue dialog about methodology, it is valuable. But bottom line, I'm voting to accept the report and appreciate all your hard work on it. Thank you.

Speaker: Maps. Yeah

Speaker: I want to thank the mayor's office for their leadership in making this report happen. I also want to thank all the folks who actually did the work. I find this information to be extremely helpful as a policy maker and I will use this as an opportunity to reiterate my call for my colleagues and people who work in policy making positions to use this report and some of the quantitative data that I think we've gotten out of prosper and whatnot to really begin to hone our policies and spending patterns, to address the needs of Portlanders. Uh, with that said, I am glad to vote. I Rubio I just want to thank the team for all of your great work.

Speaker: It's clearly a lot of work and very thoughtfully done.

Speaker: We're going to have to suspend the vote. Okay we lost our quorum. We'll take a two minute recess.

Speaker: Okay.

Speaker: Sorry about that.

Speaker: A candidate for our open citizen trustee position on the board of trustees. As a little bit of background on the board, per the city charter, the pdr plan is administered by a board of trustees who supervise and control the spdr fund. The board comprises of five members. The mayor or the mayor's designee who serves as the board chair. An elected firefighter and elected police officer. Two citizen trustees, the citizen trustees shall be citizens of the city of Portland and have relevant experience in disability or pension matters and they are nominated by the mayor and approved by the City Council. Normally, the trustees serve a three year term. The board presently has one vacant trustee position. So today we are here asking that the council approve tom cramer's a citizen trustee to serve through the end of the vacant term, which ends on December 31st, 2023, and approved for the following three year term January one, 2024 through December 31st, 2026, or 2020 606. So real quick comments about tom. Tom came to us through some recommendation actually from our board of trustees. And tom has 40 years of experience working as an employee benefits attorney with a primary focus on retirement, disability and health plans. And with that, i'll turn it over to tom to introduce himself and give you some background on him. Thank you.

Speaker: Good morning.

Speaker: Good morning. Thank you, sam. Good morning, mayor and commissioners. Thank you for considering my the possibility of my nomination as a member of the board of trustees.

Speaker: I've dealt with the spdr fund over the last 30 years in various capacities, not as a representative, but just as a lawyer with business before them. I find what they deal with and how they deal with it very interesting. The transition on the board has been interesting and the transition of the fund itself has been interesting

and I would be pleased to serve if the mayor would appoint me and the council would approve.

Speaker: Very good, short and to the point colleagues. Any questions, any public testimony on this report?

Speaker: We have one person signed up, Kevin matches. Good morning. And if you could just state your name for the record, please.

Speaker: Kevin matches. There should be a powerpoint. Thank you.

Speaker: It's coming up right now. Sorry about that.

Speaker: It's just a little slow. Okay it's a lot slow there it is.

Speaker: Thank you. I'm Kevin matches. I have no objection to Mr. Cramer's appointment, and I'm not here to comment on his experience, but rather on the importance of filling vacant PDR board seats with trustees who will support a culture of transparency. After the seat is filled, the mayor's designee will remain vacant for now. Next slide. I recommended that the city request an analysis of a comprehensive actuarial funding policy. The last time the city obtained this analysis was 18 years ago. I'd like to elaborate on transparency. An important benefit of such a policy. Next slide the pensions. Normal cost is around 50 million to \$100 million per year. Normal cost is the annual actuarial cost of pension benefits earned by active members while working. Next slide there is also interest cost similar to interest on a loan. Take the unfunded liability. How much is owed? Then multiply it by the annual interest rate. Similar to a loan. The interest is the interest cost is compounding over time. Continuing the analogy, it's like you're relying on your credit card debt. One year to take a vacation to Paris and the next year to Italy. And on and on every single year. Put the normal cost in the interest cost together and you already exceeded \$200 million per year. The next slide. So how will the city pay off its liability under the Portland pay as you go approach cash contributions from

property taxes are only sufficient to cover benefit payments to members as they come due in retirement. So the interest cost and normal cost together now are now in black. Compare that to the contributions in green. The difference is negative amortization. Zero amortization would indicate that we're treading water and things are not getting worse. Positive amortization would indicate that we're paying down the unfunded liability and things are getting better now. Next slide. In summary, passing off costs to future generations of Portland taxpayers hinders transparency. Consequently, the board and the city's efforts to support transparency are even more important, according to staff at the January 23rd board meeting, when obtaining an analysis of funding policy came up, quote, the mechanism for changing the charter is council can refer a charter change or there can be a citizen petition to change the charter. And council is not going to have much interest in this end quote. So my question to council is, are you interested in transparency.

Speaker: Could I ask you a couple of follow up questions?

Speaker: So and you probably have forgotten more than I ever knew about this, and I appreciate you coming in and I appreciate your interest in transparency. My understanding is the pay as you go system was put in place, obviously decades ago. But it's my understanding that the movement has been for us to move people off the pay as you go system onto pers, is that correct? Right.

Speaker: That's right. So after that analysis was completed that I was alluding to, there was a charter change. And so the city run pension plan was closed to new hires and those new hires now go into Oregon pers just like any parks, water employee, you name it.

Speaker: So and I'm oversimplifying this and I completely acknowledge that, but the current retirees and their beneficiaries will die off and we have amortized and I agree with you on the point you made about amortizing the cost.

Speaker: So there is a cost to future generations of liabilities is already incurred. In fact, we're you and I are paying taxes now to pay off pension liens for people long gone. But ultimately what happens is that liability will go down, will it not?

Speaker: It will start going down, you know, basically around the time that nearly everyone has retired under the old system. So as of right now, the under current assumption is the liability would grow by that negative amortization amount of 50 to \$70 million per year.

Speaker: And in fact it will continue beyond that, because as you correctly pointed out, we're not you know, we're not paying down the whole debt. We're amortizing it, meaning it's carried over for a longer period of time. The reasoning, I believe behind that and the reasoning it was set up with that way was to keep the property tax and the contributions to the public at large minimal year over year. Is that your understanding or do I have that wrong?

Speaker: I mean, you know, why they did it. I can't speak to that. That happened in, I think, the 1940s. Yeah so it was a while ago. Yeah.

Speaker: Before you and I got here.

Speaker: Yeah. I mean I've done public records requests to look into this issue, but I have not quite gone back to the 40s.

Speaker: But yeah, that is currently the effect now is that the annual property tax is lower, but consequently the long term property taxes are going to be much higher for example, over, say, a 20 year period. It does increase property taxes relative to an example, alternative funding policy.

Speaker: And just with regard to transparency, are there specific recommendations that you would have for Mr. Cramer or his colleagues or future appointees to this board? Are there specific types of transparency you would like to see?

Speaker: Yeah, I think there are two. Two more immediate steps that could be taken. First would be to request this analysis that I mentioned of potential cost savings, and the second would be to engage with independent national experts who have written about this issue and can only engage by invitation.

Speaker: Okay. That's that's helpful. And you've now given the director and at least one member of the board the presentation, and I appreciate your public testimony and I appreciate your responding to my questions. Thank you. Thanks. Anybody else? Do we have public further public testimony or is it.

Speaker: That concludes testimony.

Speaker: Very good. I will entertain a motion to accept the report.

Speaker: So moves commissioner Mapps moves.

Speaker: Second, commissioner Gonzalez seconds any further discussion? Seeing none, please call the roll. Gonzalez the bureau of fire police, disability and retirement works to support our firefighters and police officers in navigating the retirement and disability process.

Speaker: We owe it to our first responders to provide them with efficient, effective and expedient services. As Tom Kramer comes to the fire and police disability and retirement board of trustees with over 40 years of experience in employee benefits law throughout Portland, he's worked with employees on health, retirement and disability health plans to ensure they are operating in a cost effective and efficient manner. When Tom first came across the fire and police, disability and retirement fund over 30 years ago, he recognized its layers of complexity. As the city changes,

the bureau is adopting accordingly. Tom's experience comes at a valuable time at the bureau is beginning to execute its five year plan. The plan integrates the past and present of the bureau to build a better future for the personnel it supports. When we dedicate time to supporting first responders throughout the disability claims process, retirement and their careers, we increase their satisfaction. We protect their families and when our first responders feel support, they are better able to continue doing the work we all value and count on. I'm confident that tom's vast experience in finance and legal matters will help the board navigate complex issues in the pursuit of the both the bureau's and the plan's goals. And I'm grateful for the service of the board of trustees and our newest appointee. Your dedication to supporting the first responders of Portland is truly inspiring. And one last short story just learned of one of our longtime firefighters that was recently diagnosed with a second form of cancer. It is devastating news that in you all are there to help them navigate life changing events and aid in dealing with retirement. So again, I just want to reiterate our appreciation for what you do with that. I vote to approve the report maps.

Speaker: I want to thank mr. Kramer for volunteering to serve on this important committee. I vote i.

Speaker: Rubio.

Speaker: I also want to thank you for your willingness to serve. I think this board will be greatly served by your experience and your wisdom and just really appreciate your service. I vote aye. Wheeler thank you, mr. Kramer, for stepping forward.

Speaker: This is obviously a highly technical exercise. It's a very important one to our employees and to the public at large. As you just heard. And I appreciate the fact that you're willing to dedicate your time and energy to what we think is an

important purpose. Sam, thank you for your continued diligent and great leadership of the board and I also want to thank all the members of the board who currently serve. Thank you. I vote I and the report is accepted. Thank you. Next item 651, please. An emergency ordinance authorize intergovernmental agreement with Multnomah County to accept grant funding for emergency shelter expansion. For \$6,621,827.

Speaker: Colleagues, this grant agreement with Multnomah County facilitates the transfer of state funds through governor kotek, Oregon, all in executive order plan.

Speaker: The \$6.8 million in funding will pay for the capital and six months of operational costs for the clinton triangle. Temporary alternative shelter site that funding passes to the Multnomah County multi-agency coordination group, often called the mac, g, mac, g and of the city of Portland. The entity building and operating the shelter site. Of course, this allows the city to expand low barrier alternative shelter capacity, provide critical support services and help unhoused Portlanders rapidly move back into stable housing. I want to thank the governor for her support of the clinton triangle. Temporary alternative shelter site, her partnership and funding has allowed for the purchase of sleeping pod units, as well as operation portions of these essential services. I also want to thank the state legislature for approving the governor's budget that included ongoing operational funding for this specific site for the biennium. This low barrier model is a critical component of the shelter continuum and we've received multiple requests from Portland partners and provided providers to be able to refer people into the sites. The clinton triangle site opened last week. We already have more than 40 individuals living at the site, with more coming in every day. And as I said, more partners and providers asking to refer people into the site. The full site will be constructed and fully opened within the next month. I continue to be committed to

addressing the needs of those living unsheltered in our community and those impacted throughout Portland. I will continue working to increase available shelter beds and will keep working with our partners at the county metro and the state to continue identifying funding opportunities for this planned expansion. I have sarah morrissey and skylar brock from my office here to answer any questions. Sarah, if you want to come up, if there are, do we have any questions on this? Maybe you don't have to come up. Renee. I just had one for both.

Speaker: Come on up. Just a quick one in schuyler online.

Speaker: I'm sorry, schuyler. I didn't see you there.

Speaker: So a mechanical these don't flow through the joint office of homeless. Correct. So this is could you just give. I think the mayor sort of did it, but just give us a 22nd reminder of the structure.

Speaker: So these dollars flow from the state and then go to the county and then through the county, it'll go directly to us and we'll get the full lump once this iga is executed and got it in the county multi-agency coordinating group.

Speaker: Do we ever want to consolidate that in the joint office and homelessness? I mean, is it just a totally separate body? I don't mean to poke a bear. I'm just sort of curious as we so that group was established through the governor's emergency declaration, which is Oregon all in so the counties that received funding, they were directed to stand up a multi-agency coordination group.

Speaker: And so this is the county's the county runs it. But we sit on it as well as other nonprofits and other entities as well as members from the state. Got it. Thank.

Speaker: I'm good. Great

Speaker: And schuyler, since you took the time to be online, can you just give us one minute on how things are going with our first task site?

Speaker: Yeah, going really well. So I just got off the phone with our incident commander project manager this morning. We just had. 32 or more pods that were delivered as of this morning. And so by tomorrow should have those 48 additional pods in addition to that 69, those 69 pods that were already on site. So moving right along there, we already have over 40 individuals on site and we actually have quite a few folks who are really trying to get into the site, which is great. But we're trying to streamline that referral process and just make that really clear so folks aren't being dropped off kind of at the site or are trying to kind of go through around our referral process basically to transition projects or other groups in the area.

Speaker: Great. Thanks. Appreciate your hard work. Any public testimony on this item? No one signed up. Very good. This is an emergency ordinance. Please call the roll Gonzalez vote.

Speaker: I Mapps.

Speaker: I just want to congratulate the mayor's office and everyone else who worked so hard to make this happen. This is extremely impressive. I'm glad to vote I on this important step forward.

Speaker: Rubio I want to thank the mayor for your vision on this plan and that you've had that vision and you're making it happen in in a way that is exactly what it was intended to do. I also really appreciate the great work of his team, especially skyler and sarah. Thank you for all you're doing. Excellent, excellent work. Also grateful for the governor's support for this project and also for the county's partnership ship. This is a great start, and I know there's much more to do and to

be done, but very much looking forward to keeping the work moving forward. I vote aye. Wheeler

Speaker: I vote aye. The ordinance is adopted. Thank you, everybody. Six, five. Two, please. This is a report accept bid of more excavation inc. For \$7,781,534 for the 82nd avenue omnibus project. So this is a transportation project that as part of the Portland bureau of transport stations 82nd avenue on the bus project, this item authorizes critical maintenance and safety improvements along 82nd avenue, including the construction of new signalized pedestrian crossings, reconstruction of the ada ramps and better illumination along the corridor. Commissioner Mapps. Before I turn this over to biko, do you have anything else you want to say on this? Is the commissioner in charge?

Speaker: No. I just want to thank your office and biko for helping make this project a reality. I'll tell you, one of the most notable things about 2023, at least for me, has been the dramatic increase in traffic fatalities out there on our streets. This is an important step forward. I'll also remind you that the city just took over 82nd avenue, I believe, a little bit less than a year ago. Maybe it's been a year. So this is kind of lightning speed in terms of taking over, frankly, an orphan state highway. And the city is very much engaged in making it safer right away. And we couldn't have gotten here today without the good work of this man in front of us. Well let's hear from him a man who needs no introduction.

Speaker: Director biko taylor. Welcome, sir.

Speaker: Thank you, mayor Wheeler also to the members of City Council. Good morning. For the record, I'm biko taylor the city's chief procurement officer. There were multiple ordinances passed previously by City Council to approve the work on November 16th, 2022 ordinances 191069 and 191076 were approved by council. And on December 14th, 2022, two ordinances 191112 and 191113 were also

approved. The original engineering estimate was 7.213 million, and the confidence level for that pricing was high. I would like to make a comment here that the first low bidder was brown contracting and I'm going on the record to say that brown did not meet the city's aspirational goal and failed to meet the city's subcontract equity program requirements on March 7th, 2023, procurement problems at the invitation to bid with the due date of April 27th, 2023 and total procurement received three bids, including brown contracting. We received a bid from moore excavating who was the low bidder and is the recommended awardee. Their proposal. Totals 7.781 million, which is roughly 8% over the engineering estimate. The city standard aspirational goals of 20% applies to this solicitation, and a following is the breakdown of the utilization that moore excavated submitted. So they will perform 39% of the project, 20% of the project will be performed by cobid certified contractors and in that in that 12% will be performed by hispanic owned companies on the contract. More excavation is located in fairview, Oregon, and it's not a state cobid certified contract. However, they do have a current city of Portland business tax registration and are in full compliance with all of the city's contracting requirements. If there are any questions, my colleague from pbob, nicole pierce should be attendance on the call should be in attendance online. If not, I recommend that the council accept this report and authorize execution of the contract immediately.

Speaker: Thank you, sir. Colleagues, any questions? Do we have testimony on this item?

Speaker: No one signed up.

Speaker: All right. This is a report. I'll entertain a motion to accept the report. So moved. Commissioner Mapps moves. Can I get a second, please? Second commissioner Gonzalez seconds. Any further discussion, please call the roll.

Speaker: Gonzalez.

Speaker: I vote to accept Mapps Rubio.

Speaker: I Wheeler.

Speaker: Well done. I vote I reports accepted. Projects approved. Thank you. 653, please. This is an emergency ordinance pay settlement of Jordan Ward and Caitlin Hemphill property damage lawsuit for \$60,000 involving the Bureau of Environment Services and the Portland Bureau of Transportation. Colleagues. I would like to refer this item back to my office. 654, please amend contract with Otak Inc for professional engineering services for the Springwater Wetlands Enhancement project.

Speaker: 07383. Not to exceed \$205,928.

Speaker: Thank you. This is a non emergency ordinance Commissioner Mapps.

Speaker: Mr. Mayor, could we read six, five, four and 655 together?

Speaker: No. Yeah, totally fine.

Speaker: Six, five, six, five, five, please authorize a competitive solicitation and contract with the lowest responsive and responsible bidder and provide payment for construction of the Springwater Wetlands Restoration project.

Speaker: 07383 for an estimated cost of 6,000,006 \$6,028,000.

Speaker: Also a non emergency ordinance. Commissioner Mapps.

Speaker: Thank you, Mr. Mayor. Colleagues, you might remember that last week this council authorized Environmental Services to apply for a federal FEMA grant that would bring needed dollars to our city and pay for 90% of the Springwater Wetlands Restoration project. Right now. This week today, Environmental Services is bringing another aspect of this project to council. The two ordinances we're considering right now will authorize Environmental Services to spend \$6.2 million to amend the project design. And with Otak and will allow Environmental Services to

solicit competitive bids for project construction. Now, you might remember this project is important because Johnson Creek has flooded more than 40 times over the last 75 years. Those floods have damaged roads, homes, businesses and threatened lives. The project before us today will provide much needed relief from the threat of flooding for 150 homes and businesses in the historically underserved Lents and Powellhurst-Gilbert neighborhoods. This project will also improve water quality and habitat along Johnson Creek and here today we have several staff members who will tell us more about this ordinance, including Mary I. Teufel, division manager with Environmental Services. I believe we also have Tracy Word, a project manager with BTS, and we might have Roger Geller, the bike coordinator with PBOT. Thank you very much and I'll turn it over to staff now. Staff has talked and we can't hear you. Who do we have?

Speaker: I see tresses in in zoom, but they're not unmuted and. If I have staff in the room, maybe we can make a phone call.

Speaker: Commissioner Mapps. My apologies. I believe that they're on their way in person.

Speaker: Okay.

Speaker: They should be there shortly.

Speaker: All right, let's let's do this.

Speaker: Let's let's let's put this on hold for a moment and let's go to the next item, please. Six, five, six.

Speaker: Accept a grant.

Speaker: Are they or is it the same people who are going to present?

Speaker: Let me see what? Six, five, six is. Now, this should be water.

Speaker: Okay. Six, five.

Speaker: I got I have my. Yeah, I think we're good on water.

Speaker: I'm sorry. Oh, did I skip one? No, we're.

Speaker: Commissioner Rubio stepped away.

Speaker: Oh.

Speaker: And I only need a quorum, though. I need for to vote right. You know what? Let's just take a five minute recess. Let's make this easier. We'll take a five minute recess. Okay.

Speaker: Thank you. And sorry for the scheduling problems. So the presentation today, the ordinances relate to the spring water flood flooding restoration project. And we've been in front of council two weeks ago to discuss about this project two weeks ago was to request additional funding for grant money from fema.

Speaker: Can you hear me? Yes oh, we're still paused. The mayor will start the meeting shortly. Thank you.

Speaker: You let me know when it starts.

Speaker: Yes.

Speaker: Two six, five, four and six.

Speaker: Five five. Non emergency recording in progress. We're back at six, five, four and six. Five, five.

Speaker: Go ahead, mr. Mayor.

Speaker: I already provided some introductory comments on these two items, and i'll just turn it over to staff now. Thanks

Speaker: Thanks so much, commissioner Mapps. So for the record, my name is muriel teufel. I work for bs in a project management office and we're here today to talk about the spring water, wetlands and floodplain restoration projects with two related ordinances. We were in front of council a two weeks ago to ask for additional grant money for this project and so some of the slides might be similar for the back ground. But we have two new ordinances today. Tracy ward is a project

manager, so she will walk you through the slides. Thank you. Hi there again. Yes, I'm Jesse Ward with her pronouns and a project manager with environmental services. As next slide, please.

Speaker: Transportation.

Speaker: So just to summarize quickly, this presentation is going to talk about the spring water wetlands project required its objectives. Overview budget and schedule. Next, please.

Speaker: So the spring water wetlands project, a lot of the issues that require the project are that it flooding is a major issue in the lens and Paul Gilbert neighborhoods as Commissioner Mapps mentioned it's flooded over 40 times in the last 75 years with some of the largest events occurring in 1996, 2009 and 2015. In also non or contaminated non-native fill has been placed within the project area kind of in the northern area of the site. There's limited access to nature and nearby centers and this kind of 60 acre natural area that the city owns and some invasive plants are largely regenerate. Grass dominate the systems and the wetlands. Next slide, please. So many city plans and policies focus on reducing flooding and connecting neighborhoods. The Johnson Creek restoration plan focuses on restoring natural watershed functions that naturally resolve flooding, and it also improves water quality and supports wildlife.

Speaker: The city's natural hazard mitigation plan is focused on reducing flooding and specifically prioritize rises. This project, the spring water restoration project, and we as, as Muriel mentioned, are working on a federal emergency management agency grant for \$7.1 million that was approved by council last week. And in 2018, the lens collaborative declaration of cooperation was a very wide, agency wide agreement that FEMA and also co state agencies, agencies like the department of emergency management, environmental quality, transportation, state lands and

Portland bureau of development services. The bureau of environmental management, environmental services, and many others agreed to focus on reducing flood risk and improving ecological health in these in these neighborhoods, specifically, um, the city also, uh, focuses on the need for connecting neighborhood needs with bike and pedestrian connections and many city plans. Next slide, please. So in terms of project objectives, we're really focused on reducing or relieving local flooding and flood risk for this project and also enhancing habitat, water quality and watershed health and improving access to the community center and nature centers. Next slide. So in terms of a project overview, here's a map of the site. The projects located just north of foster road and the springwater corridor trail goes through it and it is in between southeast 111th and 122nd. It also builds on the foster floodplain natural area that you can kind of see there to the south. It has been effectively reducing flooding for many years. And this will just continue that effort to reduce flooding in these these flood prone neighborhoods. It also expands and enhances about 30 acres of wetlands and it connects the purple line there, shows a connection between springwater corridor trail and southeast one, 15th and 1/17. Next slide. So the lens and hearst gilbert neighborhoods are historically underserved and ethnically diverse neighborhoods and the outreach that we're we're really focused on is, is communicating about flood map changes and outreach is provided in multiple languages. So next slide. So this figure shows, um, I know it's a little hard to read, but it's, it shows the, the modeling for very large flood event. So the events that I mentioned earlier, 96, 2009 and 2015, that's about the size of this is showing. And the orange area that you see there is what what would flood now in that type of a flood event, a very large event. And then post-project that would no longer flood. So all of that water would be contained largely on city property. And those blue areas are the project boundaries

is largely the project boundaries of the foster floodplain natural area in the spring water project. So we're really focused on trying to contain that flood water on city property and it removes flooding from around 150 properties as um, also flood flooding is occurring more frequently now due to climate change and the projects expand wetlands and are improving water quality. So um, next slide. So we've already mentioned the grant a few times, but just for context, I kept it in here that it's a \$7.1 million grant that we're approved to receive if awarded. Um, and the focus of, of the two ordinances today are number one for construction to receive authorization for a competitive bid for around \$6 million to, to build the project to restore the 30 acres of wetlands, dispose of, fill about 12,000yd³ to add the trail and it also includes some educational areas to comply with our permits. And the other element and if there are any questions, I could pause here, colleagues any questions at this point?

Speaker: Nope. Go ahead.

Speaker: Okay.

Speaker: The other one is, is to amend our design contract. About \$200,000, and that would yield a total of about 1.4 million for the for the design overall. And we're have about a 25% small business case include in this project. And the reasons that we're asking to amend the project are to add a new low lying property into the project areas. And that really helps maximize our flood benefits. And it takes it reduces the flood extents significantly to extend permit support, add community outreach for the flood map, changes and also incorporate cost escalation that occurred over the pandemic. So. Next slide, please. So what we're looking at in terms of schedule is we're hoping to advertise this project this month if possible. And the fema grant decision is anticipated in January 2024. And then we're hoping to start construction. This coming spring. So next slide. And that's it.

Speaker: All right. Very good.

Speaker: Do we have public testimony on these items?

Speaker: No one signed up.

Speaker: Very good colleagues. Any questions on either six, five, 4 or 6? Five, five? All right. Six, five four is a non emergency ordinance. It moves to second reading. Six, five five is also a non emergency ordinance. It moves to second reading. Thank you for a great presentation. Thank you. You bet. At and we had already read six, five six into the record have we. I can't remember. I don't think we did. Why don't we just start six, five, six, please. This is an emergency ordinance.

Speaker: Except a grant in the amount of \$2,393,927 from the Oregon department of transportation and authorized intergovernmental agreement for southeast division street 148th avenue to 174th avenue.

Speaker: Project commissioner Mapps. Thank you, mr. Mayor. Colleagues this item comes to us from pbob. This ordinance authorizes pbob to accept a grant from the state of Oregon to complete the outer division safety project project. This construction grant will enable the city to make safety improvements along division from southeast 152nd to southeast 160 and from southeast 166th. That's. 166th to southeast 177th. Here's why this ordinance is important tonight. And the last 12 years, there have been eight traffic fatalities on division in this project area. And in the last 12 years, these blocks have seen about 17 traffic crashes which have resulted in injury. Me now, this grant from the state is restricted to creating safer roads through the construction of infrastructure like medians and ada ramps. If this council chooses not to accept the state grant, these grant dollars will go to another jurisdiction. In other words, the city of Portland does not have the option to redirect these funds to another project. I also want to recognize that this project comes with some controversy and some tension. Of course, this council has heard from

residents and businesses along the division corridor who are frustrated with some of the safety improvements we have made along that street. So it is unsurprising that some stakeholders along division are also skeptical of the ordinance before us today. I'm here today to argue that if we work together, we can both make these streets safer while at the same time being responsive to our residents and businesses who use these roads, these crosswalks, these sidewalks and these bus stops. We can do that by listening and working with the businesses and residents and commuters in this neighborhood. As I will also want to let everyone on this council and everyone who is watching at home know that as pbot commissioner, I am committed to doing the listening and doing the work needed to bring safer streets, safer sidewalks and safer bus stops to east Portland. That's why I've personally met with the businesses and residents who live along this stretch of division where this new safety infrastructure has been installed. I have heard their concerns and I have directed pbot to be especially responsive as we go about designing this project. And I also want to assure folks, should this project move forward, my office and pbot will continue to listen to and collaborate with the people who live, work and commute along this stretch of division. And now here to tell us more about this ordinance, we have staff from pbot. I'll turn the floor over to them now. Thank you very much.

Speaker: Thank you, commissioner Mapps, for the introduction on. Good morning, mayor Wheeler. Commissioners for the record, my name is elizabeth tillstrom, capital project manager with pbot. Joining me is wendy colley, the city traffic engineer. We are here today with an ordinance to accept a grant from the Oregon department of transportation's all roads transportation safety program. And to execute an intergovernmental agreement with odot for the delivery of southeast division street. 148 to 1 74th avenue project. Next slide, please. Southeast division

street is designated as a high crash network street in the city of Portland. It has historically ranked as having some of the highest numbers of fatal and serious injury crashes involving people driving, walking and biking. Pbot has been working on a multi pronged approach to improve safety along the outer southeast division street corridor for over ten years, our work has included ongoing educational outreach efforts in the community to help people stay safe while driving, walking and biking. Our work has included traffic enforcement in the form of implementing and enforcing safer speed limits through the installation of speed reader boards. Speed, safety cameras and periodic enforcement efforts with Portland police and finally, our work has included several capital investments along the corridor over the years to improve safety for all modes. This has included installing additional street lights, infilling sidewalk, constructing accessible corner ramps, installing additional signalized pedestrian crossings, physically separating the bike lane from the vehicle travel lanes, paving the roadway and installing segments of raised center medians between southeast 80th and southeast 174th. Next slide, please. The conversion of the two way left turn lane to a raised center median on southeast division is one of the most important safety countermeasures that we've applied on the corridor to help address the high incidence of pedestrian driving driveway turning and angle crossing crashes. Excuse me. I'll now turn the presentation over to wendy cully to discuss pbot's use of this tool on the corridor and related traffic and economic impacts.

Speaker: Thank you, liz. Next slide, please. Oh, no.

Speaker: Oh, okay. Yeah, sorry. Go ahead.

Speaker: Yeah. Next slide, please. Thank you. So as you can see, when we applied for this grant, we looked at five years of crash data and what we saw in outer division on this particular section of outer division is that there were 16 fatal,

serious and injury crashes, 109 moderate and minor injury crashes and 68 property damage only crashes in 2016 alone, five people died in traffic crashes on outer division. Four people were walking and one person was driving. It was this tragically high number of deaths that led pbot to seek state funding for safety improvements on division with the installation of a raised concrete median, we expect to reduce all crash types by 47, which means that we could expect a reduction of 91 fewer crashes and seven fewer fatal and serious injury crashes. When we submitted this application to odot for safety funding, it was the second highest ranking project in odot region. One the benefits are there. They're real. The economic impacts of the crashes that are happening out there for one, fatal or serious injury crash, the economic impact is \$1 million. So we would expect to see economic impacts or fewer economic impacts if we can reduce crashes out there to the tune of \$15 million for a reduction in fatal and serious injury crashes or \$25 million in total crashes. So not only will this project save lives and heartache for the many families impacted by traffic violence on division, it will reduce economic impacts from traffic crashes in east Portland. And i'll turn it back over to liz now. Thank you, wendy.

Speaker: And next slide, please. So the next project on southeast division will complete the two remaining gaps in access management on southeast division within pbot right of way. This includes the segment between southeast 152nd and 1/60 and southeast 166th to 1/74. The total combined area for both of these segments segments is approximately 7/10 of a mile. The scope includes converting the two way center turn lane to raise center median, similar to other segments along the corridor. We will provide breaks in the median for left turns and u-turns approximately every 12:45 third of a mile. The map before you highlights our project area but does not currently show where we will have breaks in the median for left turns, u-turns and pedestrian crossings. This will be determined during the

design phase and will be informed not only by existing conditions, but through our engagement with the surrounding community and business and property owners on southeast division. Next slide, please. Pbot will be working to deliver this project over the next two years. The design phase, including our public engagement work, will begin this fall and continue through the summer of 2024. We will then bring this project back to council in the fall of 24 to report on the final design and our public engagement work. An id to authorize pbot and procurement to advertise this project for construction. We will then construct the improvements beginning early of 2025. Next slide please. And most importantly, we wanted to touch upon our public involvement plan for this next project. Pbot has previously conducted outreach on southeast division within this project area as part of the division safety project at our focus at that time was primarily on the added signal ized pedestrian crossings as well as parking removal related to the protected bike lanes that were installed in 2022. However we did speak broadly about the bureau's intent to access manage the entire corridor on southeast division between southeast 80th and 1/74. As we begin work on the design of this project, we will be re engaging the community in this area to specifically discuss the design of the raised center median within these current gaps. Our outreach will start with large scale notifications and an open house for neighbors and business and property owners and then will become focused on direct canvassing and engagement with businesses and properties on the corridor, including dense housing areas, to help ensure that our design works to support their needs while also meeting the project. Stated safety goals. Finally as part of our collective vision zero safety work on the corridor, pbot will be conducting conducting one, three and five year post project evaluations. These evaluations will not only collect quantitative data such as traffic speeds and crash data, but also quality of data in the form of community user

experience surveys. The capital investments to date on the corridor have undoubtedly been transformational. We are hopeful that the traffic data and community feedback we collect will ultimately show that these are positive changes that improve safety and support people living, working and traveling along this corridor. We have already begun collecting data as we approach the one year mark of completing the division safety project. Initial findings does show a reduction of top end speeding in some areas and initial community surveys are showing that a slight majority or 53% of respondents feel the project has had a positive impact on safety and approximately 20% of respondents currently being neutral on the project. We hope to improve upon these initial findings as we continue our work and engagement on the corridor. We'll be using the data we collect to not only inform any future work on this corridor, but also our work on other high crash network streets in the city of Portland. Next slide, please. And that concludes our presentation. Thank you for the opportunity to present on this project and discuss our work on southeast division. We welcome any questions from council at this time.

Speaker: Very good colleagues. Commissioner Gonzalez, in terms of public engagement process for this go around.

Speaker: Thank you for kind of the summary. How will it be different than prior efforts at public engagement? Specifically on division, but just on on on outer east side? Yeah

Speaker: Thank you. That's a great question. And we've talked about this with commissioner Mapps office of really taking the lessons learned from the division safety project and our outreach there and learning and growing from that. We had a very robust outreach effort across pbot safety project and trimet division transit project as we applied similar improvements along the corridor, we engaged the

community in many levels, open houses, direct meetings, canvass singh on foot, mull multiple times. So we engaged partners in the community to help with that outreach, doing it in language change. But we didn't always hear back from from folks that were ultimately being impacted. And so I think this time around, we're going to be especially sensitive and make sure that we're having those conversations with businesses and property owners. So not taking, you know, a lack of response from business as being supportive of the design. And so during construction, we found out there were businesses that had freight needs, for example, that we weren't aware of. And so we had to pivot quickly during construction. We want to try to prevent that this time around. And so we'll really be focusing our efforts to ensure that those conversations happen and if I may jump, jump in here, I appreciate pbot response to that question.

Speaker: And I also want to reassure commissioner gonzales and everyone else on council and everyone else on this neighborhood that I'm paying attention to this project very closely. I've been out in the community and talked to folks who are likely to be impacted by this safety improvement projects. And I pledge that as long as I have this assignment, I will continue to do that work. And I do believe that if we work together, listen to each other, increase the trust that's at the table, which frankly, I think is some of the work that we need to do here. We can bring this project to fruition, which will dramatically reduce deaths on one of our deadliest streets in the city, while also bringing we'll also having infrastructure which allows the people who use the street to role work, play in this space productively. That's my goal and I'm holding myself accountable to getting this one done.

Speaker: Helpful. Just two other areas of questions in terms of prior safety work done on division, did we have assumptions on bike adoption going in and any data on actual bike usage change posted improvements? I'm just sort of curious

because, you know, one of the pieces of feedback I get from outer east side is that we impose upon outer east side a view of transportation that really is reflective of inner east side value. As I cycle my neighborhood cycles, we see. But when you go deeper into east for a lot of reasons, including the lack of good infrastructure out there for cycling, it's just different patterns and I guess I'm sensitive to that concern that, you know, are we build it? Do they actually come, you know, when we when we add that that kind of infrastructure, particularly as you get 80, 82nd and east.

Speaker: Absolutely. I will say so for division our work related to the bike lanes was really all about safety. So there were existing bike lanes along the entire stretch of the corridor before our project. What we did is enhance the safety of those bike lanes by physically separating them on the corridor. So it was less about, I mean ultimately safer facility is and more comfortable facilities can increase the rates and numbers of people biking. But that wasn't our goal for this project. Got it.

Speaker: So there was no explicit assumptions about additional biking adoption on the previous project, but there was certainly safety assumptions and reduced fatality. Yeah, the, the previous design on the corridor had the, the five foot bike lane adjacent to the outer travel lane and we did have a fatality of a person biking where the car left the travel lane and encroached into the bike lane and hit them from behind. Got it. And the other sort of public safety component out there is that, you know, our fire station were built in that part of the city when there was a different district. It wasn't actually part of the city for many of them, and their spacing was based on assumptions of free flow on division. So every time we do speed reduction in particularly in southeast, we are adding to response times. No, no matter how good the engineering is, it's just a reality of speed bumps and taking away left turns. So I guess I'm just I know fire is engaged in these things there there's always a sometimes a push and pull is they're very focused on response

times. But I'm just remind me of what the process is going to be there. And again, southeast is a deep southeast is particularly sensitive just because of the way those those fire stations were built differently than inner east side. So just curious what that looks like.

Speaker: Absolutely. Thanks for that question. So during the design of the division safety project, we engaged extensively with police and fire. And so the final design that we have for the medians on division and will continue this design with the next project is we have constructed multiple medians for emergency response. So you'll notice if you're out there, the curbs of the median are curved to allow police and fire to mount that median in the event that both through travel lanes are congested with traffic. We tested we did a pilot of this multiple median in north Portland. We tested it with fire. We had our teams traffic engineers ride in the truck just to explore the feasibility of this and the comfort of it. We were very sensitive to this change in east Portland. Portland fire has some of the fastest response times in this area of the entire city of Portland. Primarily, we assume, because the road was wide open. So they could just drive directly down that center, turn lane and not have to worry about traffic not moving out of the way. So we were dramatically changing that and so we worked with them on that out. And as part of our post project evaluation, we'll be following up with both police and fire and just collecting additional feedback, lessons learned to keep applying it for our vision. Zero safety work.

Speaker: And just a reminder, my colleagues, so city gate one recommended two additional fire stations in southeast Portland. Absent alternative responses being identified. And that's just based on population currently, we to a certain extent projected when we slow down the roads, we lengthen response times. And she's absolutely correct. Division was it was designed with the assumption of wide open

roads that you could cover wide sections of that region and responsibly and quickly and many of the public safety things that we're doing on the roads are just inevitably going to increase time. So it's it is a trade off here. And we put anyways, that's just it's one of the I just want to keep that out there. Can you just so the meridian you're describing they drive up on the meridian are they able to cross the meridian into the lane in the other lane. I just make sure I'm understanding what you're describing. Well potentially both.

Speaker: Probably cross crossing the median is probably more feasible for police cars versus fire. But fire can get the set of wheels on one side of the vehicle up onto the median to traverse around a congested travel lane, if that's the situation. Yeah

Speaker: Got it. Okay. Thank you. Yeah absolutely.

Speaker: Very good. Any other questions? We have public testimony.

Speaker: We have two individuals signed up. Very good.

Speaker: Three minutes each. Please name for the record.

Speaker: First is sarah iannarone. Welcome

Speaker: Good morning. Portland City Council.

Speaker: Can you hear me okay? Yep.

Speaker: Loud and clear.

Speaker: My name is sarah iannarone. For the record, I'm the executive director of the street trust. I'm joining you rather casually today via zoom outside one of our local day shelters where my team and I are conducting listening sessions with unhoused individuals regarding pedestrian safety, in particular with our project funded by odot to understand how we can prevent those fatality. So i'll make sure I share those results with you. I'm here to advocate strongly for the acceptance of odot \$2.4 million grant for the southeast division street project between 148 and 170 fourth avenues. As an organization committed to advocating for more

accessible, equitable and prosperous streets, especially our main streets and commercial corridors, the street trust cannot overemphasize the urgent necessity of these safety investments. A startling 80% of Portland's fatal crashes this year occurred on our high crash network, over half of which involve speeding and a fifth involved left turns. These grim statistics underline the vital need for transformative changes on our streets. However, equally crucial is our redoubled effort in community engagement and education surrounding the universal benefits for all street users, including motorists and firefighters of safe streets initiatives and investments. Safety is a shared responsibility and establishing a common understanding and commitment is successful to implementation. We applaud the program evaluation mechanisms proposed by pbot and urge City Council and pbot to more actively promote the public health and economic benefits of safety investments like those on outer division. These walkable, bikeable, bikeable and transit friendly commercial corridors are good for business as businesses see an increase in foot traffic and revenue from safer streets, the resulting economic boost can lead to increase tax revenue and even job creation. Moreover safer streets, which reduce fatalities make a positive impact on public health by providing more opportunities for physical activity, helping to combat rising obesity rates and even diabetes. These investments can lead to lower health care costs for employers, lower household costs for workers, and a healthier population overall, benefiting our city's budget and the public tax dollars in positive ways. We implore City Council to not waver in its commitment to these safety investment in our division. We must redesign and upgrade our streets to foster slower operating speeds, especially on the deadliest corridors, which are both a necessity and a threat in many Portlanders daily lives. So today i'll ask you to vote in favor of accepting this grant to vote for the transformation of our streets into safer, more accessible routes for all

who traverse them. This can be a significant stride toward a future where our roads are not a hazard but a conduit to prosperity and livability for every Portlander. Thank you for your time and commitment to our city's safety. And just want to add that I'm happy to consult with anyone regarding reduced speeds and level of service and congestion and other things. As a person who's working on things like the regional transportation plan update and some of the modeling for our bigger highway projects, I'm happy to give you a briefing on level of service and reduce speeds anytime you want. Sarah at the street trust.org. Thank you very much. Be safe and have a great day. Thank you.

Speaker: Next is robert butler.

Speaker: Welcome sir.

Speaker: I'm robert butler, resident of Portland. I'm amazed and we've been told that this section of division street is already been completed. September 14th of last year, pbot reported that the project was essentially done and we were also told that there was vigorous, robust citizen participation for that section. And we were also saw medians put in traffic signals, put in traffic lighting, put in cross street crosswalks, all of that appears to be done. And I'm just totally amazed that we're coming out with a project again on and we're using statistics that don't reflect the improvements that have been out there. So instead we're using statistics that are prior to the improvements that have been made. Secondly I asked mayor before that that putting under the same commissioner, the water bureau and pbot is a big mistake, like it is, and it's been proven already. We did meet with the commissioner for about 35 of us in southeast Portland, and we gave our complaints. We said we got to go back to the drawing board and redo this. We're not talking about going back to the drawing board in fact, we never heard again from the commissioner for so there is a credibility gap of what this commission can do for us. And at the same

time, the absolute disaster of the \$2 billion film idea when we could use ultraviolet, this commissioner is failed ing us now. Who else failed us? Is tillström. And she evidently married the project manager for trimet. So we got the project manager for pbot and trimet married to each other. That's my that's my estimate on what a huge conflict of interest. Now the real dirty little secret is that trimet wants to take all of our medians that we have out there. We're putting them there for safety and fill in between. And the only reason they want to fill in between. So no one can use that gap in the median to make a left turn. And possibly slow down the busses in the restricted lane. Now, that's apparently where this money is going to be going, is a deal between this husband and wife. I call them bonnie and clyde. So I have a lot of reservations. Means accepting this money with the idea that this ridiculous, this zigzagging disaster, unlike any other street system in the united states, is going to have any chance of being reproduced. Boost. Instead, we need to put the money in to fixing the problems we have. And that's an engineering analysis of our failures. Thank you, sir. Thank you, mr. Mayor.

Speaker: Can I quickly jump in here? Commissioner Mapps number one. Thank you, robert. Thank you. Thank you for your testimony today. I understand your frustration as an elected official. All I signed up for that, at least in my experience. All the staff who have worked on this project have operated with integrity and a whole lot of patience and I have, as you as we both acknowledge, I have gone out to this neighborhood and met with folks who are impacted both by previous safety improvements. And I've gone out and talked to folks who are potentially impact by some future safety improvements that we want to do. And fund with this ordinance. For us today, you know, we are in dialog with folks, especially at the russian market, basically trading ideas back and forth about how we can introduce some modifications in this space that make sense for everybody while also

supporting while also supporting safety. These conversations are challenging, but we are in dialog and we're looking for solutions and we'll continue to approach this project and this work in that spirit. But I do want to point out also that these dollars are state dollars, which cannot be redirected to a new project. So even if it's my top priority, I could not take this grant and use it to fill potholes, as this is a state grant specifically designed for safety improvements. If we choose to vote this ordinance down today, that money stays in the state coffers and the state will allocate it to some jurisdiction that does want to make safety improvements. So that is the basic lay of the land. I hear everybody's frustration. I am trying to work with everybody to build the best division street that we possibly can and I'm committed to doing this work even when the work is tough. And I want to thank everyone who's testified and participated in this discussion. And I encourage you to stay at this table. I think we can get this right. Thank you.

Speaker: Thank you, sir.

Speaker: No hope of this working, mister mayor. And the ball's in your court. Thank you.

Speaker: That's actually in the council's court. Thank you. Does that complete public testimony? Yes. Very good. This is an emergency ordinance. Please call the roll.

Speaker: Gonzalez. I Mapps.

Speaker: I, Rubio, I Wheeler.

Speaker: Hi. The ordinance is adopted. Next item. 657. Authorize bid solicitation and contracting with the lowest responsive and responsible bidder for construction of the south.

Speaker: Macadam avenue to south bancroft street water mains project at an estimated cost of \$1 million.

Speaker: This is a first reading of a nonemergency fee ordinance. Commissioner Mapps.

Speaker: Thank you, mr. Mayor. Colleagues this item comes to us from the Portland water bureau. This ordinance authorizes the Portland water bureau to solicit competitive bids from contractors to install. Approximately 1400 feet of new ductile iron water main to the backbone of Portland's water system. The existing. 24 inch steel water main in this location was originally installed in 1893. I believe grover cleveland was probably president during that time, which makes this pipe 125 years old. I will tell you, we've already had to go in and repair it three times as it's best to replace it now. So here to tell us more about this ordinance that we have before us today, we have ken ackerman, engine sharing manager with the water bureau. Welcome, ken.

Speaker: Thank you, commissioner. Uh, thank you, mayor and commissioners, can I have the powerpoint?

Speaker: So this is the south macadam project.

Speaker: Next slide, please. So as part of our plan to replace, we have about 2200ft or 2200 miles of pipe in our system. Currently, we need to replace about 1,000,000ft of pipe and by 2043, that's about 190 miles of the system. That's an average replacement of about 50,000ft of pipe a year. And part of our plan to do that is to contract some of the projects. This is one of those projects. It's increasing our ability of what we can do in-house. Next slide, please. So this project was chosen. It's actually when we originally had it slated for design, it was 125. It's actually reached 130 years old now. It's been repaired three times in the last ten years. There's a high consequence of failure. This is immediately adjacent to i-5. It's a big main. It's 24in. So there's a lot of water that comes out of this. It's also macadam avenue is a very busy street as well. So there's a lot of impact to traffic

when this main has a break. So we we'll be replacing it. It's a little it's between 1000 and 1400 feet. There's been a little bit of design revisions since we originally started this project. We'll be adding two fire hydrants in this area. There's a lot of apartments here, so we're adding two fire hydrants to improve fire safety. We will be doing some of the work at night. We'll be closing the off ramp off of i-5 to tie into our existing system. In order to do that, we have to shut that down. We're working with Oregon department of transportation to coordinate that. But to limit the impacts to the traveling public, we'll be doing that at night. And so the new pipe will mitigate gate safety in our system and make sure that we provide water high water quality. Next slide, please. So as part of the public outreach for this project, we've been doing mailers, we've been meeting with the neighborhoods. We will continue to do that as we get the contractors selected and get exact timing, especially for the closure of the off ramp. So we'll be doing that and working with odot for signing along i-5. So everybody that knows that it's going to happen. So next slide. So with that, any questions?

Speaker: Just an obvious one. So the night work, it's in a heavily popular residential neighborhood. Is it going to be loud? And if so, for how long?

Speaker: It will be loud. So we're going to do it as quickly as we can. We're hoping to have this work done in about a month's worth of time.

Speaker: So. Okay, good. And you don't have the exact timeframe yet, is that correct?

Speaker: Correct. Once we get the contractor on board, we will have the exact time frame when we'll be notifying residents of when that work is going to occur. Okay.

Speaker: Okay. And I noticed it. Did it say late 20, 23? Yes

Speaker: We're planning we'd like to go out to bid this fall and start work late this year and go into next spring. Okay good.

Speaker: And I would just encourage you to continue your public outreach and prepare people well for some potentially fitful sleep for a bit.

Speaker: We will try to get it done as quick as we can. Yes awesome.

Speaker: I'm sure they would like their sewer pipes to work so. Yes. Good. Thank you. Any other obvious questions? Do we have public testimony?

Speaker: No one signed up.

Speaker: All right. Very good. This is a first reading of a non emergency ordinance. It moves to second reading. Thank you for the presentation. Thank you. Next item is a second reading. 658. Authorized competitive solicitation in contract for the design permitting construction documentation and construction administration services for the north Portland aquatic center. My colleagues, this is a second reading of an emergency ordinance. We've already heard a presentation and had public testimony. Is there any further discussion on this item? Seeing none, please call the roll. Gonzalez very exciting project for north Portland.

Speaker: I vote I perhaps.

Speaker: Rubio happy to vote. I Wheeler I think this is great.

Speaker: I just want to say one thing. I have noticed an uptick in interest nationally in the question of drownings at and which which are often highly preventable and the reality is swimming infrastructure, aquatic infrastructure is very expensive, both to build and to maintain. But it is so important that that people have access to a place not only where they can cool off, but I think it's really important for people to have the opportunity to learn to swim. Um, and when you look at the statistics around the deaths by drowning anywhere in the country, you see a significant overrepresentation in of deaths by drowning in areas where people have lower

income and so I just, I realize it's a tough climb to build a lot of swimming pools, but we should continue to, to have the kind of interest that this city has historically had in building and maintaining these aquatic facilities. I think this is a grand vision, and I'm highly supportive of it, and I'm very happy to vote. I the ordinance is adopted and