



April 3, 2024 Council Agenda

5759

1900 SW Fourth Avenue, Room 2500, Portland, OR 97201

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Questions may be directed to councilclerk@portlandoregon.gov

Wednesday, April 3, 2024 9:30 am

Session Status: Adjourned

Council in Attendance: Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Rene Gonzalez

Commissioner Mingus Mapps

Council convened at 9:59 a.m.

Commissioner Mapps presided.

Commissioner Ryan arrived at 10:00 a.m.

Mayor Wheeler arrived at 10:10 a.m. and presided.

Commissioner Gonzalez left at 12:43 p.m. and returned at 1:45 p.m.

Officers in attendance: Linly Rees, Chief Deputy City Attorney; Keelan McClymont, Council Clerk

Item 266 was pulled from the Consent Agenda and on a Y-4 roll call the balance of the Consent Agenda was adopted.

Council recessed at 1:00 p.m. and reconvened at 1:08 p.m.

Council adjourned at 2:02 p.m.

Communications

254

[Request of Claire Coleman-Evans to address Council regarding fair representation and Civic Life](#)

(Communication)

Document number: 254-2024

Disposition: Placed on File

255

[Request of Jerry Carroll to address Council regarding homeless encampments in neighborhood](#) (Communication)

Document number: 255-2024

Disposition: Placed on File

256

[Request of Robert Butler to address Council regarding the Bull Run Filtration Project](#) (Communication)

Document number: 256-2024

Disposition: Placed on File

257

[Request of Samuel Nichols to address Council regarding safe streets and multi-modal transit](#) (Communication)

Document number: 257-2024

Disposition: Placed on File

258

[Request of Emma Colburn to address Council regarding monuments](#) (Communication)

Document number: 258-2024

Disposition: Placed on File

Kanani Miyamoto presented to Council for agenda item 258.

Time Certain

259

[Proclaim April 2024 to be Fair Housing Month](#) (Proclamation)

Document number: 259-2024

Introduced by: Commissioner Carmen Rubio; Mayor Ted Wheeler

Bureau: Housing Bureau

Time certain: 9:45 am

Time requested: 30 minutes

Disposition: Placed on File

260

[Accept project update to reflect the design refinements for the Interstate 5 Rose Quarter Project and direct further actions](#) (Resolution)

Document number: 37656

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Time certain: 10:15 am

Time requested: 30 minutes (1 of 2)

Disposition: Adopted As Amended

Motion to amend resolution to add whereas and be it further resolved statements: Moved by Mapps and seconded by Rubio. (Y-4)

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

261

[*Amend Intergovernmental Agreement with the State of Oregon Department of Transportation for the Interstate 5 Rose Quarter Project for planning, design services and permitting \(amend Contract 30008180\)](#)
(Emergency Ordinance)

Document number: 191667

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Time certain: 10:15 am

Time requested: 30 minutes (2 of 2)

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

Consent Agenda

262

[Assess property for system development charge contracts, private plumbing loan contracts, and safety net loan deferral contracts \(Z0852, K0194, T0211, T0213, W0080, Z1213, K0195, T0212, T0214, Z0853, W0081, P0173, P0174\)](#) (Ordinance)

Document number: 191668

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue Division

Second reading agenda item 243.

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

263

[*Accept a grant for \\$3,800,000 from the Oregon Department of Emergency Management for the FY2023 U.S. Department of Homeland Security Urban Areas Security Initiative](#) (Emergency Ordinance)

Document number: 191669

Introduced by: Commissioner Rene Gonzalez

Bureau: Emergency Management

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

264

[*Accept a grant for \\$603,000 from Prosper Portland and authorize Intergovernmental Agreement for extension of NE 100th Ave between NE Pacific St and NE Oregon St in the Gateway Tax Increment Finance District](#)
(Emergency Ordinance)

Document number: 191670

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

265

[*Amend contracts with Porter W Yett Company, Lakeside Industries Inc, and Baker Rock Resources for asphalt concrete supply for use on street maintenance and preservation projects \(amend Contracts 31001537, 31001538, and 31001539\)](#) (Emergency Ordinance)

Document number: 191671

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

266

[*Amend Intergovernmental Agreement with the Oregon Department of Transportation for the Brentwood-Darlington Safe Routes to School Project \(amend Ordinance 189376\)](#) (Emergency Ordinance)

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Disposition: Referred to Commissioner of Public Safety

Item 266 was pulled from the Consent Agenda for discussion.

267

[Authorize Intergovernmental Agreement with Multnomah County for the Hawthorne Bridge Overlay Project not to exceed \\$220,000](#) (Ordinance)

Document number: 191677

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Disposition: Passed to second reading

Passed to second reading April 10, 2024 at 9:30 a.m.

Regular Agenda

268

[Reappoint Amanda Greenvoss to the Police Review Board for term to end March 31, 2027](#) (Report)

Document number: 268-2024

Introduced by: Mayor Ted Wheeler

Bureau: Independent Police Review; Community Safety Division

Time requested: 20 minutes

Disposition: Confirmed

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

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

269

[Reappoint Yume Delegato, Gregg Griffin, Jessica Katz, and Kyra Pappas to the Citizen Review Committee for terms to end March 31, 2027](#) (Resolution)

Document number: 37657

Introduced by: Mayor Ted Wheeler

Bureau: Independent Police Review; Community Safety Division

Time requested: 20 minutes

Disposition: Adopted

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

270

[*Pay property damage claim of Portland Anthem Community LP for \\$35,000 resulting from a motor vehicle collision involving the Portland Police Bureau](#) (Emergency Ordinance)

Document number: 191672

Introduced by: Mayor Ted Wheeler

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

Time requested: 15 minutes

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

271

[Accept grant from Oregon Department of Environmental Quality for Zero-Emission Fueling Infrastructure at Stanton Yard for \\$432,837](#) (Ordinance)

Document number: 191681

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance

Time requested: 10 minutes

Disposition: Passed to second reading

Passed to second reading April 10, 2024 at 9:30 a.m.

272

[Authorize contract with Range Studio, LLC for the Wilkes Creek Headwaters Park Project for amount not to exceed \\$1,234,719](#) (Ordinance)

Document number: 191682

Introduced by: Commissioner Dan Ryan

Bureau: Parks & Recreation

Time requested: 15 minutes

Disposition: Passed to second reading

Passed to second reading April 10, 2024 at 9:30 a.m.

273

[Approve findings to authorize an exemption to competitive bidding requirements and authorize use of the alternative contracting method of Construction Manager/General Contractor for the Columbia Boulevard Wastewater Treatment Plant Blower System and Building Improvements Project for an estimated amount of \\$26,300,000 \(Project E11038\)](#) (Ordinance)

Document number: 191683

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Time requested: 10 minutes

Disposition: Passed to second reading

Passed to second reading April 10, 2024 at 9:30 a.m.

274

[Authorize price agreements with Jacobs Engineering Group, Inc, Leeway Engineering Solutions LLC, Parametrix, Inc, and WSP USA, Inc for professional engineering services for the Large-Scale Sewer Rehabilitation Program for \\$16 million](#) (Ordinance)

Document number: 191684

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Time requested: 10 minutes

Disposition: Passed to second reading

Passed to second reading April 10, 2024 at 9:30 a.m.

275

[Amend contract with Consor North America, Inc. for professional engineering services for the Marx and 105th Pump Station Upgrade Project in the amount of \\$458,676 \(Project E11044; amend Contract 30006910\)](#) (Ordinance)

Document number: 191673

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Second reading agenda item 250.

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

276

[Amend ordinance to acquire certain permanent and temporary property rights necessary for the construction of the Bull Run Filtration Projects through negotiation or the exercise of the City's Eminent Domain Authority \(amend Ordinance 191094\)](#) (Ordinance)

Document number: 191674

Introduced by: Commissioner Mingus Mapps

Bureau: Water

Second reading agenda item 253.

Disposition: Passed

Votes: Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea

Wednesday, April 3, 2024 2:00 pm

Session Status: No session scheduled

Thursday, April 4, 2024 2:00 pm

Session Status: No session scheduled

Portland City Council Meeting Speaker List

April 3, 2024 - 9:30 a.m.

Name	Title	Agenda Item
Ted Wheeler	Mayor	
Rene Gonzalez	Commissioner	
Carmen Rubio	Commissioner	
Mingus Mapps	Commissioner	
Dan Ryan	Commissioner	
Rob Wagner	Senate President	pre-gavel
Kate Lieber	Senate Majority Leader	pre-gavel
Rob Nosse	State Representative	pre-gavel
Ben Bowman	House Majority Leader	pre-gavel
Keelan McClymont	Council Clerk	
Linly Rees	Chief Deputy City Attorney	
Helmi Hisserich	Director of the Portland Housing Bureau	259
Breonne DeDecker	Manager, Rental Services Office	259
John Miller	Interim Executive Director of the Fair Housing Council of Oregon	259
Claire Coleman-Evans	(Communications)	254
Robert Butler	(Communications)	256
Samuel Nichols	(Communications)	257
Kanani Miyamoto	(Communications)	258
JT Flowers	Strategic Communications Director, Albina Vision Trust	260, 261
Sprinivasa Brown	Member, Historic Albina Advisory Board	260, 261
Millicent Williams	Director, Bureau of Transportation	260, 261
Sharon Daleo	Engineer II	260, 261
Megan Channell	ODOT I-5 Rose Quarter Project Director	260, 261
Joe Cortright	(Testimony)	260
Chris Smith	(Testimony)	260
Zachary Lauritzen	(Testimony)	260, 261
Diane Meisenhelter	(Testimony)	260, 261
Robert Butler	(Testimony)	260, 261
Art Pearce	Policy, Planning & Projects Group Director, Transportation	260, 261
Patricia Diefenderfer	Chief Planner, BPS	260, 261
Sameer Kanal	Advisory Boards and Commissions Manager (Community Safety Division)	268, 269
Dan Handelman Portland Copwatch	(Testimony)	268, 269
Yume Delegato	Chair of the Citizen Review Committee	269
Joseph Jesse	Sr. Claims Analyst	270
Alan Bates	Supervisor II - Business Operations	271
Gary Datka	Capital Project Manager	272
Muriel Gueissaz-Teufel	Engineering Manager	273
Yang Zhang	Engineer III	273
James Allison	Program Manager	274

Portland City Council Meeting Closed Caption File

April 3, 2024 – 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: Good morning, everybody. Before we begin our formal council session this morning, we have some very special guests joining us. Please join me in giving a very warm welcome to senate president rob wagner. House majority leader ben bowman, senator kate leber, and representative rob noce. Welcome and thank you for coming to our chamber. I am very pleased to have them come on up. Yeah, absolutely. Let people see you. I'm very pleased to have them joining us today as representatives of the broader Portland area delegation, those of you who know me well and who have served alongside me for many, many years know that we do not do this all of the time at and I have to say, this 2024 legislative session was masterful, and it was chock full of very important issues to the city of Portland, indeed to the entire state. You had very limited time in order to be able to accomplish extremely important business and I feel that across the board, you executed with brilliance, with urgency and with good results. And I realized that the work of the legislature individually, you don't necessary get the credit you deserve, we feel that way sometimes as the Portland City Council and so we wanted to make sure that people knew that you have done great work, that you've been tremendous partners, you delivered key policy changes. You supported important financial investments that are going to make a big difference here in the city of Portland and across the state of Oregon. And I want to express the my appreciation

for the legislature, for working with us on some very tough and, frankly, controversial issues. For example, the proliferation of fentanyl is something that was very important to us. Portlanders have been demanding urgent action on this issue. They wanted the legislature to act swiftly on this issue, balancing not only the need to end the deadly use of these drugs, but also create opportunities for treatment for people who are currently experiencing substance use disorders. Both chambers acted quickly and showed remarkable leadership and fortitude, and delivering the changes and the investments needed for the passage of hb 4002 and the associated funding package. Oftentimes, I hear that there is not courage in leadership, that the willingness to get in the middle of tough issues in politics has gone by the wayside. Your willingness to jump in with both feet on reforms to measure 110 and house bill 4002 shows that there is still courage and political leadership in this state. And I want to acknowledge you for that. I can tell you I'm impressed with the work of the joint committee on addiction and community safety response, led by senator lieber and senator I'm sorry, representative jason kropf, thank you for your hard work and your commitment to the future of Portland and the state of Oregon as this council continues our work to deliver solutions locally, we truly appreciate knowing that we have real partners in salem who hear our calls on behalf of the citizens of the city of Portland, and you respond with urgency. I'd also like to acknowledge that we started early this time, and it started rob noce in your living room, which, by the way, was much more cleaned up and than I expected. You really keep a good house. That's jim, not jim. It was a great job. We it probably was jim 100% but it it, it was an important meeting. That was a seminal meeting because rob called us all together and he said, and this was well before the legislative session, he said, let's all get on the same page right now. And he brought us together, and we spent a couple of hours together going through our hopes and

our aspirations. And, that level of commitment, that partnership, that momentum was maintained throughout the entire legislative session. I'd also like to take this moment to thank Sam Chase and our team at the city's office of government relations. Sam, you guys did a fantastic job. You were down there each and every day. We're all proud of the work you did. Thanks. Thanks for serving our city so well. You continue to do exemplary work. All of you. Thank you, we appreciate you. And we look forward to continuing to have strong and productive work together in the future. With that, I'll turn it over to my colleagues, starting with Commissioner Gonzalez.

Speaker: Well, thank you for organizing this, Mayor Wheeler. And thank you, legislators for joining us. This morning, I will echo much of what the mayor said regarding House Bill 4002. Portland has been facing challenges around substance abuse for years, which has taken an extreme toll on our livability, public safety and first responders who respond daily to individuals experiencing behavioral health crisis. We cannot thank you enough for the 25 million in the legislative allocated to Multnomah County to set up a behavioral health drop off center that will provide first responders with a place to take individuals with substance use disorder to get appropriate care they deserve. This is a critical part of the solution to addressing Portland's addiction crisis, coupled with more treatment options and housing, at which you've also made meaningful investments in. We will work hard with you and with the county, to assure a successful implementation implementation of 4002 and set up a deflection program that works for our first responders and for our community. House Bill 4002 echoes in some respects, the city's action last year that bound outward drug use, consumption. It sends a clear message to our residents that we will fight on your behalf to protect our city's livability. It also sends a clear message nationally, Portland and Oregon are no longer a place for drug tourism.

We will continue to compassionate, we address these issues, but it will be balanced with expectations for personal responsibility in our community. What you did took courage. You addressed a ballot measure funded by out of state forces. It has made our city our state safer. Thank you so much for your hard work, and I look forward to continuing to work together to address address the addiction and public safety crisis in our community. I'll now turn it over to commissioner Rubio.

Speaker: Thank you, commissioner, and thank you, legislators, for joining us today, I remain in awe of what you were able to accomplish in that short 35 day session. And we really can't thank you enough for your leadership and your courage and integrity under tremendous pressure. I echo much of what the mayor and commissioners have said, and I want to shift to another significantly important topic topic where there was also tremendous leadership, housing and as you know, one of our main priorities as a council is keeping Portland families and individuals housed and providing resources to individuals experiencing homelessness. And I'm grateful for the legislature's continued commitment to addressing those issues in our state. Both the house and senate housing committees, led by senator casey jama and representative maxine dexter, have shown tremendous leadership in taking on challenging issues and advocating for significant investments that will help move Portland, toward significant housing projects that need to be accomplished. Thank you for hearing cities across Oregon. When we identified a barrier to hitting the state's ambitious housing production goals and that is affording the public water, sewer and transportation infrastructure that make housing possible. And while there are many investments to point to, I'd like to highlight our appreciation for the state's investments through sb 1530 for Portland's housing and homelessness initiative, including 6 million for infrastructure associated with the development of Broadway corridor and the omsi

district, as which is going to be a game changer in getting us started, which is very appreciative. As well as the shelter funding made available to Oregon housing and community services, which will hopefully lead to critical funding for our safe rest villages as they provide an important transition point for individuals experiencing homelessness and then, of course, the considerable resources going to Portland based community organizations, including significant support to albina vision trust. So again, thank you for all of that work. And with that, I will turn it over to commissioner Mapps, thank you, commissioner Rubio. And I want to thank our legislators for joining us here this morning. My colleagues have already praised the great work. Salem has done recently on housing, homelessness and addiction. So I want to praise you on something new, a lot of Portlanders may not realize the important progress the legislature made on livability issues recently. We all know, for example, Oregon's highways have seen a significant increase in litter, unsafe camping, and graffiti in recent years, unfortunately, that is especially true here in Portland. But I have good news, thanks to actions taken by the state legislature for the problem of graffiti along Portland's highways is about to get better, and the reason for that? Well, it's because of the folks you see before us today. The legislature has allocated \$20 million to odot so they can prioritize cleaning up the highways and other state properties owned here in Portland. I'm told odot will begin work on this right away. I want to thank our guests for helping make that happen. I also want to recognize the members of the ways and means committee for their work in this effort, especially co-chairs, steiner and sanchez, their leadership here has been amazing. Thanks to your efforts, we are making progress on removing graffiti and promoting safety along Portland's roadways. So on behalf of this council and the people of Portland, I want to thank all of you folks for your

service to our city and our state. And with that, i'll turn it over to my colleague dan Ryan.

Speaker: Thank you. Commissioner Mapps. Good morning. So good to see you all. Hello, senator lieber, it's so good to see you in the leadership role, representative, sorry, senator wagner, you actually have a really big title, right? You're the president of. And rob knows, representative knows. It's been so good to work with you frequently on the topic I'm going to mention, and it's great to see you in the leadership role as well, representative bowman, I wanted to start off with gratitude. That's really why we are here today. And we don't get to really take a breath and do that very often in this line of work. And like all my colleagues have said, you were so efficient, so organized, so strategic, and you were also really careful. So I called most of you up there about the arts, and it was kind of refreshing. My previous sessions I've talked to about homelessness, about the importance of the villages, about having that transition from the, the whatever is happening on the streets to a hope that there's some stability. So they can turn around their lives. And also about parks districts. So the conversation was different this time. Everyone loves the arts. And I want to add two other people who aren't here, that would be senator steiner and representative sanchez. You are all very engaged. Who was going to say in the right mind that they don't want more adjustments for the arts, but you're all so very careful. You manage my expectations. So well. So I kind of was hoping for the best, but expecting nothing based on some of the dialog. But it was, as the session went on with a couple of calls, i'll say you could tell there was there was cracks. So I started to get my hopes up. But I never would have imagined that, what was delivered and what was in the ink. And so thank you so much on behalf of so many people in Portland, especially the struggling arts organizations that we really need. And I think it's great that we knitted together the message that's true, which is it

really does ignite the economy. It's kindling to getting economy back online and also, I think what doesn't happen enough with the arts is, you know, we have tough jobs in our skin, has to get really tough to do them. But all of us need to get out and experience the arts so that we can remain open and soft at our heart. And so in this mental health crisis that we're all experiencing, experiencing, I don't think that gets enough attention on how important the arts are for all families. So I really, really, really appreciate that you were committed to that. It's landing well, and I hope you're noticing the leveraging that it's that's happening right now. We had the wonderful announcement yesterday at Portland state about the schnitzer care fund. \$10 million. We see Oregon community foundation, miller foundation I'm hearing conversations from murdoch and collins and others local philanthropic organizations are feeling seen. So when the public and private sector come together which is necessary for the arts, things start to happen. So thank you so much for being leaders and leveraging, some philanthropy, philanthropy, leadership as well as we do what's right for our arts ecosystem and for our children and families and those elders that want to age in place here in Portland that really rely on the arts. Thank you so much from the bottom of my heart, off to you, eric Wheeler. Thank you.

Speaker: Thank you, colleagues. And now i'll turn it over to our invited guests. Senator, senate president rob wagner, house majority leader ben bowman, senator kate lieber and representative rob noce welcome. Thank you. Congratulations. We appreciate you. Thank you.

Speaker: So you're going first. Okay. Yeah. I've just got a couple brief comments, thank you, mr. Mayor. Members of the council.

Speaker: Yes, I I'm failing on my budding. Oh look at you.

Speaker: Oh there we go. Multi. Well done. Yes, yes. And for your record, Rob Wagner, state senator from senate district 19 and represents areas in the south metro region, all three major metro area counties and about 10% of the city of Portland is in my senate district. And I truly appreciate the opportunity to be here with my colleagues. Representative Noce for his leadership. Congratulations. Representative Bowman, I haven't seen you in person, and I want to give a huge shout out to, the senate majority leader and the person who was the co-chair, as mentioned, of the joint addiction and public safety response committee, House Bill 4002 does not happen without the experience and the acumen and the leadership of Senator Lieber. This last legislative session, two of our colleagues, also from the Portland delegation, represented Maxine Dexter and Senator Casey Jama. Also, in terms of our housing policy, they just took the bit in their teeth and continued to charge forward. We know that this is part of a process. It will be a continued process, both on addiction, both on housing. We're going to need and expect and hopefully will continue to be able to partner on a pathway forward. I also want to say thank you. Since the Oregon voters changed the constitution in 2010, this was our seventh short legislative session, and I think I think the evidence is clear that this was the most impactful 32 days that we have had in an even numbered year as an Oregon state legislature, not only did we make strategic investments in current needed budget priorities across the state of Oregon addressing the needs, we were able to be laser focused and very bipartisan in the way that we were able to focus on a housing and addiction, packages. And I am very proud of that work, and I appreciate the recognition of I also want to note that, I grew up here, I grew up in the metro area, and I went to college right here. And now that we're in temporary council chambers, it took me a few years. I was a college dropout, but I came back to Portland State. And that's where let knowledge served the city. I found an

internship in the Oregon state legislature, and which led to the amazing opportunity that I have to serve my constituents in the state. And really, to be able to partner. Although the city of Portland is less than 20% of the state population, you wouldn't know that from potentially the coverage that sometimes is received. But I like to tell my colleagues it is the beating heart of the state of Oregon, and a thriving Oregon doesn't happen without a thriving Portland. So everything that you're doing to partner with us during the legislative session, during our interims forwarding public policy that benefits not just the residents and the citizens of the city of Portland, is also reflective in the policies that we hear, and that we're able to pass on behalf of Oregonians touching all four corners of Oregon. So thank you for the opportunity to be here. With that. I'll turn it over to the senate majority leader and my dear colleague, state senator kate lieber.

Speaker: Thank you so much, president wagner, thank you for this. I, really appreciate the opportunity to talk to you guys, we, a lot happened in that 32 day session. That is a true statement, but it started well before then, as you mentioned, mayor and the partnership with the city was really integral in making sure that we, were able to pass really significant legislation. And I just want to thank you, for that partnership. I want to thank your, government relations team. They were excellent. I also want to thank my colleagues in the legislature, things don't happen in isolation, obviously, and it was really important that we work together to make sure that we had a bipartisan package that we could present and make sure that we had enough votes to actually pass it. This really started, though, if you remember, with the governor, and I really want to thank governor kotek for having the courage to bring together and putting her political capital on the line for the central city task force. That's really what started the ball rolling. It also highlighted the really importance of Portland as it sits in the within the state. And policy doesn't happen

in isolation policy. It happens because we all work together and the really the devil's in the details with regard to this policy package. And I think, commissioner Gonzalez, you mentioned the \$25 million we're going to need to continue to work together to make sure that we implement appropriately, make sure the expectations of our constituents are, are managed and make sure that they understand really what, what we're doing. But this is going to take continued partnership. And I just really appreciate the partnership and going forward, as we as we look towards the future, to try to make sure that the implementation of this happens in a timely fashion and in a way that meets the expectations of our constituents. So thank you. Thank you. Okay.

Speaker: You're going next. You're the majority leader. I'm just a lowly member of the legislature, for the record, ben bowman, state representative from house district 25. I do want to be clear. I was elected majority leader after the session, so I get exactly zero credit for all the good things that happened, but two names that haven't been mentioned yet that I did want to highlight are former house speaker dan rayfield, senate president wagner's counterpart in the house side. His fingerprints are on all of this stuff that we passed and his leadership in our chamber, was incredibly valuable. And our new speaker, speaker julie fahey, who had my job before I had it, also was deeply involved in these conversations. Senate majority leader's counterpart on the house side. So big kudos to both of them for the many, many hours of work that they put into these packages. You know, as I've been thinking about the moment of politics that we're living through right now, the tenor of our politics, the divisiveness of our politics, if you would have said six months ago that in a 32 day session, we were going to pass big packages on housing, the addiction crisis and campaign finance reform, by the way, and all three of those were going to pass with broad support from democrats and republicans.

Most people would have said, no way, not in this moment. But that's what happened. And it happened because of really excellent leadership. So I want to give major kudos to the presiding officers and majority leaders who made it happen, and rob, I hope you talk about the arts package because you work really hard.

Speaker: I wasn't going to talk about that. I was just going to say thank you mostly. Okay, I am delighted about that arts package, I'm glad bobby lee told me what I was coming to, so I had a chance to put down a few things on paper. So, first of all, mayor and council, this is very kind of you to do this and recognize this. Like this. You know, i, I'm just someone that is doing my job. I am well situated to try to help my county in my city. And that's what I think I'm supposed to do in this role. And it was my delight to partner with you and with these folks to try to be able to make some of that happen for a successful session, I wish some of my other colleagues were here, like representative steiner or senator steiner sanchez, representative graber reynolds and dexter, certainly. I'm really glad that you're able to be here and join us, because house bill 4002 would not have happened without all the work that you did on it, you guys, I know you know this, but you have a very talented government relations team. You know, sam worked out. Yeah evelyn, derek and emily. Who's the nose alum, she worked for me. And the folks that you hired, they did. They really were wonderful to work with. And then I'm glad that you're here. I'm delighted that you're going to step up and do this for this region of the state you have. It's a hard job as senator lieber will. She's told me. You she told me I did. I warned you, you you need anything that should ask? You have great staff because he's also got another alum from the nose office and his team, so. And, rob, I will just say that, you had a rocky start and, you know, long walk out is awesome, but you you really nailed it. You did a great job in this session. You should be proud. That's proud. Mayor and council, i'll just say that I think your jobs are way harder than

ours in some ways, because local government and school boards are kind of where the rubber hits the road in terms of daily living and the irritants of life that people experience in community. And I am glad to work with my coworkers and all of you to help make this city in our county better. And I do think it's getting better, and, I mean, I know we have more to do, but I think you all said it very well that as this city succeeds, so does our state.

Speaker: Okay, great. Thank you. Colleagues again, congratulations on a great session. We appreciate you so much. And I wish we could do even more to acknowledge the work you've done and the work that all of your colleagues in the legislature. Thank you. Appreciate it. We appreciate our office of government relations and the terrific work that they do. I hope this sets a standard for future legislative sessions. Here we go. And the way that we collaborate, the way we work together and the way ultimately you agree with us and fund all of our projects.

Speaker: Wait a minute. Wait

Speaker: That's what I say to the speaker every time I'm meeting with him.

Speaker: Yeah.

Speaker: Thank you. And I think we have a bright future. Rob, you had something.

Speaker: I just wanted to close with this. Mr. Mayor and members of the council, we also want to extend an invitation for you. I know you take your personal time to come to the legislature to be able to testify on important priorities on behalf of your constituents. We're also in a period of a little bit of a construction in terms of our chambers, but we are open for business. And so when we're having our legislative days or when the legislature meets again, we would like to welcome you back to our capitol to share your perspectives as local elected officials as well.

Speaker: Great. Thanks. We look forward to that. Thank you. Thank you. So, colleagues, I'm going to pass the gavel to commissioner Mapps for a brief period.

I'm going to join our colleagues wherever, cody in the back tells us we need to be, I would like to propose we slightly alter the agenda today, I am asking the people who are here for communications if you could bear with us for just a few more minutes, we'd like to move a proclamation ahead of communications, because we have some young school aged kids here who are part of that proclamation. And, as a dad, I want them to get back to school as quickly as possible. So so, we'll go with the proclamation now, and then we'll get to communications after that, and I will be back as quickly as I can. Commissioner Mapps.

Speaker: Oh, thank you very much, Keelan, have we actually called this meeting to order yet? Oh.

Speaker: Good point. I'll take care of that.

Speaker: All right. Do you want to do that part?

Speaker: Good. Good morning everybody. Yeah, I'm going to join, cody. Cody, before you leave, can we get there's a request to have a photo with everybody, can we do that right in front here?

Speaker: Okay.

Speaker: Why don't we do the photo and I can actually call us together after I really miss that part, though.

Speaker: That's the fun part.

Speaker: Let's just all stand right here. Will help us out there. Okay? A giddy day. Yeah. No kidding. Photo op standing .

Speaker: This is the April third, 2024 morning session of the Portland City Council. Keelan, please call the roll. Ryan Gonzalez here.

Speaker: Maps.

Speaker: Here, here.

Speaker: Wheeler. Thank you. First up, I want to go to a time certain item. Keelan. Can you please call 259 Keelan proclaim April 2024.

Speaker: Oh, sorry. Wait a minute.

Speaker: Oh, we should probably hear from the lawyer.

Speaker: Let's please, good morning and welcome to Portland City Council to testify before council in person or virtually. You must sign up in advance on the council agenda at Portland gov slash council agenda. Information on engaging with City Council can be found on the council clerk's web page. The presiding officer preserves order and decorum during City Council meetings. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify. Unless otherwise stated, a timer will indicate when your time is done. Disruptive conduct, such as shouting, refusing to conclude your testimony when your time is up, or interrupting others testimony or council deliberations will not be allowed. If you cause a disruption, a warning will be given, for the disruption will result in ejection from the meeting. Anyone who fails to leave once ejected is subject to arrest for trespass. Additionally, council may take a short recess and reconvene virtually. Your testimony today should address the matter being considered. When testifying, please 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, thank you, and colleagues, as the mayor mentioned, because we have some young people who need to get back to school, we're going to, change up the regular order of things. So we'll do comms after we hear our time certain. 259 Keelan. Can we finish calling that one? Yeah.

Speaker: Thanks. Proclaim April 20th, 24 to be fair housing month.

Speaker: Thank you, commissioner Rubio, I think this comes out of your shop.

Speaker: Thank you. Council president. I'm honored to gather us here this afternoon to proclaim April 2024 fair housing month in Portland. As many of us know, the fair housing act was passed in 1968 as a tool to address injustice and oppression. Experience from housing discrimination. The government and private industry took deliberate action in creating policies that excluded communities of color, and in particular, black Americans, from opportunities to access and maintain safe housing. This discrimination and exclusion took many forms, including establishing racial exclusion, exclusion, covenants on properties, preventing access to mortgages, industry practices of not showing or selling certain properties, refusal to rent or renting with predatory terms with the passage of the fair housing act. Discrimination on the basis of race, color, national origin or religion was prohibited. These protections have since expanded to include sex, disability, and familial status. When we celebrate this progress, our city knows that the impacts of this systemic discrimination has continued to shape our neighborhoods and communities. Every year, we continue to see the data that highlight the higher cost of burden, higher cost burdens, higher risk of displacement, and differential treatment for certain communities within our city, we hear the stories of disabled seniors unable to find housing and of families being displaced from their traditional neighborhoods. Portland has a duty to affirmatively further fair housing by removing discriminatory barriers to housing and investing in strategies to prevent displacement, and this annual proclamation is one of the ways that we both celebrate the passage of this important federal legislation and also acknowledge our own local duty before we move on, I'd also like to introduce someone new to us fair housing council of Oregon interim director john miller. Welcome to the City Council, john. And of course, we will miss having alan lazo here with us and wish him the best. And of

course, we're very excited to have you here with us today, along with several young honorees that you'll be introducing. So thank you for stepping up during this time of transition. So now I will turn it over to housing bureau director hissrich and fair housing council interim director john miller for their presentation. Welcome. Thank you. Good morning. Council president and commissioners, I'm helmi hissrich, the director of the Portland housing bureau. And I'm joined today by john miller, interim director of the fair housing council, and brian decker, who is the manager of rental services office at Portland housing bureau, who oversees our fair housing work. And I would like to start by thanking commissioner Rubio for reminding us of the impacts of housing discrimination and acknowledging that government policy was often a tool in excluding individual families and communities from housing. These impacts are still seen in the way the city has formed, in the way that our neighbors are organized, and in the stories and lives of Portland residents. Next slide please. Portland has acknowledged that housing affordability continues to have serious impacts on our city. However some of our communities feel the burden of this crisis harder. Based on the American community survey data, renter households in Portland make half of what the average owner households make per year. Oh, you need to go forward two slides. One more. Thank you. When we look at these housing challenges through a racial lens, we see the average black Portland household earns 53% of what the average white household in Portland earns. And unsurprisingly, white homeownership rates are 25% higher than for black Portlanders. With this unequal economic context, the effects of housing affordability, market discrimination, and displacement have drastic impacts on black households. In Portland, seniors and households living with disability also shoulder this burden unequally. I'd like to now hand over the next remaining slides to mayor brian decker, the manager of our rental services office.

Speaker: Good morning.

Speaker: Each year that we celebrate the fair housing act, we recommit to addressing these persistent inequities as the Portland housing bureau has focused on measures that prevent displacement in our most at risk communities. Last fiscal year, our home repair grant program served 483 households and has served hundreds already this year. Funding these programs allows our low income homeowners to maintain healthy living spaces, retain their asset, and prevent displacement into what is often an unaffordable market. Next slide. Next slide. Our eviction legal defense program is another anti-displacement strategy focused on renter households at active risk of eviction. This vital resource for our community provides advocacy and assistance for low income tenants to ensure fair and equitable treatment under the law. Since its inception, the eviction legal defense program has served over 1400 households. Next slide please. In addition to these programs, we continue to support fair housing and fair housing audit testing, fair housing enforcement and fair housing education through our community partner, the fair housing council of Oregon. Fair housing month is a celebration of all of the progress that we have made and a reminder that there is more work to do. Next, I would like to introduce introduce our community partner and speaker, john miller, interim director of the fair housing council of Oregon.

Speaker: Thank you. It's great to be here today. It's fun to be. I'm really honored to be serving in this role right now. I've worked with some of you and other aspects of housing over the years, and this is a real pleasure to be interim director at fair housing council right now, this year, as mentioned, this marks the 56th anniversary of the fair housing act. Fair housing act was passed during the civil rights era to combat years of housing discrimination that led to significant inequities and vast opportunity gaps between whites and a host of unprotected classes. So 56 years

have gone by, and unfortunately, we're still pretty busy. And so this work is as as vital as ever. And it's great to have the act behind the efforts that we're all putting in, and, like I say, we are we're both busy on the education side and on the enforcement side. So we're here to help with that. We're dedicated to create equal access to housing choice for all Oregonians, regardless of their protected class. That becomes more important now than ever, given the housing crisis that we all are experiencing, in Oregon and in this community in particular, and the disproportionate representation of communities of color, people with disabilities and other protected classes within Oregon's houseless population in fair housing month is one great opportunity to really, talk about fair housing rules and celebrate the successes we've had, and also remind everyone that there's still a lot of work to do, one of the ways we do that is through education, and we've got some several education opportunities this month that folks can participate in. And another really fun part that we do is we have a poster contest every year. And this year we've done this for several years in a row. This year's theme is it's fun having all kinds of neighbors, and we work this contest throughout the entire state. And this year we had 47 entries and we picked winners from the Portland region. And we also picked some other winners from other areas of the state. And today we're excited to have some of the folks, the prize winners with us in the audience today and the Portland area. Our judges selected six winners and some of them are here with us now. So I'm going to call out their names. So they're in the back. And as I call your name, I'd like you to stand up and be recognized. So first we have, sterling smith. He's the or from grade 1 to 3. First place winner, annabelle, wc, grade one through three. Second place winner leo. Call grades four and five. Third place winner phoebe sue. Grade 1 to 3. Third place winner. And this year's grand prize winner is lola barnes. Hoyt a third grader from beverly cleary school. I have to mention, that's my alma

mater and I was not on the judging panel, so that did not play a role in getting the win. Yay

Speaker: Would, would they mind just walking down here in front so we can see him and the tv can see him?

Speaker: Why did you guys come on up?

Speaker: Just come on down for a minute. Just so we won't make you talk.

Speaker: Just come on up.

Speaker: We do a little picture, too.

Speaker: Yeah, we'll do one. Maybe after the proc. Sure

Speaker: Congratulations, kids. Well done . Thank you. All right.

Speaker: Thanks, everybody. I want to turn around and wave to the council.

Speaker: Thanks. And maybe after the proclamation, we could get a group photo. Yeah. Terrific and let's say I have to get out of here. I understand if they need to get back to school.

Speaker: Does anyone have a test? You have to get back to?

Speaker: If they do, they're not going to tell you.

Speaker: That's right, that's right, that's right.

Speaker: So this year's winning poster represents so many Oregonians and shows the beauty of everyone being welcomed in a neighborhood. And I believe that we did flash it up there on the screen. And it'll be rotating. We also have posters that we will provide for all of you for your offices. And in, and we've actually quite a few posters. So if you want more, just let us know. We can provide more as well. I do want to mention during this month we have dozens of events that educate and celebrate the importance of fair housing. To learn about those, you can go to our website fccco.org, right now downstairs in the lobby there is an anywhere but here traveling display that really talks about the history of fair housing in Portland and

the region in particular. And we also have fair housing Friday lunchtime webinars throughout the month. And we are having a fair housing celebration on April 25th. So please check out all those events and more on our website. And again, it's great to be here. Thank you so much. Great thank you.

Speaker: And does that complete the presentation?

Speaker: Yes. That completes our presentation. And now I believe we read a proclamation. Yes.

Speaker: Very good. Thank you. And, let's see here's the proclamation. Well actually, before I read the proclamation, I want to ask my colleagues if they have any comments that they'd like to make. Commissioner Gonzalez, why don't you go ahead and start us off?

Speaker: I want to thank commissioner Rubio, mayor Wheeler, for bringing forward this proclamation today. Thank you for to the housing bureau that leadership and staff for the work you do each and every day, and welcome to all the students, joining us here this morning. I'm happy to join my colleagues in the bureaus in proclaiming April to be fair housing month. While it has been 55 almost now, 56 years since federal law finally enshrined protections around housing regarding race. Since then, state and local policies have broadened those protections even further. This is worth celebrating and recognizing. While housing protections exist for specific groups, on paper, there's still so much we need to get done, yes, we need to increase affordable housing. We also need to bolster our supply of immediate shelter to act on our homelessness emergency with urgency. We also need to listen to builders and suppliers, and work hard to remove their identified barriers to bringing stock online. We need to drastically increase housing supply across the spectrum, do more to meaningfully address our housing crisis. Happy to recognize the progress that has been made on housing protections over

the last 56 years. While recognizing there's still so much work we need to do in our community. Thank you.

Speaker: Thank you, commissioner Gonzalez. Commissioner Mapps, thank you, mr. Mayor, let me start out by thanking the mayor and commissioner Rubio for bringing this item forward. I also want to thank john and staff and sterling and annabelle and leo and phoebe and lola for joining us today. And I also want to say this, you know, as always, I am delighted to join this council in declaring March to be fair housing month here in Portland, Oregon. As commissioner Rubio mentioned, the actions that we take today are rooted in the fair housing act, which was signed on April 11th, 1968, which not uncoincidentally was exactly one week after martin luther king jr was assassinated. The fair housing act made it illegal to discriminate in housing based on an individual's race, color, national origin, or religion, and in 1988, the fair housing act was expanded to add protections for sex, familial status and disability. The act aimed to end racial segregation and housing markets, but as we heard in our presentation today, the results have been mixed. And I think we all know that even intuitively. Just think about your own neighborhood here in Portland. The odds are you live in a relatively homogenous community. And i'll tell you, that didn't happen by chance. The racially segregated neighborhoods we see in Portland today are a product of past policies and practices, as these discriminatory practices used to come in the form of racial covenants, which I think, commissioner Rubio mentioned a little bit, in her introduction. You know, racial covenants were written into the deeds of homes, which prevented the sale of certain homes to people of color, here's one example of a racial covenants written into the deed of one Portland home. It read, quote, no person of african, asian or mongolian descent shall be allowed to purchase, own or lease, said premise. Racial covenants like that were not the only tool used to

segregate Portlanders by race. Other examples include discrimination and rental markets, and discrimination in mortgage markets, now, as we have heard, and as we all know in our bones, housing discrimination is not ancient history here in Portland, lived experience and hard evidence suggests that housing discrimination continues to exist even here in the city of roses. Which is why I'm so glad that we're having this moment. And I also want to close by saying this. If you are a Portlander who has experienced housing discrimination, I encourage you to visit the website for the fair housing council of Oregon. You can. They can connect you to resources and educate you about your rights. I believe that website is do you want to tell us again fcc.org, thank you so much, colleagues, for those reasons and more, I'm proud to join you in declaring March 2024 to be fair housing month here in Portland, Oregon.

Speaker: Thank you, commissioner Mapps. Commissioner Rubio, thank you.

Speaker: And thank you to John and director, historic and Brian, and more than ever, this work is important to lift up in this critical time when we need more housing, and also to Lola and Sterling and Annabelle and Leo and Phoebe and everyone who participated. Congratulations to each one of you. We're very, very proud of you. Good job everyone, and we appreciate you being here today.

Speaker: Thank you. Commissioner Rubio. Commissioner Ryan, yes, thank you so much, Mayor. And thank you, Commissioner Rubio, also, for bringing this very important item to the council agenda. It's fun having all kinds of neighbors. What a great theme. And the artwork from the students. It always, that's always the highlight of this presentation. I almost forget everything that was said before the artwork is revealed. So congratulations to the students that Commissioner Rubio named, it's really great to have you here, and I'm glad you all came up so we could see you and John Miller, thank you for stepping up into this important leadership

role at this time. I just I think, why have you? Because you're the lobby. There's a few things I always like to lift when we're talking about fair housing. And with affordable housing, I always think we need to keep figuring out systemically how to nail that workforce. Housing at the 45% ami, there's just a big stretch from 30% to 60. And so that's something that I hope we can keep working on with the state, also never give up on building generational wealth and being a first time home buyer and keep working on those programs for families. And really, it is always about children first. If children don't have a safe place to sleep, to study, I had to think of a third word to be silly, is so important. So I'm really glad that you always lift children when we have the fair housing month proclamation. Thank you all for being here. It's good to see the housing leadership here today.

Speaker: Thank you. Commissioner Ryan. Housing obviously plays a pivotal role in every person's life. It's certainly more than just a basic need. It's foundational to our sense of well-being and security. Despite housing being a basic need, a path to fair housing has not historically existed for many, as we mark the anniversary of the fair housing act of 1968, let us remember that this legislation was a monumental step towards justice, aimed at eliminating discriminatory discrimination, free housing practices, and dismantling racial segregation, which was widespread. Its goal was equal access to housing opportunities for all. Unfortunately, as with so many things, there's still a lot of work yet to be done here in Portland. The city's commitment to fair housing remains unwavering, and I appreciate the efforts of commissioner Rubio and her leadership at the Portland housing bureau, and I appreciate that my colleagues have all universally supported the efforts to ensure that housing is accessible to all. I'll now read a proclamation on behalf of the Portland City Council and by extension, the city of Portland. Whereas the fair housing act enacted on April 11th, 1968, was adopted to prohibit discriminatory housing practices, undue

racial segregation patterns, and provide equal access to housing opportunities for all, and whereas in Portland, the combined federal, state, and local civil rights laws protected people from housing discrimination based on race, color, national origin, religion, gender, familial status, disability, marital status, sexual orientation, source of income, military status, gender identity, ethnicity or history of domestic violence, stalking or sexual assault. And whereas, decades of intentional and unintentional government action combined with enduring systematic inequities have created a need for displaced prevention and mitigation policies and whereas, despite existing fair housing protections and strategies, Portland residents continue to face unequal access to safe, quality housing opportunities and unequal outcomes due to treatment and systematic circumstances. And whereas this year, Portland not only continues to invest in affordable housing for impacted communities and to push for fair housing enforcement, education and testing, but commits to strategies that prevent unfair displacement. And whereas Portland acknowledges the past harm and displacement our policies have caused and affirmatively furthers fair housing by taking direct action in programs such as the north and northeast preference policy. And whereas fair housing month is an opportunity to reflect on our progress and to acknowledge the many challenges we have yet to overcome. And whereas we celebrate the passage of the fair housing act by committing ourselves to eliminating discrimination in housing, we acknowledge the intersection of health, economic, and housing inequities. We understand, and we commit to adopting policies that support our community's most vulnerable residents and ensure housing and community welcomes and celebrates people of all abilities, races and culture. Now therefore, I, Ted Wheeler, mayor of the city of Portland, Oregon, the city of roses, do hereby proclaim April 2024 to be fair housing month in Portland and encourage all residents to observe this month by joining the citywide effort to

realize equal housing opportunities for all. And last but not least, thank you to our young people here today. Thank you for taking time away from your studies to be with us. Thank you. Parents, guardians, and others who are here with these fine young people, I would ask. We take two minutes and ask you all to come forward, and maybe we could get a group photograph together if anybody doesn't want to participate. That's also fine. But for those of you who do, we'll meet you right in front of the rostrum here. Thank you . All right. Keelan, we will go back to communications. I want to start by thanking those of you who are doing communications today. For your patience and your understanding. I just felt it was important that we get the young kids back to school as quickly as possible. I'm sure they would have preferred to have waited. So we'll start with communications first. Individual please. Keelan, item number 254 request of claire coleman evans to address council regarding fair representation and civic life.

Speaker: Claire is joining us online.

Speaker: Welcome claire. Claire you're still muted. There. You okay. Sorry. Yeah. Good.

Speaker: I'm just asking the City Council for some help and how I can navigate it with all the changes that are going on. And you guys know all the changes that happened with sweeney? My ordeal started back in February of 2023. Just trying to get information about the grant funding. And I sent in a grant never got an application or never got an acknowledgment that the application was in. And I just kept asking questions and it would go to different people. And the problem that I've had is when I go in and I ask someone they don't have the information because they're not in that department, and then I get directed to somebody else and this has been going on, and I've been getting frustrated because I haven't been able to get answers. And then when we had our district four meeting, there were still

answers. There were still questions to answers about sweeney and money and everything that didn't happen, and so basically, what I would just like to ask is civic life is now my district coalition, I attempted to get information, and now I've received a letter that I'm basically considered to be harassing. And so when I even attend a meeting, I don't get acknowledged. And I've asked, can the meeting be recorded, it's not acknowledged that it's being recorded. And I'm just really concerned about what's going to happen in the future, because it just seems like the city is not putting money into the neighborhood associations and trying to just get the information about how to even sign up for the budget listening sessions. The number that you call is wrong. I bring it to people's attention. They say that they're going to fix it, i, I finally was able to speak with, josie. Torres, and she said that she would make sure that that my concerns were addressed and, and it's just really frustrating because we talk about Portland engagement. And yet what's happened to sweeney and district four is we're just not able to get our voices heard, and the money is not there, the budget that came out, we're not we're now 33 neighborhood associations. And yet we have the least amount of money and, we're trying we're trying to put some testimony together. And I was told we weren't allowed to testify as a group. And then I found out, no, that's not true. And then calling 311, they don't know the answers. They try to get through the same systems that we try, that the public tries to get through. And the information is wrong on the website. So what I'm just asking you, mayor Wheeler, is if I could have a meeting with you just to explain the frustration of what I've been going through. And I don't want to be labeled a problem. I want to be helped solve the problem. I mean, I want to help be solving the problems, not be a problem, great. Thank you. Claire. And it's my understanding that hank from my office is in communication with you. Is that correct, no, I haven't not this individual.

Speaker: Oh. Okay so let me do this. I'll I'll I don't oversee civic life, but maybe what I can do is have somebody reach out to you, and we can find out what your concerns are.

Speaker: You. So you don't oversee civic life. Who's doing civic life? I think that's the other thing is we don't know who's doing what.

Speaker: Okay, well, we'll reach out to you and have this communication because I honestly don't know what the issues are that you're describing, but I'd be happy to hear them.

Speaker: Okay.

Speaker: Thank you. Okay. Cool. Thanks. We'll reach out. Next individual, please.

Speaker: Item 255 quest of jerry carroll to address council regarding homeless encampments and neighborhood. Welcome. Jerry was going to join in person. Jerry carroll.

Speaker: Jerry, are you here? Nope. Next individual two. Five. Six, please request of robert butler to address council regarding the bull run filtration project. Mr. Butler, welcome back.

Speaker: My pleasure. And I hope you. Have get some value out of this. Okay. My name is robert butler. I'm a resident of Portland, Oregon. This is my fourth time back here. So we're here attempt to add to this story about the bull mountain water project that went crazy. As you remember, in 2017, it was 350 to \$500 million to do the bull run sand filtration project at an average of, say, 425 million. And the ultraviolet process was 105 million. About fourth the cost. So in 2017, workshop with mayor new mayor ted Wheeler, decided to go the sand filtration route, which was four times more money. There was no economic analysis of the time of the benefits cost benefit comparisons between you ultraviolet and sand filtration. But there was dialog and they decided to go ahead. The issue is that that the prices

went crazy, it's now probably \$2 billion to do the sand filtration project that we where we relocate, bull run facilities and the ultra violet has gone up to about 500 million now. Biggest item one of the big items is \$100 million. Just to get enough power up there to handle all the mercury arc vapor, lamping that's required to high use of power. So, what came up, more in defense of the 2 billion project was last session was, the comment that there's landslide protection benefits and fire protection benefits with the sand filtration process. My comment is, is that we have each of those problems about once every 100 years or our last landslide was two landslides ago, 75 years ago, 2012. We had a big one, had created no, damage to the water. The fire is about once a century, we had a bad one in August, and there was no damage yet. But the fire is still burning. So the problem is, is that we need a cost analysis. Comparative cost analysis between uv and bull run. This means about a 1520 year projection of operating costs, compared with maybe a 35 year span of capital improvement requirements by each. All alternative, and then a cost benefit analysis. See are we digging ourselves in just a deeper hole down now, \$1.5 billion, or is there economic analysis in detail to justify that going forward? Thank you.

Thank you thank you robert.

Speaker: Appreciate it. Next individual please item. Excuse me.

Speaker: There's a handout. Oh, great, can you just give it to Keelan and she'll make sure we get them all? Thank you. Thank you robert. Thank you, next individual, please. Keelan. Item 257.

Speaker: Request of samuel nichols to address council regarding safe streets and multimodal transit.

Speaker: Good morning. Mayor. Commissioners. My name is sam nichols. I've lived in Portland for six years, and both of my children are born and raised here. One of the things that we love about the city are the investments that have been made so

people can move about the city by bike and bus and max without reliance on cars. Every morning and afternoon we ride. We ride by bicycle with our kids. We used to take the 205 multi use path regularly. It's an amazing piece of infrastructure allowing us to ride without the danger of motor vehicles. However it's been years since we took this route after multiple incidents that made us feel unsafe and so instead of riding on protected routes, we take alternative routes, like we live in montavilla and we go to foster-powell where we take our kids. And so we go across division 82nd and powell every day, like division feels much safer, safer as a result of the modifications that were made. On the other hand, both 82nd and powell feel borderline irresponsible for me to take my kids across, on on powell each morning. I regularly see cars without a license plates, cars with license plates that are obscured, a windows that are tinted because so dark I can't tell if motorists are looking at me or my kids and cars that run red lights. These violations are rampant and they are dangerous. Additionally, the on the outer powell and division, which are some of the of the high crash intersections in the city like there are no traffic cameras in those areas with a dramatic increase in deaths on our roads, we are compelled to do something. Here are a few ideas. Let's build. Let's build more protected bike routes, and let's ensure that riders can feel safe on the routes we've already built. Let's expand our greenways. These are the go to routes for cyclists around town. We need more of the diverters like we installed during the pandemic. Let's expand initiatives like Sunday parkways. These events are critical to help people experience a safe day of biking while they learn a new routes. Let's also work on more and better traffic enforcement, riding a bike in Portland feels more unsafe than it did. Like when I moved here. Like I believe that we have an opportunity to ensure that Portland remains a leader in America for bicycling,

which will ultimately benefit our health, the environment and our businesses. But in order to achieve that, we have work to do. Thank you very much.

Speaker: Thank you. And I know a couple of us might have comments.

Commissioner Mapps.

Speaker: Oh, thank you very much, mr. Nichols. I want to thank you for coming in today. I appreciate your testimony and I'm the for those of you watching at home, I'm the commissioner in charge of pbot and public spaces like this. I think all of your recommendations make a ton of sense to me. I was really glad to hear that you found the improvements that we made on division to be helpful. I hope that you get a chance to meet our friend robert butler, who, who, who has a different view on that. So I always encourage dialog in this space, i'll also say I hear you about, 82nd, but I also have good news in this space. We're working very hard to make improvements along 82nd. And I will tell you, over the course of the coming years, 82nd, I expect to be transformed into a real model of multimodal transportation network. Very excited about that, you mentioned powell and powell is a challenging, it's a challenging road, for many reasons, including the fact that powell is a state highway as opposed to a city highway, we just had a legislative delegation in the room, and I want to praise the legislature. They have been working with us to figure out strategies for, helping the state make improvements, to powell and where we can. We've gone in and made some interventions, especially around schools, but that's an ongoing discussion, traffic enforcement. I couldn't agree with you more, if you are a regular watcher of council, this is one of the things I have been loving my colleagues and the mayor on. And I know there's not a disagreement there. It's more of a matter of capacity within the, within the police bureau, you I think you also mentioned traffic cameras. I, too, am a fan of traffic cameras. I'll tell you, Portland is, literally buying all the traffic cameras that we can,

and we have, kind of saturated the market or drained the market largely, at least in the western world. But we also have good news this year, I believe we're going to double the number of traffic cameras that we have out there. And we'll continue to do that as we move forward, I think the most important thing I have to say in this space is, these dialogs that we have in comms and we'll actually talk about our transportation, project, probably coming up next are incredibly important. I appreciate you being here. And as a dad of two kids who ride their bikes, home from school every day to I feel you, I got skin in this game, and I want to make sure that we get this right, thank you very much.

Speaker: Great. I'll just be part of the amen choir here, you hit key points. I agree with you that, there's a long way to go here, and, you you identified solutions that I support. Obviously separated bike lanes is the gold standard. That is the best strategy. And that is the one that we should continue to work towards. Towards the future, I concur with my colleague commissioner Mapps, traffic enforcement has been a problem. The real we dialed back traffic enforcement during covid, and we are now reinstating traffic enforcement. But there is no question that the lack of traffic enforcement during that time period caused people. I'll say this as diplomatically as I can to maybe not be as diligent as they were previously about their own safety and the safety of others around them on the roads. And so I think with the cameras, with the increased traffic enforcement, you will see an improvement in some of the things you mentioned, like running red lights, I was glad you mentioned Sunday parkways, that that to me is just sort of one of those great events that brings people together. It activates our community, but it also brings us away from our laptops, away from our zoom calls, brings us together in a communal space in a way that's fun and healthy. And as I think you correctly predicted, people get on their bikes and they go, oh, wow, this is actually really cool.

It's a great way to get around. And there's other people who do it, and it's social and it's healthy, and I can see my community in a different way, and I'm disappointed that it went away during covid. I understand why it did, it's we're back. It's back. And now we just want to get it back to where it was and then continue to expand it. I know commissioner Mapps has been a huge proponent of this, and I'll be there as part of the amen choir, supporting him and supporting you. So thank you for being here today. We really appreciate you taking the time, commissioner Ryan.

Speaker: Thank you mayor. Thank you for being here. That was a great presentation. I was taken with your comment that it's less safe than it was when you first moved here. When did you move here?

Speaker: Six years ago. So 2018.

Speaker: Okay. And some of the trends that you've seen is obviously the traffic, the lack of traffic traffic enforcement.

Speaker: Yeah. That's right. And I mean I think it's exacerbated if you don't if you don't ride on a protected route because, I mean, my daughter will will say like, I don't want to ride on the multi-use path. I don't want to I don't want to see people having a hard time like, but we also have have had people run after us with with weapons like we saw. We saw a vehicle, with a car full of weapons that were dealing like weapons to those in encampments. This was years back. We called the police about it, but that's enough to be like, I don't want to take that route anymore, and so then you're just faced with, with busier roads in east Portland that are harder to bike on, like my daughter this morning when I was coming, I told her I have a five year old, and I told her I was coming to talk to the leaders of Portland. And, you know, I was going to talk about, you know, that we were going to ride our bikes. And she said, okay, well, make sure you tell them to tell people to not run red lights,

I'm sure that's informed. She's right. Like by me yelling at motorists, when they're running red lights. But it's dangerous. You know, we're at a point where, like, I stop, the light should change. I look both ways as I'm going. I'm looking both ways. And maybe that's. I'm sure that's best practice anyway. But it didn't feel that way, you know, even four years ago.

Speaker: Thank you so much. Yeah that was helpful.

Speaker: Appreciate it. Thank you for being here. I just commissioner Gonzalez I just really appreciate your comments on the 205, pathway I cycle that, with some frequency.

Speaker: It feels very unsafe sometimes. I wouldn't want my wife or my daughters on that path, by themselves. And, for me, it's a bit of a litmus test. As a community, can we reestablish the sense of safety there, the challenge of unsanctioned camping and encampments, just some of the criminal behavior that occurs there in plain sight is just. It's rough. It's brutal. And something we have to work forward to as a community. It's particularly pronounced if you go springwater corridor out and you just the sense of inequity as you get into east Portland deeper, whether you keep going east on the springwater corridor or you go up the 205 pathway, it's just profoundly disappointing as a community and I it but it is reflective of the challenges we're facing again on encampments and public safety in general, so thank you for elevating it. I think it's just something we collectively have to work together on with respect to traffic enforcement. You know, it. I think we really need to analyze the data of who's who are the frequent flier, you know, speeders and running red lights. All of us, from time to time, may drive too fast and may not be as cautious as we should be, but it does seem like we're seeing a disproportionate that don't have the license plates and, that we have a small segment that's disproportionately, contributing to this traffic safety crisis. So again, I so appreciate

your testimony. And maybe this is our test. Where when, when can we get to a five to a place where you guys feel comfortable, biking again?

Speaker: Thank you. Thank you all for your service to the city.

Speaker: Thank you, sir. Appreciate it, next individual, please. Two five, eight.

Speaker: Request of emma coburn to address council regarding monuments.

Good morning.

Speaker: Thank you for being here. I just.

Speaker: Aloha, kakahiaka. Coco or kanani miyamoto noho alma. Portland, Oregon. Good morning everyone. My name is kanani miyamoto and I live and work in Portland. I'm a practicing and exhibiting artist and have been an adjunct instructor for pcc, pnca and pacific university. I also work alongside the homeless youth continuum in old town and volunteer and engage with the aapi community. I'm here to testify on the issue of community engagement around the Portland monuments. Hawaii is close to many people's hearts, and hawaiians have been key contributors to Oregon's history. Coming here as early as 1810, the first hawaiians worked with fur traders and built Oregon's wealth. Place names such as kanaka flats, kanaka gulch, hawaii, hawaii river, waikiki beach, and cape disappointment and aloha, Oregon are proof that our community has had a significant impact on this place. And yet we fail to support native hawaiians and pacific islanders, let alone recognize their contribution to. Our city is made up of many stories and histories, and our public spaces should be a reflection of this. The monuments were taken down intentionally out of frustration. They were taken down as an act of protest, which is a valid form of civic expression. These monuments of white men and settlers glorify violence and uphold oppression as if it's normal looking up at these towering statues reminds us that we still have no voice, and our histories might never be told. The monuments are in public spaces and should represent the

public. They should uplift and give joy and pride to the people who work and live around them, not be reminders of our oppression. I urge City Councilors to reimagine how you engage with the people of Portland regarding these monuments. We need more time to do it right. Dan Ryan, neither you nor your office have fulfilled the promises you've made to the bipoc communities in this work. Your office has done a rush job to diminish civic life and silence creativity and imagination. Equity work requires you to meet folks where they are at community engagement around these monuments should be presented and offered in art spaces and cultural specific centers in colleges, through cultural organizations and clubs, even in creative nonprofit organizations, maybe even at art events. There are so many creative ways to engage, but you haven't given us time to talk or space to think deeply. We still have no voice, and we deserve more from a city that we all work together to make better. It's time to heal and change Oregon's racist and oppressive history. Let us leave it in the past and take a real opportunity to do that by reimagining our monuments, we can join more progressive cities and embrace and celebrate our collective history rather than continue to dictate one history. I appreciate the opportunity to speak up here and have you all listen, and I hope that you're inspired to learn more about the history of others from their perspective, and apply it to your public service. Mahalo.

Speaker: Thank you. Yeah.

Speaker: Real quick, thank you so much. Mahalo and I appreciate you being here. I want to hear your name again because it says emma colburn. Is that your is that emma? Yeah.

Speaker: Okay. Emma

Speaker: All right. Your name again?

Speaker: Kanani miyamoto.

Speaker: Okay. And, emma, I just want you to know that I know darian jones on my staff has tried to reach out to you. They have reached out to you four times. I hope that you'll reach back so we can have dialog. Thank you.

Speaker: These are examples of monument designs that we had, people draw up at an event that darian, went to. And this was an example of a community led process to it was a teach in that we all invited all of you as well to and this was a teach in to learn about the history that is very evocatively published on the city website, about the five removed monuments. And that website is very helpful. And it does lay out a lot of important history around the five toppled monuments. But we also added in, other perspectives into the teaching moment. And darian had great feedback from that. And we also at the end, these are some of kainani students that she works with and as well as people that came to the teach in where they were tasked with what prompts like what if monuments, envision joy, repair, regeneration, attention, this monument is missing from our landscape and other prompts that people were able to respond to visually. And this is just one idea. Great.

Speaker: Thank you. I appreciate your testimony. Thanks. Thanks all right. That completes communications. Is that right? Keelan. Very good. So we'll move to the second time certain item number 260, please.

Speaker: Mr. Mayor, can we read 260 and 261 together, absolutely. 260 and 261.

Speaker: Item 260. Accept project update to reflect the design refinements for the interstate five rose quarter project and direct further actions. Item 261 amend inter governmental agreement with the state of Oregon department of transportation for the interstate five rose quarter project for planning, design, services and permitting.

Speaker: 260 a resolution 261 is an emergency ordinance. Commissioner Mapps, thank you, mr. Mayor. Colleagues will hear, 260 and 261 together. Both of these items come from pbob before. Before we get into today's presentation, i'll give you a quick walkthrough of our run of show because we have a fairly elaborate presentation today, i'll provide an overview of how, today's presentation will work. I also need to introduce a minor amendment to 260. That's the, that is the resolution. I'll get to that to a moment. In a moment after I take care of all that bookkeeping, i'll, hand the floor over to, to pbob director millicent williams, millicent and pbob staff will provide an overview of both items. Then we will hear from invited testimony and, public testimony. And after public testimony, staff from odot, pbob prosper and bts will be available to answer any questions we might have. So, let me give you a sense of what's in these two items, item 260 is a resolution. I'll be introducing a minor amendment to that item 261 is an emergency ordinance. So we'll vote on both of these items today. The first item is, 260. That's that is basically an update to, progress on the i-5 rose quarter project, this is probably the moment that I should introduce the amendment to that resolution, basically, the language I proposed to add to this resolution urges odot to work collaboratively with albina vision trust to develop a plan for how development on top of new highway caps will work, my team has circulated the language for this amendment to all council offices, ahead of today's meeting, and we also posted it online with the council agenda. So now I will make that motion, I moved to amend the resolution to add the following statements to the end of the respective sections. Quote whereas in March of 2024, the Oregon transportation commission unanimously passed a resolution directing odot to establish and implement a work plan collaboratively with the albina vision trust. The objective of the work plan is to determine if avete can have access to one future leases, slash easements to develop for developable

air rights on the highway cover, and two ownership and development rights for surplus property associated with the i-5 rose quarter improvement project. And be it further resolved, the city of Portland is committed to working and continued partnership with the albina vision trust. Odot and the otc to realize the shared objective of atv securing developable air rights over the highway cover and ownership and development rights for surplus property associated with the project. May I get a second? Second? Do you have a motion from commissioner Mapps?

Speaker: A second from commissioner Rubio. Would you like us to take the vote on the amendment?

Speaker: Why don't we just take the vote now? And if there are any questions, I'd be happy to answer any questions. Commissioner yeah, we.

Speaker: This the amendment came a little bit late for our team to process, so could you give us. And we've had some outreach to our office about this process in general. So just could you give us a little bit of background on exactly what the amendment is trying to do? What what? Sure

Speaker: Addressing first, this is a resolution. So this is sort of a statement of sentiment, from council, and basically what we're doing with the amendment is we are urging odot to work with the albina vision trust to develop up to be collaborative as we figure out number one, you know, when we build these caps to the to the freeway or on i-5. So that's, you know, that's a new concept. So I we're making good progress on getting to the point where we build caps, for the highway. Now, the question is how do we develop the caps. Do we and what do we develop, now, the amendment that's on the table right here is basically a nudge to odot saying, hey, as you kind of figure that out, be sure to kind of engage with albina vision trust. They've been this is basically a vision they've been working for a long time. You know, frankly, I think they hope to be at the table to help shape and, you

know, participate in figuring out, you know, what kind of development happens in this space. It doesn't, oblige odot to partner with, vision trust to actually build this. Rather, the sentiment here is, hey, you know, these are important stakeholders for this exciting and very new opportunity. Please come together and have this discussion, to figure out how we move forward. Is that a good description of where we're at with this? I probably don't have the right people. Exactly the right people at the. Someone's here from my point of vision. Trust. Do you want to come up or come on up? Help me out here. See if we. I did that well enough and commissioner Mapps just so, so the amendment specifically is trying to fill what gap in the original resolution, in the, in the original resolution. And i'll tell you the truth, this project or this project will be coming to council for years. And at some point later in the, certainly, probably before we're done with our terms, it will probably come back, where we actually have an explicit ordinance where we talk about the development of, of the caps, are my initial thought here was that we would kind of save, the statements of sentiment about how we hope odot goes about doing this development to that moment, frankly, from engagement with the community and by the vision trust, we were really encouraged to hey, can you make this statement to odot now? At this moment, and because we are really proud of what albina vision trust has done here, and frankly, you know, we're not signing a contract. Rather, we're clearly communicating with odot. Hey as you go about thinking about this, you guys need to talk, because these are important players as we know and trust, has important resources or significant resources to help develop this neighborhood. It should certainly be at the table to help, to help, imagine what's possible here and would you please introduce yourself and maybe clean up my response if I mess anything up? Yeah.

Speaker: No problem. My name is jt flowers. I'm the director of government affairs at the albina vision trust, the intention of this resolution is pretty simple, the otc a few weeks ago affirmed the intent, to help identify the steps needed to, effectively enable ava to secure air rights, development rights and ownership over the remnant parcels created through the i-5 rose quarter improvement project. This resolution just adds in a very, simple excuse me, this amendment just adds in a bit of simple language to the resolution that you all have put forward, affirming that same intention, that intention being, excuse me, being directly tethered to the original ica process, which identified the need for a community led cdc to handle all development atop the highway cover. Right. So this is just a very simple step, that the city can take to say we think that av would be the right fit for that job, and we'd like to work towards that. In a, in a continued collaborative partnership with the vision trust with odot and with the otc.

Speaker: Yeah. And can you remind us especially for folks who don't work in the transportation space, on a day to day basis, what is otc?

Speaker: The Oregon transportation commission, so it's the body that, oversees and, directs the Oregon department of transportation.

Speaker: Okay, great. So that's basically the dynamic in terms of the flow of this resolution was coming. One of the recent developments was the Oregon, transportation committee kind of, urged odot to work with albina vision as they develop the plan, frankly, that that urging from otc happened in parallel as this thing was coming forward, one of the things we're trying to capture here is the advice of otc to odot, as we go about imagining what happens with the caps and so some of the other stakeholders that are concerned about this would be blazers, hawks, and so what is the envisioned engagement with with them in this process.

Speaker: Yeah, absolutely.

Speaker: We are in fact, it's probably helpful to get into the full presentation. I would say that, the amendments that I'm bringing forward and we're about to vote on now is sort of a separate discussion with the blazers. The blazers, my team has been deeply engaged with the blazers to figure out how all this infrastructure comes together. You know, kind of echoing back to the last item we heard on communications. The blazers are concerned about how bike traffic and foot traffic and car traffic all comes together in this space. We got a lot of stuff going on here, but I believe that we have a path forward in terms of figuring out, how this will all come together. And i'll also be transparent. You know, we are still figuring out, what the engineering on this will look like. But one of the principles which holds clear whether whether you're the albany vision trust or the Portland trail blazers or just a bike commuter who needs to get through this neighborhood, we want you at the table as we figure out how do we meet, how we capture this important opportunity.

Speaker: So can I ask a question? Sure. This and I don't know if this is to you or abt, I truly don't have a stake in this because I won't be here.

Speaker: Okay.

Speaker: But they'll be in Portland. I think it's really important that we be crystal clear about who has authority and who has responsibility, because we've run into situations previously with other community efforts where the community thinks one thing and the City Council thinks something else about who's ultimately in charge. Can I hear from you an abt? As you think about the caps and you think about the space above the caps, if we agree to this, who is the decision maker?
Yeah

Speaker: So as we know, the owner of the cap will necessarily have to be odot, right, we are not talking about owning the highway cover. We understand that. That's a legal impossibility. We are talking about the development that goes on atop

the cover and the remnant parcels that will be created through the construction process of the cover itself.

Speaker: Can I can I stop you there and ask a question? So are you saying you are in charge abt not the City Council will be in charge of development. Above the caps is that what you're saying?

Speaker: And the same way that abc is currently responsible for and will be responsible for development, in the on the Portland public schools headquarters site, for example, ten and a half acre campus in lower albina, we are proposing a similar type arrangement, which would be, not not necessarily a precedent setting. One this is something that's pretty standard, but what we are trying to put forth would be, yes, to your question, a partnership where we get to develop on top of neutral on it.

Speaker: I'm not sure I agree. I'm not sure I disagree, but I don't want anybody to pretend that this amendment is a technical amendment. It's not. This is a significant amendment. And I realize it's a non-binding resolution. But by passing this amendment, we're sending a powerful message to a community organization that has a lot of gravitas. I'm very supportive of abt, by the way. Yeah

Speaker: Can I speak to this really briefly? So, the amendment to the Oregon transportation commission, I think is important that we walk back a couple of steps. The amendment to the that the Oregon transportation commission passed unanimously did not grant av any rights over the highway cover. What it did was it established a work plan to identify the steps that would be necessary, to work towards the ultimate goal of abt securing those rights, so this is the city of Portland having any, you know, if under your vision here, if you control that development, do you see a responsibility on the part of the City Council, a responsibility on the part of the City Council?

Speaker: Are there going to be asks of the Portland City Council if you control that process, are you going to come to the City Council and say the City Council needs to do this, that or the other thing, whether it's zoning, whether it's density requirements, whether it's infrastructural investments, is there an implied responsibility on the part of this council?

Speaker: So what this would do, what the otc resolution would do is effectively establish a work plan for us to identify answers to exactly these types of questions. So again, it is not, distribution of rights. It does not commit any rights to the albina vision trust. It allows us, some designated time to figure out the answers to all of the legal, legal technicalities of what granting development rights to a community based organization over a highway cover would look like. We don't really have precedent.

Speaker: You know, I don't want to be the jerk in the room, but i'll just be this is a this is a significant issue, and it's coming as a last minute amendment to something else. And somebody's going to have to convince me that I should support this today. Having heard about it for the first time today, because I think this has a huge impact on the future development of our city and the rose quarter.

Speaker: It absolutely does. And I would also like to flag that. We heard about this meeting. We heard about the resolution being passed, the amendments to the iga being passed just a mere a few days ago. So we had a very short time window to talk. And I think this speaks to the broader need for a more proactive, collaborative relationship between the vision, trust and the city here.

Speaker: Man, I agree. So you got my complete support.

Speaker: Commissioner Mapps help us out.

Speaker: Let me help you out here and i'll take some responsibility, in this, we I recognize we didn't have a, offices didn't have a lot of chance to absorb, the

particular amendment that we are bringing forth today, we were trying to work with community to, make everybody happy. I also tell you, this is not our only opportunity to, this item and these issues will be back before council. I would suggest we can vote on the amendment today, and, you know, it's a vote of conscience, so you can vote however you want. And even if the amendment fails today, this issue will come back up. And certainly as we, as we move forward, we'll have an opportunity to engage in this particular question, which are is embedded in the amendment, more deeply before our terms are over, could i?

Speaker: Yeah.

Speaker: Commissioner.

Speaker: Commissioner. Mass. What are we possible to get the report read to and then maybe to make some time, time, you know, table or otherwise, the resolution just so we all have a bit more time to absorb the implications because the, the, I'm still trying to get my handle around the amendment. I think I understand what, what it's trying to do. Yeah. But even the underlying resolution, that's where we were getting outreach and, and I'm not sure of, you know, there are some other stakeholders in this space to say the least. And i, I'm unclear if the amendment is responsive to their concerns, if it satisfies their concerns with the underlying resolution. And so i, I don't want to delay getting a deeper understanding here. I just want to, you know, create space if we need to.

Speaker: Sure. Well, I think there are.

Speaker: Go ahead.

Speaker: Yeah. So, to your concerns directly about the blazers rip city management and other community stakeholders, we've had those conversations. We've been working in direct partnership with the blazers for well over five months now. We've pinned our, op eds together in the Oregonian, they are well aware of

the amendment that we've just put forth, and supportive of it. The same goes for the historic albina advisory board, the hab, which is the other, odot based community stakeholder, in this conversation.

Speaker: Here's, in consultation with my staff, why don't we basically do a first reading on the resolution today? We can, hear the presentation, the amendments. We don't necessarily have to vote on the amendment today. I don't think, but we can hear staff presentations on this, I can bring it back next week, which will give us more time to dialog and answer any questions that folks might have of, and I suspect, 261, which is an emergency ordinance, which I'm pretty sure everyone around the room is going to be happy with. I'd like to be able to move on that, too, how does that sound? I'm also open to feedback from my colleagues, too. If you want to go a different direction. Commissioner Gonzalez does that work for you? First, i, I think so, and I you know, I know our teams have been trying to schedule some time and just we haven't been able to find a window to get a deeper briefing on this.

Speaker: So i, but a first reading today and, coming back next week would be it's fine with me.

Speaker: What?

Speaker: Why don't we do this? I think there's less here than, we're concerned about. But I want to make sure everybody's comfortable. I also see that miss brown has her hand up. Mr. Mayor, can we go? Yeah. Online testimony. Yes or miss brown?

Speaker: Yes. Hi. Thank you. So i, am a member on the hab, and it feels a little bit like things have kind of gotten out of order with this conversation, I appreciate everything that you've shared, mayor Wheeler. And I feel like part of why both jt and myself were asked to give testimony and to speak to this resolution is to

address some of your questions and concerns. So I wonder if this council might take a step back, listen to the presentation, then consider the resolution after you have the information and have had the opportunity to hear both from avi and myself representing the hab around what we're asking for you to support it and think about with regards to this resolution, because we came here, unified in our understanding of what we need from this council to continue the work, to develop the work plan to guide this cover cap. That's why we were here. So I've just been trying to wait for that opportunity.

Speaker: Okay, I appreciate that and I respect that. But by sitting here, I also have a responsibility. I have a responsibility to the constituents I serve. I have a responsibility to our budget. I have a responsibility to our city staff to understand what I'm obligated them to do going forward. And I have just heard about this amendment for the first time. I have staff who vets these and gives me advice. We weigh the pros, we weigh the cons, and then I come into council prepared to have a discussion about a vote that I'm being asked to take. And I appreciate commissioner Mapps saying, let's take a breather, but it was presented to me today, miss brown, as a minor amendment. And it's not a minor amendment. It's a significant policy decision on the part of this council. And I believe as an elected official, I have a right indeed, an affirmative obligation, to know what I'm voting on and so correct.

Speaker: And I had to ask.

Speaker: I had to ask questions in order to even understand what this amendment is. And it's not a minor amendment. That's my current assessment. And yes, we should hear the whole presentation totally.

Speaker: That it is not a minor amendment. And I agree that your feedback to mr. Baps is correct, that we should do things in the correct order in which. And that's

why I'm suggesting that we pause and you pause before you go into your obligations and listen to understand and gather that feedback. So that you can take it back and have that time to consider before making the decision.

Speaker: I appreciate you telling me how to do my job. I will take your advice and let's move on to the presentation. We will table the vote. We will not vote on the amendment. We will continue with the presentation. Thank you.

Speaker: Well, before we go, before I put, stick my staff in here, colleagues, I apologize for the confusion today. One of the things I've heard loud and clear is that you've you folks needed more time to absorb the content of the amendment. It was my ultimately, my decision to bring this forward today. I should have done better. I apologize, we'll clean this up and figure out how to move forward. I would expect this particular item to come back to us next week, but in the meantime, let me hand it over to, director williams.

Speaker: Good morning. Thank you, commissioner Mapps, good morning, mayor. And members of the City Council. For the record, my name is millicent williams. I proudly serve as the director of the Portland bureau of transportation in a haunting, poignant truth of this country's not too distant past. Is that the fabric that has historically held black and brown communities together, the neighborhoods that have been called home, the communities that have created connection, the foundations that have supported families have been systematic and intentionally fractured, torn, decimated and destroyed by freeway projects. This rings especially true for the historic albina community in Portland, and has perpetuated generational inequities for the city's black community in recent years, we have seen the federal government begin to reckon with this painful past as part of the bipartisan infrastructure law, the reconnecting communities program is the first of its kind initiative to reconnect communities that have been cut off from opportunity

and burdened by past transportation infrastructure decisions. As commissioner Mapps described years of leadership by the City Council and the Oregon congressional delegation got us to the compromise we are making progress on today. In 2022, pbob and odot negotiated an acceptable compromise to advance study of the hybrid three option. We'll get more into that later. Since this time, the city team has collaborated with odot to refine that design, and you will hear details about that today. You can move on to the next slide. I wasn't paying attention. There I think maybe even the next slide. Okay a few weeks ago, that revised design is the project that won the largest grant in the nation for reconnecting communities, providing the opportunity to repair the past harm done by highway construction in the united states. The \$450 million that the Biden administration granted this project is specifically to pay for the highway cover that the city and representative Blumenauer advocated for. The project will still need some help from the legislature and other federal grants to pay for the pedestrian and bike overcrossing, local street improvements and highway adjustments. The city was also awarded \$38.4 million for the Broadway Main Street project. This project complements and extends the planned investments in the I-5 Rose Quarter cap area and local street improvements to better reconnect neighborhoods on either side of the highway. In support of the Albina Vision project. Streetscape streetscape and safety investments will make this busy corridor a more welcoming street for current and future residents. Let me tell you about the highway cover and why it's so important to us, and why it's being set forth by the Biden administration as a model for the nation. This project will build a cap that sustains buildings over I-5, allowing us to reconnect the historically Black Albina neighborhood. Buildable caps were not a part of odot's original plan with revised design. We still have the same single cap proposed with hybrid hybrid three. This cap will provide the kind of city street grid

that other neighborhoods in Portland take for granted. It will reconnect north hancock street, a neighborhood street that was amputated by the original construction of i-5. These acres on the cap provide a platform where we can create buildings that bring back the neighborhood. With the revised design, the potential is even greater because it will pull nearly two thirds of the southbound ramp traffic out of the district and serve to realize a walkable and livable community. Help realize a more welcoming district for current and future residents. Help realize a more accessible and vibrant event district for all visitors, and reinstate the separate, separated pedestrian and bicycle overcrossings of i-5, improving safety for all modes and direct access for those walking and biking to events. Next slide. Is there a next slide? The next one is sharon's and I'm seeing sharon up now. This project has the potential to remedy past harms, create an environment that supports community redevelopment and provide benefits for people walking, biking, and taking public transit. Parallel with the freeway improvements, the project will also provide opportunities for living wage jobs and increased capacity for minority and women owned firms. Lastly it will improve freight mobility along this critical west coast corridor. For more details about what this project includes, I would now like to introduce sharon d'aleo, project manager from pbot for the i-5 rose corridor project.

Speaker: Sharon, thank you, director williams, and good morning, mayor and council members for the record, I am sharon daleo with pbot's. Major projects in July 2022, City Council approved a staff services iga through which odot reimbursed the city staff for our time spent on the project. The current iga is for the planning and preliminary engineering engineering work and will expire in June of this year. Pbot is the lead bureau providing coordination with all of the bureaus engaged in the project. The original iga includes all of the bureaus that are listed on this slide.

Here with the exception of bureau of technology services and prosper. And I'm going to speak more to that aspect, in the ordinance, a little bit later, we have two related items today, as you've heard, first, the resolution is in response to the 2022 council request that the project return to council to demonstrate the project has been responsive to the city, the community and other stakeholders, including rip city management, before the project advances to final design and construction. The city will provide an update on the bureau work and collaboration, and we have odot project director megan channel here with us as well, and she will provide an update on the odot responsiveness, overall project status and funding. The ask of council will be to accept the project update and allow the project to advance to final design and construction should funding become available. Following the project update, I'm going to speak to some of the details of the iga amendment itself, next slide please. So this project has a long history, as you've heard, and it has been a factor in city planning for years in alignment with city district plans, central city 2035 and the tsp. The project must be multimodal, equitable, and coordinated with land use elements, event management and the community. Next slide please. Prior to the city rejoining the project in July 2022, odot had developed a design concept referred to as hybrid three and was advancing three early work design packages and a supplemental environmental assessment. Since that time, the city has conducted, conducted thorough technical reviews of odot's environmental documents and preliminary design, and collaborated with odot to coordinate and work through comments and concerns. The city team, city advisory committees and stakeholders found. With the work prepared for the supplemental environmental assessment, a key consideration in looking at design refinements and a stipulation we heard from the historic albina advisory board was that the total developable area is not reduced from what had been committed to with that hybrid three

design, and that the focus remains on creating a district that is comfortable for current and future residents. We've also coordinated with the historic albina advisory board, including the bureau of planning sustainability led effort on the cover development process and starting to explore what might be within the realm of possible future development. Given the technical constraints of the cover structure, the city team is continuing to coordinate the intertwining of the reconnecting communities grant planning work with the i-5 rose quarter and off cover work. The work the city is doing is far more than the highway cover, and the team is working to ensure the i-5 rose. Quarter elements are integrated into the broader district. Next slide please. This slide is showing the revised design that has resulted from the coordination over the last two years and is in odot's revised supplemental environmental assessment that megan will provide more information on, in her presentation, odot's traffic analysis showed that the majority of traffic using the existing southbound exit ramp to broadway wants to go east, and some to the north. The hybrid three option was relocating that broadway ramp to the intersection at ramsey Wheeler and williams, and then circulating all of that ramp traffic back up williams through the broadway. Wider corridors. This concept create, this concept created traffic, circulation and safety concerns and didn't align with the district vision. This revised design that is shown on the slide here reconfigures the southbound off ramp and adds a flyover ramp that is kind of that red horseshoe that you see there. And as director williams noted, it pulls nearly two thirds of that ramp traffic away from the district. The remaining one third of that traffic will exit to the west via that little red hook that is shown, and it will continue on either a ramsey or Wheeler route. Both options are included in the final environmental documents and a design decision is an item we are continuing to coordinate with rip city management on another key outcome of the review process is that the,

pedestrian and bicycle overcrossing part of the green loop is back in the project. This key connection will also include direct pedestrian access to the event garage for people parking on the east side, as well as a few other significant improvements to the previous concepts and a lot of those, including that connection to the garden garage, were also a result. Result of ongoing coordination with rip city management. Overall, the design refinements improve safety for all modes, particularly those walking and biking and rolling. Next slide please. So even with all of the progress made, there is a lot of important work ahead and out of what is listed here. A key focus area in the very next few months is continuing to coordinate on event traffic management. We will be continuing that coordination with rip city management and the odot team in working toward a design decision for that westbound traffic circulation. We will continue to interface with the planning grant work, including community governance scenarios for development, control and ownership of on and off cover parcels. And I am now going to turn it over to megan channell, odot's i-5 rose quarter project director. And next slide, please. Thank you, sharon, and good morning, mayor and members of the council.

Speaker: For the record, my name is megan channel. I'm with Oregon department of transportation and serve as the project director for the i-5 rose quarter improvement project, before I go into my remarks, I guess I'd like to just thank each and every one of you for your leadership and also for the wonderful partnership that we have with your city staff, across bureaus to get us to this point in the project, the right project at the right moment. And I look forward to the opportunity to keep working together, so what I want to share is really with this project, odot is taking a different approach. We are leading with four key values that you can see on the screen here restorative justice, community input, and transparent decision making, mobility and climate action, and public health. These values really guide

our work on the project and our partnership with the city and the community, and they've been instrumental in shaping how we approach the project. So our value values based approach is infused across our work, and especially as we work to elevate voices of albina during our project development, we're continuing to partner with our historic albina advisory board, which serves as our primary advisory body around the design, with the board bringing community perspectives into the project decision making process on elements related to community connections, urban design, and then wealth generation opportunities for the black and historic albina community. Our community oversight advisory committee, or coac, also serves as an advisory body to us and advises us and holds us accountable to meeting our project goals related to utilization and opportunities for disadvantaged business, enterprise and a diverse workforce. I'd also like to highlight that we've brought youth into our process. You know, this project is going to have a generational impact, and we want to make sure that their voices are heard. And we've hosted youth design forums and also have invited youth to participate in recent hab conversations. Our active design collaboration has also helped evolve the project into the right project, you've heard references to the independent cover assessment process, which led us to a revised highway cover design that better reflects the community vision. So that longer, stronger cover that can accommodate buildings on top. The governor's letter of agreement also was an important process that brought partners back together. And as you heard from sharon and also director williams, you know, we've further refined the design to be responsive to public comments, partnership with the city and comments that we heard during the supplemental environmental assessment process to ensure that the project, further improves safety for people walking, biking and rolling in and through the project area. We've also been proactive in our diversity planning. First

with delivering the project under cmmc or construction management general contractor, approach, which we've brought on our contracting team early in the process to help us maximize opportunities for diverse workforce and help us to define how, now and more importantly, by whom the project will be built. And so for the first time under this diversity planning, odot has applied a diversity and subcontracting plan to a mega project. And this plan was heavily informed by our community oversight advisory committee. So the goals and the strategies in this plan are designed to help develop, mentor and expand the expertise and build capacities of disadvantaged business enterprises. While also promoting workforce development and economic opportunities for historically underrepresented populations, next slide. I do want to note kind of current project status, so, you know, these approaches, along with our city and community partnerships, have led to some recent project milestones and some recent project wins that I'd like to share with you. So the project team, along with city community partners, were thrilled that the us department of transportation awarded the \$450 million under the reconnecting communities and neighborhoods program to this project. Receiving this grant is an important step in realizing the vision of reconnecting neighborhoods and improving the transportation network and taking part in a collective movement towards restoring historic albina community. The grant will go towards finishing design and constructing a core part of the project's highway cover to support community reconnection and new community space and future development opportunities for albina, making it the first federal investment and construction for this project. I'd like to thank all of our partners that provided letters of support for that application, especially to those that are joining us and here today, thank you to the city for the ongoing partnership. Thank you to the historic albina advisory board for supporting and advocating for the large ask. Thank you to

albina vision trust for your leadership and advocacy with our federal delegation. And thank you to rip city management for the design, collaboration, the partnership and support. Odot is also pleased that the city of Portland was successful with its respective grant application to provide needed safety improvements to the Broadway wider corridor and we see this as a really complementary to achieving the broader goals for this district. And on the heels of this funding, the project reached another major milestone, which is the federal highway administration, or FHWA, granting its environmental review approval for the project by issuing a finding of no significant impact or FONSI, this is a decision document that states that the environmental review requirements have been met and the project will not have significant impacts on the environment. So this federally approved project, elements include the highway cover. So again, the lengthened and strengthened cover, and also includes reconnecting Hancock Street building a separated bicycle and pedestrian crossing over I-5. Includes the I-5 mainline improvements with an auxiliary lane and safety shoulders added in each direction between Interstate 84 and Interstate 405, and then also includes the relocation of the southbound off ramp, as Sharon mentioned, with the intent to consolidate the ramps south of the highway cover area to help improve the people friendly corridor of Broadway and Weidler, and a number of street multimodal street enhancements on the local streets, and as Sharon mentioned, as well, those include some design options to ensure that we meet the event management needs of our partners with city management. So with this federal approval of the environmental document, it means that we have that we are proceeding with the project and continue moving forward with more detailed project design and securing additional project funding. I also want to mention the OTC resolution that was passed on March 14th. So the Oregon Transportation Commission unanimously passed a resolution that directs

odot to establish and implement a work plan in collaboration with albina vision trust, where we'll explore the options for future highway cover governance and ownership. The work plan is really intended to help us to determine if it can have access and rights to the future. Leases for the highway cover land and ownership and development rights for the surplus land associated with the project, and will explore the possibilities under current law and regulation, as well as to determine what law and regulatory changes may be needed. I do want to be clear that while this resolution formalizes that collaboration and partnership between odot and abt, the intent is to conduct research that the resolution often does not convey any rights or ownership of land or air rights on the highway cover, knowing that any future action on ownership or rights to leases to any entity would need to be done under a separate agreement, I want to also note that our historic albina advisory board is our primary advisory body for the project, will be key to informing this effort as we develop the work plan collaboratively with albina vision trust. So following these milestones, our next steps will include, first and foremost, executing a grant agreement with the us department of transportation to program the grant funds that were awarded, we'll be working to finalize the project design and initiating construction on the highway cover, and we'll be continuing to identify funding sources for full project completion. And of course, engaging our community and work with the historic albina community to make sure that we're moving this forward in the right way. And on the next slide, speaking of community engagement, I just want to emphasize that odot continues to work with the community to make sure that this is a project that meets the community vision and reconnects and realizes a thriving neighborhood. Much of our community engagement recently has centered with our historic albina advisory board. On the screen here, you can see our members who are leaders and volunteers, who work

with and serve the black community in albina and Portland, representing a wide array of civic and community interests. The historical advisory board elevates the voices in black in the black community to ensure our project outcomes reflect community interest and values, and that the historic albina community will directly benefit from our project investments. So looking forward, our community engagement together with the city will focus on shaping elements of the highway cover design. So this concludes my portion of the presentation, and I'm going to turn it back to sharon. Thank you.

Speaker: Next slide please. Thank you megan, and thank you, mayor and council for your time and listening to the project update in support of the resolution. So the next step, is the iga amendment that is included in the ordinance. This iga amendment, as I mentioned, will add bureau of technology services and prosper Portland to the project. Both have already extended some effort at the request of odot, and the ordinance includes retroactive payment for each corresponding to the dates that their services were first required. The iga will also extend staff services for all city staff from the current expiration date through June of 2025, and add \$1.2 million to the agreement, for a total iga agreement of \$6.2 million. The amendment will allow city staff to support the final design and permitting for early work packages, and the extended timeline for the 30% design of the main construction package. A future amendment will be needed for any construction of early work packages, as well as final design and construction of the main construction package. You have heard reference to several reconnecting communities grants and the planning grant. First one that was awarded last year is in the final scoping phase and will be a future council item, that we anticipate within the next few months. And then obviously from the other grant work that you've heard about, you'll see a lot more of us as well in relation to those. So that

concludes our presentation portion, in addition to pbot and odot, we do have eps and prosper Portland staff available to answer any questions. And I will turn it back to you. Commissioner Mapps, thank you very much, colleagues.

Speaker: I believe we have some invited testimony that I'd like to, invite up for the moment. I think we have tj and miss brown. Or jt. Sorry. All right, we're back again.

Speaker: Back again, so, after the presentation, hopefully we have a bit of further context for, for, exactly where the project stands right now. Also a bit of context for the continued partnership and collaboration between all these different entities, whether we're talking about the otc, odot, rip city management and the blazers, the historic albina advisory board, and of course, the albina vision trust, my name is jt flowers. Again. I am the director of government affairs and communications for the albina vision trust, prepared some brief remarks today just to ground us in the context and scale of the opportunity that we have on our hands. So, I'd like to open with a simple quote from frantz fanon. The black man's first action is reaction and black skin, white masks, fanon searing critique of the colonial condition. The philosopher dissects the psyche of a black man stuck in between hot pavement and the heel of society. The ubiquitous boot bottom that is white supremacy with his neck pinned against the ground, his hands tucked desperately between boot and breath, pipe, the black man has no choice but to orient his gaze upward towards the white man staring back down at him. Freedom movements direct their energy towards chopping off the ever oppressive foot, towards giving that marginalized body, sprawled out and writhing, gasping against the pavement a second to catch its breath. Freedom, then, can be considered one of two things embodying the boot, or failing to do so and still managing to draw air liberation movements aim to stand not just that individual, but all marginalized peoples upright, to establish soil into which they can curl their toes and break the mind, body and spirit out of that

hierarchical, up down binary to reorient the individual and collective gaze, not up or downward, but outward. The pursuit of freedom is inherently rooted in reaction. The pursuit of liberation in action and action alone. The question we are forced to ask ourselves today and every day is, what does action look like in the context of this work? Our job at the albina vision trust, at its most fundamental level, is to leverage the intersection of capital and hope in order to turn a graveyard of memory into fertile ground, arable soil capable of bearing unending and abundantly nourishing fruit for our people, for our district, and for our city as a whole. We are leading the largest restorative redevelopment effort in the united states of America, one that centers the rerouting of black people, family and culture in the core of Portland's central city. Our 94 acre project area makes us the largest by geographic size and development progress, and well over a half billion dollars we've secured on behalf of our community makes us the largest. By funding as many people have spoken to at this point. Three weeks ago, our federal delegation brought home an unprecedented investment of \$488 million in federal funding, which will serve as an infusion of capital that will resist the district, transform our streetscape and accelerate the generational work of rebuilding albina. This momentous investment comes on the heels of several significant victories for our community. On February 20th, ava successfully secured a binding resolution from the Portland public school board agreeing to a 12 month timeline for a transaction on their ten and a half acre headquarters campus, which will be redeveloped to produce over 1000 units of working class housing and education hub accessible green spaces, community gardens and mixed use commercial space. In the short session, leaders in the state legislature helped secure an additional \$25 million to facilitate the acquisition, pre-development and demolition of the wps parcel. And two weeks ago, of course, the Oregon transportation commission unanimously

approved the creation of a work plan to explore a stewardship over air rights over the eventual highway cover. Throughout the life cycle of our joint work, the momentum and leadership of the albina vision trust have consistently proven to be both the backbone and the wings of this project. This money would not exist without us and it would not exist without our work. Action to us means forward motion. It means coupling the courage to dream with an unflinching willingness to fight our way through the muck. The byproduct of action is possibility. Together, we have a once in a lifetime opportunity to build the most technologically, environmentally, socially, and economic innovative zip code in the united states of America, not just Portland. In the united states of America. Right here. Not in our backyard, but smack in the middle of our central city, crested upon the banks of the mighty river that brought us all here in the first place. As our shared work continues to move forward, we seek to formally double down on a partnership that will enable our city to actualize the vision that has rightly, rightfully, captivated leaders across this nation. The restorative redevelopment of a residential neighborhood in lower albina, a neighborhood that will house over 3000 working class families once displaced from the heart of the city they call home. So let us act, and please let us do so fearlessly. Thank you.

Speaker: Thank you. And miss brown, I think we also have miss brown online. Welcome.

Speaker: Yes.

Speaker: Thank you so much. And thank you to my colleague and fellow community leader, mr. Flowers. My name is sreenivasa brown and I am honored to be here today representing many voices on the historic albina advisory board as a third generation Oregonian graduate of boise, eliot, student of harriet tubman and alumna of self enhancement, inc. And a neighbor for many, many years in the

albina and alberta communities. I'm honored to be here with you all today. I also come before you as the co-founder and executive director of experienced life science outdoors. That's also inc. A Portland grown and based, black led national organization. There's an iraqi philosophy that says that our actions today should result in a positive, sustainable future for seven generations. This philosophy is well fitting to guide the i-5 rose quarter project. And as elected officials, you have the opportunity and the obligation to solidify albina's legacy for seven generations of black Oregonians, a commitment this city has never had and never fulfilled. Despite its promises to build an equitable future for all Oregonians, black Oregonians are ready for our piece of that inclusive all statement. We are ready to have our decision making for our neighborhood liberated and embedded in our community, in our decision making. I want to acknowledge that we as community leaders and organizations on many levels, sit unified in our goal of a thriving, reconnected albina community. I ask that this council support hab and ava in creating a comprehensive work plan that includes identifying a community advisement, governance structure and in developing a community informed plan for what happens over top of this cover cap. Our community organizations are black community leaders, specifically, we were pivotal in the securing of that \$450 million of federal government funds for the city projects for the last three years. Also, inc has been at the table and has dedicated and continued to follow through on building a unique education program for hundreds of black and brown young adults. That is a bridge for real world learning and real time young adult engagement on this cover. Cap and governance government infrastructure project. This happens through our annual youth design forum that's coming up on may 11th. This event has successfully collected feedback from hundreds of black and brown youth over the last three years for what they want to see in their future city

and its connection to the river. We are represented by educated, informed, talented, conscientious, creative community and justice young adult leaders. So I urge our government agencies to work collaboratively. I urge this council to support the amendment and let us keep working on building out this work plan. Please support the city teams with the resources that they need to complete this restorative project. Please support ava and the hab in developing a community informed work plan. Thank you so much commissioner Mapps.

Speaker: Thank you so much. And, colleagues, I believe there's probably some public testimony on this too, so we could either start to ask if we have questions for our invited guests or staff. We could do that now, or we can go to, public testimony and then just, ask signed up.

Speaker: We have four people signed up, colleagues, why don't we go ahead and hear the public testimony? And then because I know I have some questions. All right. Great

Speaker: First up, we have joe cortright.

Speaker: Welcome, joe. Oh, in person, no less. Thanks for being here, joe.

Speaker: Thank you, mayor Wheeler. Members of the council, for the record, joe cortright, I'm a member of no more freeways and director of city observatory. And urban policy think tank, you know, I was delighted earlier in the meeting when you talked about fair housing and the need to deal with the problems of past harm and displacement caused by government policies and many of our problems that we face in the city, particularly housing affordability, are as a result of turning city planning over to highway engineers and the concern that I and others have with the rose quarter project is it's repeating exactly that same mistakes odot carved not one, but three different highways through albina in the 1950s 60s and 70s, interstate avenue, i-5 and the fremont bridge ramps, which were the beginning of a

prescott freeway. Odot through those projects, destroyed and never replaced 500 homes in this neighborhood. So when we're talking about the displacement and the need for restorative justice, it's about replacing those homes. And it wasn't just the direct demolition of homes that was due to the project. It was changing, flooding that neighborhood with automobile traffic, which we know is destructive to the fabric of neighborhoods and albinos population. Actually declined more after the freeways were built than as a result of freeway construction, going from 14,000 people in 1950 to just 4000 people by 1980. Now, what I want to stress is this project has been fundamentally misrepresented to you by odot. And in her comments, director williams referred to the project largely as bike and pedestrian facilities and highway adjustments. Now I have an illustration that I've forwarded to your clerk. This and odot has not presented this information publicly. We had to obtain this via a public records request because what you get are gauzy images of buildings that they are not going to pay for, on top of a cover that will be minimal. The reality is they are doubling the width of the freeway through northeast Portland. The current freeway is about 82ft wide. What they're proposing to build at Broadway Weidler is 160ft wide. That's not two auxiliary lanes and safety shoulders, as Miss Channell told you, that's enough room for a ten lane freeway with all the traffic that that implies. And what this really means is you're going to have much more traffic and much more disruption. And the reason this project is so expensive, and I haven't heard a word about how much this costs, is that it's because the covers are so expensive, is because they're doubling the width of the freeway. The project was sold as being a \$450 million project seven years ago. The current price tag is \$1.9 billion, and that money simply doesn't exist because odot spent the money that was earmarked for this project in Westland. So to summarize, Mayor Wheeler, your concerns about what you're being told about this project are very

well justified and there's nothing I would say just finally say despite the gauzy images of buildings being built, odot is not contributing a dime to building anything or replacing the housing it destroyed. Thank you. Thank you.

Speaker: Next up we have chris smith.

Speaker: Welcome, chris.

Speaker: Mayor Wheeler, members of council I'm chris smith from no more freeways. I'd like to first offer our congratulations to albina vision trust for succeeding in putting forward their vision and attracting significant funding for it. They have done a tremendous job, and no more freeways is fully supportive of capping the freeway in alignment with their vision, what I would note is that the construction of the widened freeways that joe just talked about underneath has has yet to draw a single dollar of funding, our organization was founded in 2017 to oppose the widening of the freeway at this point, and we continue to do that. I note that over the course of this project, there have been literally thousands of public comments, the vast majority of which called for either not widening the freeway or doing a full environmental impact statement, not the lesser environmental assessment that we've seen. Two of, I know mayor Wheeler, in the past, you have called for an eis for this project. I don't think that's your current stance. I think a lot of our leaders thought that the independent cover analysis was a substitute for an eis. It's not it does not account for the environmental impacts of widening the freeway, which are vastly underestimated in the eea. This is the third major design for this project, and I would suggest to you that the through line of the need for redesigns is the question of who gets stuck with the traffic in the initial design before the caps, the traffic would have exited on Broadway as it does today, and albina vision, I think, very accurately portrayed that that would really affect the urbanism of what they're trying to do on the caps. So the traffic was moved further

south, that was the second e, and then the blazers got involved because suddenly the traffic was being dumped on their laps. And now we have this elaborate flyover that will direct it, much of it back to weidler, where there is no powerful special interest to say no thanks. We don't want it. So that's where the traffic is going to wind up, some portion of it will wind up on either Wheeler, sharing your name there or on ramsey way. I had the pleasure of voting to rename ramsey way when I was on the planning commission. I think it would be a tragedy if the legacy of jack ramsey was a freeway exit. But that is certainly a possibility. And i'll note a change in language since the beginning of the project. While I fully hope that ava will have the rights to figure out what happens on the cover in the early days of the project, odot's line was a land use authority like the city of Portland will decide what happens on top of the cover, apparently they've changed their mind because the otc has now entered it into a work plan. Discussion with abt directly. So, again, I'm okay with the outcome, but I'm it's interesting to me that apparently that governance has shifted from the city of Portland, to odot, and I'm not quite sure why that's happening, and I hope you folks will look at it so just to summarize, what we're looking for is full accountability for the environmental impacts of widening the freeway. And we will continue to pursue an eis with all the methods available to us.

Speaker: Thank you. Thank you chris. Good to see you.

Speaker: Next up is zachary lauritsen online.

Speaker: Welcome, zachary.

Speaker: Thank you. Mayor my name is zachary lauritsen. I'm come from Oregon walks. We are a pedestrian advocacy organization, in that capacity, I serve on odot's region one act committee. It's a policy advisory committee to odot and I share that because, odot is experiencing incredibly tight budget constraints. That's no

mystery. I know. Commissioner Mapps you are very aware of that situation, and I'm guessing all of you are very aware of that situation. And I share that. And I think it's important because, when I think of this project, there's really two, components, right? There's the capping component and there's the freeway widening component. There's money for that capping component. And that capping component, is incredibly visionary. It's inspiring. I get excited talking about it to constituents in my world, it's about righting historical wrongs. It's about building housing. It's about building places for people to spend time and energy. I don't know about you all, but I think that is inspiring and incredibly, wonderful, important, critical work. There's a second part of the project, which is the freeway widening project, and I share that about odot's, financial woes, because there isn't money for the freeway widening projects. And if we continue to talk about these two as a married pair instead of disaggregating them as to two separate projects, I think we're really, I think we're potentially losing the opportunity to do the inspiring work, as we wait for and I think the latest number you all know probably better than me is around 1.4 \$1.5 billion. That doesn't exist to widen the freeway. And so, you know, putting on my Oregon walks hat here right around density, around safe crossings, around people, over cars, around, economic drivers and the benefits of pedestrian access, I really hope that you, as a council, will step up and be incredible leaders and say, let's do this inspiring work, let's do this capping, let's change the nature of this space so that it's for people, instead of sitting and waiting and waiting for money, that's not going to come, on for from tolling to build a bigger, wider freeway. I just don't know about you all, but I want to tell my kids that we did something that right at historical wrongs and made our community stronger. Not that we built a as chris just noted, the potential for a ten lane freeway to cut through our city on some of what is the most incredibly important, valuable land in

our city. So I'm just calling for your leadership to tell odot our city wants you to cap and rebuild and restore. Our city doesn't want you to just widen that freeway and wait. So thank you so much for the time. I hope you all have a wonderful day.

Speaker: Thanks, zach, mr. Mayor, colleagues, I believe that's the end of public. Yeah. One more. Oh, no. All right.

Speaker: Someone, diane meisenhelder.

Speaker: Diane, are you here? Is she on the line? Yeah.

Speaker: She's online.

Speaker: Diane, you're muted. Diane, can you unmute?

Speaker: I don't even see her. You see her? Okay.

Speaker: Yeah. Diane, can you hear us?

Speaker: Yes. Can you hear me?

Speaker: Oh, yeah. Now we can. Sure

Speaker: Yeah. Sorry. It'd be nice if that just kind of happened because as we go to our testimony and then we're refused, anyway, I'm, diana meisenhelder and inner northeast resident for 35 years and testifying today on behalf of xr, pdx, part of a global climate justice movement. We are so pleased that after years of hard work to address healing reparations for historical injustice, the albina vision partnership has received funding, and we support the cap on the freeway and assume that it will be that it will also include emissions capture to keep those safe within it. I feel I've truly lived, having heard that eloquent passage read from fanon, as well as miss brown's reference to seven generations of sustainability in our City Council meeting.

Speaking now to the role of city staff being paid to work alongside odot for technical assistance with the rose quarter project in the midst of climate emergency, leaders need to be doing everything in their power to significantly reduce emissions. For this reason and many others, the rose way quarter project

needs a full environmental impact statement to consider alternatives to freeway expansion and to reduce the doubling in width under the current project proposal, with additional lanes and plans for more, and to keep it from the time from continuing to take so much longer as the funding is not in place, the nepa concerns that hundreds of well, chris has thousands of the public provided have not yet been addressed and substantive design changes have not have been made that have not gone through any public review process. The full eis should be a condition of staff of city staff involvement. The lane expansions contribute to the project being outrageously expensive, already ballooning to almost 2 billion with almost half still unfunded, and these resources could be better utilized for the more pressing regional transportation needs for health and safety. Given rising fatalities, severe road and bridge maintenance needs, and climate goals by making transit more efficient, dependable, affordable, and supporting alternative and active transportation modes, lane widening will induce demand and add air pollution to the north northeast corridor. Already reported to be one of the worst in the nation by several sources. In short, moving forward with healing our albina community but not tethering this to further harm and health impacts from increased air pollution and carbon emissions. Odot's greenwashing of this project has gone on far too long, and flies in the face of numerous studies. The city is being asked to be full participants in this planning, and has the power to amend this resolution to put clear boundaries on how it participates in the impacts of the completed project. Have the courage to take these steps in line with your climate emergency goals. Thank you.

Speaker: That completes testimony.

Speaker: Great. Thank you everybody, colleagues will open it up for questions. I've got a few questions that that I think I would ask staff potentially to answer. Did you

have a comment? I was signed up. You signed up? Oh, come on up then. Sorry. One more person. Keelan, I don't see robert on the list, but I'm assuming it's robert.

Speaker: You're here. Go ahead. I really name for the record. Please

Speaker: Went through quite a bit of rigmarole to sign up last night. So robert butler again. This is really kind of scary. I think we're getting way deep into woke heaven on this, and we're talking about healing past somehow. Maybe making people feel better. Certain people were upset by the freeway. Maybe upset. I don't think they're around anymore. I hardly I hardly think of the city of 250 million people, 250,000 people. There isn't much interest at. Psychologically I don't see any benefit. The. So my purse. How much are we willing to pay for this ideal thought that we can make people feel better and can we? Does this make any difference at all to how people feel about things? Dwelling in the past? I don't know, I think that's the first question. How much is this worth to us for a small part of the city? I just heard this is the most important part of the city. Where are where have you been the most important is that hell hole in downtown Portland that's destroyed. That's the most important part of the city. Not this. Then the question, what are we paying for this? We for all we're doing is creating space. Usually it's land. So I took a quick look at the school project where replaced the school. That worked out at \$450 a square foot is what we end up paying for that dirt when we get through destroying a \$14 million building, \$114 million building, all we get is dirt. That's costing us \$450 a square. It's not worth \$450 a square foot. Let's get back in focus on where the opportunities are not here, not a cap over the freeway. What's that cap going to cost per square foot? Over \$1,000, probably. If it's \$450 for the school, it's over \$1,000. This is absurd. We're getting nowhere. Thank you, thank you.

Speaker: Robert, does that complete public testimony then? Very good. Can we invite staff up? I'm sure people have questions. So if I could jump in. So I think I

heard the answer to my question fairly clearly. And I just want to state for the record and please understand, I realize that when we're talking about restorative justice projects, sometimes even asking questions is seen as as a sign that I'm not supportive of that. I want to be very clear. I am, and I've long supported the caps. I've long supported the albina vision trust, and I certainly support the historic albina board. That said, I do have questions and I'm going to ask them because it's my job to ask them. So I think I heard you say clearly that hab and abt are advisory only is that a correct statement ?

Speaker: I can speak to that, so for the odot project, the historic albina advisory board is our advisory body. So we listen to their feedback and input as we make our decisions. But odot is making the decisions on the project, albina vision trust is a member of our historic albina advisory board, and we've engaged with them that way. And then in addition to the partnership that we have on this resolution, will be working collaboratively, on some research.

Speaker: Okay. So, help me then understand this. And the reason I'm focusing on the governance. And I want to be very clear, I'm working on two other restorative justice projects currently. And having these conversations in advance, even though they're a little bit uncomfortable, saves a lot of grief down the road. I'm involved in a very, very good restorative justice project in this neighborhood that I think we all thought would be completed about four years ago, and we're still working through the design phase, and it's been a good process. And I'm really appreciative of the community leaders who've been engaged in that process. But I just want to state for the record, because I've learned the hard way, and I want you to all benefit from my learning the hard way that a single organization does not necessarily represent community. And there will be people in community who will take great umbrage to the idea that somebody else is claiming to represent them. And so it's important

that we have these structures really clearly understood about who is responsible for what. And it's very important that the city understand its role as a collaborative player, along with our federal partners, abt, hab, odot. Pbot. Whoever else I forgot, so hab and abt are advisory. You're saying abt is a member of hab. So their opinion then filters through hab in terms of the advice that odot and pbot are getting for this project, is that accurate? Well the for the purposes of the highway cover itself.

Speaker: That's true. Right.

Speaker: Okay. So now let's get to the touchy part, shall we. So what's above the cover? And by the way, I share everybody's enthusiasm for covering up the highway and reconnecting reweaving that neighborhood and making it a whole neighborhood. I think it's a great idea, but I learned something slightly new today that I want to make sure I understand, and it came in the form, I believe, of the amendment, but maybe it was actually in the core resolution. Who controls the development of that space? I want to make sure I understand because I think it's abt.

Speaker: So for the, for odot and we can let, you know, they can speak to it directly, the traditional practice odot acquires land to develop the projects as well as, has the rights for the surface above the above the freeway project. They're working with the otc right now on looking at disposition of those properties to produce the capability of there being those land rights going.

Speaker: Let me let me interpret this just so I got it right. You're smart on this stuff. Yep so odot will basically claim the air rights above i-405, above the caps, is that correct?

Speaker: Yeah, i'll let go ahead. Megan.

Speaker: Yeah. To clarify, so odot's responsibility is to build the highway cover structure, so to create that new I get that. Yep, so odot will always own the land on the highway cover, so we'll always have that ownership.

Speaker: Odot the state will control then the development above the cap as well. Is that correct?

Speaker: We will we will be doing air rights agreements, for an entity to take on the development, odot is a transportation agency won't be doing the development, frankly.

Speaker: Yeah. So is that abt, we have not decided who that is. We actually are assumption to date is that the city, as the land use authority would be leading the land use process, and I think the question is with with whom within the community and, and that so who decides that?

Speaker: Who decides with whom in the community?

Speaker: We would look to the city as the as the land use authority to help define that community process, patricia diefenderfer, chief planner, bureau of planning and sustainability, for the record. So the agreement that the interagency agreement that we have with odot, creates a role for the city in which we are helping to support all of these processes. So for example, bureau of planning and sustainability is helping to support the land use, the sort of scenario development and looking at what the land use is on the cover can be in conjunction with engineers and designers who are telling us what the structure can actually, you know, withstand in terms of development.

Speaker: Okay, so if I'm just the idiot, the elevator, which I am every time I step on an elevator, you own the cap and maintain it. Odot sorry, odot. Sorry, I didn't mean to put that on you. It was funny that I saw you twitch. And then there will be a disposition to some organization potentially abt and the city of Portland will remain

the land use authority, meaning all the approvals, all of the permits, all of the design review, all of that stuff comes to us. I see abt nodding vigorously behind you. And that's your understanding as well. Correct?

Speaker: It is. Yes

Speaker: Okay. Very good. And then the ultimate question of decision making as I understand it, just correct me if I'm wrong. I want to just put this out there to make sure I get it. There's probably other people who are where I am on this. So odot owns the cap. Odot will determine who develops above the cap through some process that I assume will be a competitive process. Right? Competitive

Speaker: Competitive, yes.

Speaker: Okay. And then they will use their funds or their resources. They will come up with a development plan. And then we'll seek a permit or permits or approvals from the city of Portland. Is that the way you envision this working? Yeah yes. So also this process involves many bureaus and odot, of course. And one of the things we're doing is looking at the zoning, for example. Right. So that speaks to what you're saying, that the city has the land use authority. And so we will make sure that the zoning, covers the highway cover, and it is appropriate in terms of all of the regulations to facilitate the kind of development, okay, that that we all my last my thank you for this I appreciate it.

Speaker: So my last question so once odot. Picks a developer, if you will, for the land above the cap. It is up to that developer to conduct a community process. Yes. In order to build a consensus on what it is, they are coming to the city to ask approval to build. Correct. So it's not the city of Portland, it is the contractor that you select through odot that is responsible for the entirety of that community engagement process. Is that correct?

Speaker: I think we have an additional funder, we have a \$800,000 grant, \$800,000 grant, all in addition to the other funding is spoken to from the federal government to help us develop those development scenarios as well as the governance model. And so we're we have funding. We have an upcoming agreement that we'll be bringing to council in the next couple of months that will help clarify the work program. And one of those elements of the work program is exactly this clarity of how will we arrange for governance.

Speaker: But my point here is it's not the city of Portland. It the community outreach, or is it done by the.

Speaker: So the who has to find the consensus on what is developed above the caps.

Speaker: That's my question. Yeah.

Speaker: The community outreach, the interagency agreement. We have with odot puts the city in the position of doing outreach to, sort of determine what are the desirable land uses. There's already some framework right through the, what's the ica?

Speaker: The independent covers the independent cover assessment identified some community priorities.

Speaker: The idea is that city will, will essentially extend that conversation. Right. We'll we'll corroborate that those priorities are still the priorities. And what determine with this with the zoning, what can be permitted and how the zoning can help facilitate those different priorities. So the outreach and also as, as was mentioned, we're looking at this not just the highway cover itself, but that grant funding that we received is to look at at the entirety of a district. So we're thinking about the cover as a component, as one area, if you will, within a larger district. And

looking at doing more comprehensive planning for that larger district, you can think of it almost as as an area planning process.

Speaker: Okay. Yeah, that makes sense.

Speaker: Yeah. Okay. Yeah. Go go ahead. If you've got something to add, come on up, sir. Thank you.

Speaker: It's a couple of quick things to highlight again, jt flowers, about the vision trust. So the process that megan described of the way that, the developers typically selected on odot controlled lands, was accurate. The one, caveat that I'd like to add in here, which is really, really important for the purposes of what we're discussing here today, is that the resolution we just passed with the Oregon transportation commission, is a resolution explicitly setting an intention to try to explore alternatives to that process. Right so that is all we're saying when we talk about a work plan with the Oregon transportation commission, it's again, a work plan that sets the intent that says, hey, we would like to see avete eventually assume air rights over the highway, cover ownership over the remnant parcels, that are created through the process, under the current constraints of statute, that's not possible. What would need to happen in order to make that possible? Okay.

Speaker: So help me understand. And that makes sense. And I appreciate the description. That's that's helpful to me. Are you in concurrence with what staff just said regarding the process to select the ultimate developer? Because it sounds like you're suggesting abt's already in that decision making spot, or am I mishearing we're not in that decision making spot, what we are trying to do and like what that resolution does, as I was just saying, is that resolution opens up a work plan. The research that megan is talking about is research that will allow us to identify if it's even possible for avete to, become that that entity.

Speaker: Correct.

Speaker: So the next step is really, further evaluation about your capacity me to be able to do this. Is that about the legal constraints that might prevent us from being able to do it? You obviously have the resources.

Speaker: Yes, but it also sets the intention from the Oregon transportation commission to, affirmatively try to figure that out. Right, which is effectively all we're asking for out of the city today, which is an affirmation of that intention. Hey, it would be great if the vision to us were ultimately able to, assume control of the air rights and development rights over the cover, but we know that it might not be that give you some sort of an advantage in what I heard was a competitive process.

Speaker: So again, the entire point of that work plan is to identify potential alternatives to that, that traditional process, so we would have to look at the law. We would have to collectively as, abc as odot, as the Oregon transportation commission, explore what might be possible.

Speaker: So I think I get where you're going with this. So let me say it. You can say I got it or I don't. Sure, I think what you're looking for, we've done this from time to time is a preferred vendor. Bypass, if you will, to bypass the competitive process and select a vendor abt who we know to be representative, who we know to have funding, who we know to have a vision. Is that what you're suggesting?

Speaker: We are right now just asking for something much simpler than that, which is an affirmation of, this shared intention, which is shared across partner organizations and bureaus, again, that intention being to try to work towards a scenario in which it would be possible for av to assume.

Speaker: So let me go back to you, and I think you already know what my question is going to be, which is if we agree to that, we're not really agreeing to a competitive process, are we?

Speaker: Well, to be clear, the otc resolution is really setting us up on two pathways of research. One is under current law and regulation. What's the approach for choosing? You know, ultimately a developer or someone that would have those air rights agreements that's just generically and that's that's generic. So that's yeah, the second piece would be if we are to if, if it's a city or a community development commission that is interested in that, that right now we don't think that there is a strong pathway under the current laws and regulations. What would need to change in order to make that possible? But the what the resolution doesn't do is say, we are going to you know, change the laws or the regulations or we are giving rights to an entity.

Speaker: I've talked to death.

Speaker: I have my answer. I really appreciate it. And I'm sorry if it did create one more question for me that I just have to ask. So odot intends then to maintain ownership of the cap, correct?

Speaker: It must.

Speaker: Does that mean you also maintain ownership of the. Does that mean you have responsibility, jurisdictional responsibility? Hardesty. In other words, does the state have jurisdictional responsibility for those new neighborhoods that are created over the cap? Public safety, cleanliness, homelessness, abatement? Whose responsibility is that?

Speaker: I think that is a key question that we don't have all of the answers to yet, and would be something that would be coming up in the future governance conversations.

Speaker: But we're not committing to anything at this point. But we agree that that is a conversation that must take place.

Speaker: Yes, indeed.

Speaker: Thank you. Excellent, great. Those those are all of my questions.

Speaker: Commissioner Gonzalez I can we bring up the slides? I'm looking at slide nine and then slide eight. And I don't know if we can overlay that with the resolution language in 260. Maybe go to slide nine first. Let's see. So I'm gonna ask a real basic question on project values to start with. When we define when we say mobility focus, are we talking more multimodal or or or does that include, you know, cars driving down the highway. So what when we say mobility focus, what value are we trying to capture there?

Speaker: Yeah, we're capturing the mobility of all users of the transportation system. So it includes multimodal mobility. So for people walking biking, rolling, accessing transit. It also includes mobility of drivers on i-5 in improving the safety and operations on i-5 as well. And so the project values is articulated here.

Speaker: There. You know sometimes you can kind of pass on them. They're just in the powerpoint but it's actually directly reflected in the resolution. So what about economic development. Is that a is that a project value?

Speaker: I'd say that economic development shows, shows up under the value of restorative justice in how we are working to make sure that there is, you know, social, racial and economic equity on this project and that the investments made by this project, have a tangible benefit to the historic albina community.

Speaker: I mean, I'm, I'm processing what you're saying, but when I hear restorative justice, that's a pretty distinct thing from economic development. I mean, there's overlap, certainly, but I'm, you know, and I'm putting in context, right. This is significant area of future tax revenue for the city of Portland, a substantial area for in terms of economic activity for the city, for the state, for the region and, we don't even explicitly say it as a you know, a core project value that we're taking that into account. And again, if it's one thing that's just in the powerpoint, but that's

actually what we're saying in the resolution. And if I read it correctly and this bootstraps a little bit off of part of what the mayor was getting at, you know, I'm looking at the second to last resolution language. The city of Portland supports odot advancing project design and construction as funding becomes available in alignment with the stated values. And it's the stated values that are in the powerpoint here. And so I'm it's feeling like that's more than just yes, land use is down the road and city retains land use authority. We're actually directing what values are going to drive. You know and if I'm reading this right, project design and construction. And for that, to me, economic development is a material mission there. I guess I'm thinking about that broadly, you know, then there's the narrow piece of just visitors to rose garden and, you know, moda center and so I'm just trying to frame this exactly what typically with resolutions, don't get too concerned about it. You know, it's, but if we're directing the what values decisions are going to be made with going forward and we're omitting some key components, that is a, you know, a question, concern.

Speaker: Yeah. Can i, can I speak to it so quickly? So, commissioner gonzales, to your point, as as megan said, economic justice and economic development are inherently wrapped up in the concept of restorative justice, part of our work as the albina vision trust. Is, we are explicitly focused on making sure that lower albina, that entire 94 acre stretch, is developed in a cohesive way. Right? So not just developed to erect buildings as high as we can build them, and extract profit from folks. But to build a district built by and for community, that generates profits that are then redirected back into that community for the well-being of working class and marginalized communities in particular, so the importance of our involvement in alignment with the process, the whole conversation that we're having, right now, these things are all directly tied together. But the highway cap, will inherently, be

developable, right? Which means that there will be structures built atop it that I'm sure, Lisa wants to speak to in a second here, but, that will be tied into a broader development vision for the entire district, a vision that the metro chamber has been excited about, has penned op eds about a vision that the blazers are excited about as a means of economically reactivating that entire what they call a concrete prison at present, and a vision that we are excited about, as, something that will be an integral catalyst to resituating human beings back in the middle of what is now a concrete jungle.

Speaker: No, I think the caps. I want to be crystal clear. I think everyone's excited for the prospect of what the caps can do to pull the neighborhoods, to pull the neighborhood together in a really, you know, once in a lifetime opportunity to you know, vision what that can be. And that's super exciting, the, the, you know, but even on the concept of economic development, you know, the, you know, the next resolution that's assured to elevate the voices of the black community to ensure the project outcomes. Right. But when I talk about economic development, I'm concerned about economic development for latinos, asians, white, slavic, all Portlanders. And when we're talking about major highway projects in particular, that's not for one community. That's for our entire community. And that's where I'm struggling both in the stated values and the resolution before we're saying this isn't shaping, but we're only calling out one particular group here, and particularly, again, I when we look at the history of albina, there's a reason for that, I get it. But when we're shaping future decisions and a major highway project in our city not to talk about broader economic development, not to explicitly call out the importance, I mean, the moda center and coliseum, there are substantial assets for the city of Portland. I mean, these are these are not small assets. These are substantial. And, they're not testifying here today, and not clearly reflected in the resolution as we're

thinking about that development. And again, that's just one group that has vested interests that's outside of the albina trust, there's others in that region. So I guess this question is really back to pbot like i, you know, you have a responsibility as a city bureau to not just be serving one particular, you know, constituent here. And how do we assure that broader values are reflected in these, you know, in how we make decisions going forward?

Speaker: For sure. The broader collaboration for the odot project itself includes a whole lot of sort of broader drivers and values coming from the otc around, freight goods movement or throughout the state benefiting, you know, a whole number of Portlanders, about the importance of event, circulation and attending to the needs of the of the rose quarter event district. So all of those things are are part of the, the overall project goals and values. I think what's expressed here is specifically around that redevelopment element. And so that that was really trying to explicitly, explicitly speak to, the conversation we're having with jt and with albina vision around the development itself, we are developing a broader collaboration, as you can tell around, not just the freeway project and the freeway covers, but the district. And that is involving rip city. It's involving the school districts and other partners in addition to albina vision. And that's also why these other bureaus are are here representing the partnership.

Speaker: And that's helpful. I want to be crystal clear, as I think about what the potential of that region is, including the caps. I mean, a sports district is on the table. And what and what does that mean? You know, if you know, lloyd center doesn't look like highly likely right now for baseball. But if that resurrects itself, and to tie our hands to go down one pathway, I just want to it is. I'm just trying to. I just feels like part of this is premature and being rushed. And I'm just trying to

understand really why, if I could speak to that really quickly, this is not premature in any way, shape or form.

Speaker: This is a process that's been ongoing for the better part of 40 years in this city, you know, the decimation of albina was an intentional one. We have city archives that clearly reflect the intention that went, that went into building these projects where they were built. Right. We're talking about the construction of i-5, the construction of the veterans memorial coliseum, the construction of the moda center, the construction of the Portland public schools headquarters. We turned a residential neighborhood that was home to over 80% of Portland's black population into a vehicular corridor that shuttles traffic on and off of freeways and across bridges that is an injustice. What we are all collectively agreed upon here is the urgent need to not just think about development from a prospect, from a position of profit. Right, but also to think about healing, harm done. And those two things are not mutually exclusive. They can go hand in hand. That's the fundamental premise of our work, is tying those two things together. We believe that we can build. We don't just believe. We absolutely know that we can build a district that works for the city economically, that works for the blazers economically, that works for all of our community partners, and actually draws people to the city as a national attraction. There's a reason why, when the us secretary of transportation came to Portland, back in June, they met with two folks. They met with the albina vision trust, and they met with the governor. So so, this project has attracted national, acclaim for a reason. It's exciting for folks, and not just at the level of what it's doing for community, but at the level of what it could do for the city as a whole. Reactivating this district. Resituating. People back in the district and regenerating an economic engine that once used to exist, in lower albina. But was very intentionally destroyed through giant capital construction projects that didn't center the needs

of our most marginalized communities. And to speak very, very briefly again, to this point of this only benefiting black people, there is legally no way we could do that.

Speaker: But, but the resolution actually calls out only one community.

Speaker: So the reason the resolution calls out one community is because, as I just spoke to, this work was intentionally built through one community. So we're going to make sure that what's built there moving forward again, is aligned with the healing and restoration of the community that was destroyed.

Speaker: I appreciate your comments, but I want to be crystal clear. You're a very eloquent spokesperson on behalf of avete, but my questions are to city staff about about resolutions being brought forth to council, where we have a whole host of communities we need to represent. And this is a material you know, project for the future of our city, and so I guess I'm really pivoting this back to staff as is in terms of what you're bringing to us right now and again. And if I recognize there's been a long process in general about the project, but, even the amendment, we didn't even didn't even get posted until last night. So we're trying to process this in real time, a way that may be shaping future decisions. And I'm so i, I don't know if you have further comments on that. Again, I don't mean to discount anything you're saying there. I just I have to hold city staff accountable here on these questions.

Speaker: Commissioner. I'm going to save my staff here if I can. Commissioner Gonzalez, i, I hear your concerns and frustrations, about, the particular resolution that was brought forth today. I take responsibility for bringing it, we have a broad conversation happening between the state, the community, the city of Portland. Frankly, I think a lot of the conversations that we're having right now probably belong in salem to some degree or belonging. Community meetings probably reflected a lack of discipline on my part for, not focusing in on my core mission. And as the pbot guy, I build roads, I built bike lanes, I built bridges, and things like that,

and all of that has a moral meaning. And I'm certainly there's probably not many people in this room who are more moved by the moral meaning of the infrastructure that we build. And I probably needed to do a better job communicating to my colleagues on council around that. I'm not going to hold these folks responsible, or you shouldn't hold these folks responsible for, the framing of this. That's something which I've done. And I'll tell you, I will reach out to you after this meeting and talk to you about, how I talk to you about how these are framed and your specific concerns. Certainly, we all want to serve the entire community from the historic african American community, to our newest immigrants coming in from, gaza. So I hear all that. I do think that there is an important infrastructure project here, which is the thing that, is frankly, most of the my team up here gets up and does every day. You know, we got a highway. There's going to be a cap. Frankly, as part of figuring some of this out, we need to think about where our utility infrastructure goes. There's some real estate implications. And that's why, frankly, we got planning and sustainability on the team, at the table right now. So, it might behoove us or hear art, you want to come in?

Speaker: I have a potential suggestion. So there's two items before you today. There is an ordinance with an iga, and one of the specific actions in that iga is adding prosper and adding scope for bts and other city bureaus to ensure that the city is fully participating in this next stage of design for the project. That is, that is the reason why we're here today. We added a resolution to speak to all the progress we've made around the work, but clearly there's a lot to talk about with the resolution. It feels like the required action today is adopting the ordinance and moving along with staffing, being reimbursed, prosper being reimbursed for their participation in helping us determine the governance model. The resolution is supportive of the direction we're taking, but is honestly less material than the

ordinance. For the purposes of today's transaction, I would encourage you to do both if you can. But I think, you know. Yeah, yeah.

Speaker: And the proposed amendment last night was with respect to the resolution, correct. Not with respect to 26261 as a separate right, and commissioner Mapps, I appreciate the complexity of this issue. The very stakeholders. There's nothing easy about being the commissioner in charge of pbot. So i, I fully appreciate the complexity of conflicting demands you have to navigate. I'm I'm supportive of 261 at this point. I don't have any concern unless someone else identifies something that I've missed. It's it was it was really 260 that we were wrestling with.

Speaker: And I totally hear you. I tell you, the probably the deeper intent of 260 is to give you an update on this space. Lots of exciting stuff is happening all the way from Washington, down to lower albina, frankly, this is a project. If you asked me even a couple of years ago, are we going to move forward? I mean, I don't know, I would say today. Yeah, probably, presents all sorts of exciting opportunities. Frankly we're going to have to work with community. We're going to have to work with the state. We're going to have to work with our experts at the city to figure out how this all comes together. And I think everyone here basically would like to see the cap on the freeway, because that creates new land, which is, you know, the old saying goes, you can't create land. But this is one of the rare situations where you actually can. So I'm really excited about it. I'm also a nuts and bolts. I'm pretty boring guy, really. I'm here just to say, you know, the state is offering to pay, the office of technology services and, prosper for to reimburse them for some of the planning that's happening in this space. That's two. Oh, that's two, six, one. Technology services helps a little bit with figuring out just kind of how we need to move some of our utility infrastructure around in order to accommodate some of

this work that may happen. And I think prosper, is helping to help us thinking through some of these really subtle real estate issues that the mayor was, getting at. So I appreciate, commissioner Ryan for letting me butt in beforehand and commissioner Gonzalez, I very much appreciate the dialog staff. Thank you so much. You guys are the best, community, too. And, mr. Mayor, i'll i'll hand the floor back. I'm done.

Speaker: Thank you. Okay. Very, very good, commissioner yea. Rubio, so does that mean. I'm sorry, commissioner Ryan?

Speaker: I apologize, commissioner Rubio. Commissioner Ryan was first, I apologize.

Speaker: Thanks, my hand went up before commissioner Gonzalez spoke, and then, as he was speaking to other people, put their hand up. So I kind of think I will defer because it'll otherwise be like a weird, like watching an exciting movie and then going into a really boring documentary. My question. So. So why don't the two of you go ahead? Okay.

Speaker: Commissioner Rubio, so given the conversations that just happened, does that mean that we can go forward with the resolution?

Speaker: Let's let's give ourselves a week to process the resolution.

Speaker: So we got a resolution before us today. Frankly, I'd like to have one on one dialogs with each of you. And frankly, my staff, to talk about what's happening in the space. I want to thank, members of the commissioner Mapps, if I may, just if it helps in your decision making.

Speaker: I believe my questions have been fully answered. So if you want to move forward with the resolution, i. I won't block that i. So my questions resolution absent the amendment.

Speaker: No. With the amendment.

Speaker: Yeah I'm I'm prepared to vote for the amendment go forward if let's do it.

Speaker: We just needed to have these conversations all right.

Speaker: You guys are i'll. Yeah, sure. Great let's call the roll or let's.

Speaker: No, no, no, we let's, through questions. Commissioner Rubio still has questions.

Speaker: I don't have questions. But because we are voting on the amendment, I will save my comments for the vote.

Speaker: Okay, commissioner Ryan, back to you. Okay. Back to the documentary.

Speaker: Commissioner Gonzalez, miss brown, she's on zoom.

Speaker: Yeah. Yes. Thank you, thank you so much. I just wanted to chime in, real quickly, just to address some things that, commissioner Gonzalez said, I want to introduce just an idea for you all to keep in mind. We have to pace ourselves for this project, many of us have been involved with this for many, many years now. And as we pace ourselves and think of this as a long haul project, I want us to remember paul gorski's pacing for privileged detour. Can you all hear me?

Speaker: Okay.

Speaker: Yeah, we sure can. Sorry.

Speaker: Yeah. The pacing privilege detour, basically says that we have to be careful of coddling the hesitancies of people with the least racial equity investment while punishing people with the most investment. Black Oregonians were truly the most impacted by this highway going through albina. The reason why it's called out. And we're the community that's called out in this is because we were most impacted. It does not mean that this project does not benefit all Oregonians, all Portlanders or the whole city. Never once has supporting those who are underrepresented means at the cause or at the expense of one other group that comes from a very white dominant culture lens. That is not the lens that we have

approached this project. We've approached it always from a unified collective lens, looking at those who are most impacted by this. So I just wanted to have us think about that pacing for privilege detour and think about like, yes, this is about black Oregonians, but it's because we were most impacted. But it's going to benefit all of us, all of Oregonians, all of the city. Everyone benefits when those most impacted have that opportunity to right what was inequitably taken from us? Thank you so much.

Speaker: Thank you. Appreciate it, commissioner Rubio, the ever patient commissioner Rubio.

Speaker: No, no, I'm. I didn't take my hand down. Sorry. Oh, okay.

Speaker: Very good, commissioner reiner.

Speaker: Yeah. Okay, great, hi. So I want to first of all, thank all of you for this great dialog we've had. It was a good presentation. And I also want to acknowledge, caitlyn and shannon and sharon. Sorry for your, briefing on Monday. It was very helpful. And at the end of it, my, I had a hunch about, this is the boring part, is the intergovernmental agreement. So it it's a complex project. So what I've learned is when we're working on complex projects with other governments, the way that we work on the intergovernmental agreement can sometimes take up more time than actually talking about the nuts and bolts. So I need to hear where is intergovernmental agreement today? What's the timeline on it, and what's the what's the next steps? I don't want that to bog us down from doing this inspiring work that we're talking about today.

Speaker: Here we go, so, this intergovernmental agreement today is an amendment to an existing intergovernmental agreement. That's adding scope for, and it's adding a year's worth of, of time to scope. And the part of the reason for that is that's, contingent upon how much funding we have for the project at this

point. And so we're not able to go into a contract with the state for longer than the current phase of the work we have, because that's the funded stage of work while we are working in shared pursuit to complete the rest of the funding package.

Speaker: And the rest of the resources are the main factor in why it's one year since you have a lot of power in this, so we will be coming back, a number of times.

Speaker: We're coming back with a number of other transactions in the, in the next six months, but also be coming back in a year with an update on the project and an updated iga for the next phase of the work that that summarizes it quite well.

Speaker: All right.

Speaker: It always helps to hear that from the other partner. I've, I have some ptsd around iga's working with the joint office contract, so I'm always sensitive to these and how they can start to wag the dog. So all right. You're all good that there's a lot of faith in that. You'll be able to come back with an extension, but you're waiting on resources, right? Okay right.

Speaker: Good journey, so I just want to say something I really appreciate, the way this was done today, it was good to have everybody in the room at the same time. And I appreciate people's willingness to entertain a lot of questions, specifically for me, so I want to thank you for that. Commissioner, we can either vote on 260 or not. It's your discretion.

Speaker: Yeah. Why don't we do, why don't we vote on the amendments 260 and 261? Got it.

Speaker: Okay, so first up, the amendment to item 260 Keelan. Please call the roll.
Ryan

Speaker: Oh, god. That's right. The order changed. I gonzales Mapps I Rubio I mueller, again, thank you everybody for answering my questions. And I feel much

more confident about voting for it now that I understand the details behind it, again, I apologize that I have to ask those questions. I need to know what I'm voting on before I vote on it. And now I feel comfortable doing so. So I vote. I and the amendment is adopted to the main motion is amended. Item 260, which is a resolution. Please call the roll. Ryan.

Speaker: Yeah. Thank you so much. I'm going to go ahead and just do one comment for both of them. I'll do it now. When you go first, you get to say things like that and hope everyone else does as well, I just want to thank you, commissioner Mapps, for, that's kind of ticked a little bit this morning when i, you know, got it. But what I like is that you've been very open about the dialog today, and so, amenable to even, like, standing up for another week. But I think all of us were like, oh, no, we've, we've we've had a lot of our questions answered. We've got some good dialog. So I'm glad that we landed this, and I also want to thank pbot leadership. That was a very good briefing on Monday to those in the audience that did that briefing with me and odot, the way you're showing up today feels good. I'm not always a fan, but it felt really good today. And what the dialog felt like and ability and vision trust, you know, jt, i, I've known you a long time, so it's kind of like I get sentimental, but anyway, good job you really nailed it with everything that you presented today. And, you know, like a lot of Oregonians, I'm in support of the cap. It's just very inspiring to rebuild and restore, the about Biden's vision trust is just really remarkable how it keeps getting more crisp and clear about your vision, the vision was always there, but to see it evolving, with some real there, there is very exciting. I was tracking the work with rps and that was a really big step. So really congratulations to winter and the team that includes you jt and avp. Thank you so much. I got to say, I think when I look on the council, I'm the only I'm a frequent user of this stretch of the highway. I live in north Portland, my main street area is

lloyd area, I come downtown, obviously. Here we are. And so I have a lot of opinions, like a lot of people that, come from north Portland that get stuck there. And so it's, it's uncomfortable because there's the i-5 bridge project and there's this, and you can't do one without the other. And I see, of course, you're shaking. You're nodding in approval of that because it's true. It's a puzzle. And, and we have to do something about that. The daily delays even on like a Saturday at 10 a.m, it's every day that's the one section that you just everything comes to a halt. I don't know if this is going to improve that, but it seems like it's the right step to, to consider. And so the fact that I did inquire and you have been in touch and there is support from city management, that was cleared early this morning. And, so I can tell you, you've done your homework. And so today, as somebody that, also knows how many times I see big freight and I see all the amazon cars because everyone's at home ordering their goods and services and they want them to be delivered on time. And this is like one of the main major bottlenecks of that, not just in Oregon, but the entire west coast. And so, you know, it's a tough dialog because we want to ensure that our air is clean and so there's the argument if we add more, flow, will that actually allow that to, to not be congested and add more pollution or not? I think I read so many contradictory articles on that, and I will continue to try to form a better opinion, but I think that we're on the right track. I'm really inspired mostly by the progress that you made on the caps and all the stakeholders are at the table, and you really have brought everyone together. Two years ago, I was concerned because city management didn't seem to be as engaged. So there's been a real change in the right direction with them being included. The last two years. I note that, and I did have to mention the iga because in government, what slows us down a lot is it's like watching paint dry when you're in some of those meetings around iga. And I just hope that you continue to have this type of conversation and not let

the power and control take over in the iga conversation, but that you continue to work in good faith so that those get extended appropriately. When there's what I hear, it's a resource element, so I want to be tracking that anyway, that's my way of saying I vote yea maps, jt, thank you so much for being here today, miss brown online. Thank you so much. Odot, thank you for being here. You guys have been great partners, in an often challenging state, city staff, as always. Pbot, planning and sustainability. You guys are great. Prosper, too, and I also want to thank my colleagues, you know, for better or worse, this is what democracy looks like. And actually, I think democracy looks pretty good today, there's some process things I needed to do better today, and I apologize for that. And I'm always in the process of trying to get better at this work, and I'm committed to doing that. But, you guys really kind of stepped up and I think helped, shine some light on some spaces that I should have illuminated more clearly before we got to the, to this moment, but through dialog and discourse, we managed to, I think, reach a consensus which is why I am glad to vote. I yea. Rubio.

Speaker: I want to thank you, commissioner Mapps and your staff, and the pbot team, for providing this update on the project and all the work and all the other bureaus that are sitting here in odot as well, I also, maybe I'm the outlier, but I also appreciate your staff briefing my staff prior to this. I know that those conversations did happen. They asked a lot of questions, it's so I appreciate that, engagement. I'm also it's also great to see rip city management supportive, so I have a few things to say, this is an extremely important project for this area and this region. I'm very supportive, very committed to it, and at the same time as people spoke about in their testimony, this is the largest restorative justice project ever taken undertaken in Portland, with multiple partnerships, both community, private sector and public sector, so it should not be lost on us. And I think, jt, you mentioned what was

exactly in my head that but for abt and members of hab and decades of community advocacy that preceded this, we would not be in this moment right now to be at the precipice with hundreds of millions of dollars poised to drive this work forward. That's incredible. And huge. And I don't want us to lose the enormity of that opportunity, it's a it's a big one. And it's not only a critical transportation project, of course, locally. And regionally, that will improve connectivity and safety on the streets in the area. But it's also the project that will restitch and bring more cohesion, more economic opportunity in a sense of strong identity in place for black and brown communities, which in turn has a positive effect on all of us. As others have mentioned, in a district that's been divided by this, this freeway for decades. And in fact, I feel compelled to say that data has shown us time and again that in numerous instances, addressing disparities in the black community helps all communities. And, I feel like we should just accept that and level set and just know that so that we can move on and do the work. I also appreciate the discussion today, and while we could be better about brief, we can always be better about briefings. We can, you know, that's something we all know, on our side and information on our side of the table. I also just want to caution us to remember that at the root, this is a transformational opportunity for the city that will have an impact as well for generations and not solely through the lens of like a pro forma business. Orient transaction. It's historical and it has restorative implications that go beyond transactional business and it's a value driven, values driven approach that is worthy of engagement, and I feel a responsibility to say that my hope is that we don't begin to move backward in leaning into this nexus and leaning into the discomfort, because that is good government, in my opinion. And it is also the role of leaders to grapple with historic injustice and productivity, or productively use the lessons learned to inform future decisions. That is the role. So I appreciate that we

had the dialog, and I also want us to get comfortable with with moving forward, we need to acknowledge the nexus, lean into it with integrity and not retract from it because we need more of it. And what's coming in the in the future from diverse and representative partnerships like these must be increasingly accepted by us as decision makers, as factual, as researched and as vetted. There's so much work to do together. So we need to continue to move it forward, it'll also show the next generation of leaders through innovation and restoration, what's possible. Instead of looking at it again, solely as a transactional lens, because that is how we should be looking at it holistically, I also want to just throw out a big appreciation for the great work among the bureaus, across all the governments. I don't want to get to lose that collaboration in today as well, that you've all aligned productively. It's no easy feat and it takes time. And I appreciate all the work that you've been doing behind the scenes for years, I applaud this public private partnership for trying something new. And yes, we'll have learnings, but we'll get through them. So thank you for all the work you've done. I vote yea Wheeler.

Speaker: Well, first of all, thank you, commissioner Mapps, and I want to thank all of our staff and our distinguished guests who are here. Mr. Flowers, miss brown, many other people who testified today, we heard different perspectives, different viewpoints, ultimately, this is a bold. And I believe, transformational vision for the city of Portland. And, I strongly support all of what commissioner Rubio just said about leaning into it, having the uncomfortable conversation sessions, if I've learned anything over the course of the last seven years, I've learned enough that I could write probably a three volume anthology, values have to move in lock step with pragmatism, they cannot be separated and while this is the largest project of its kind that is proposed, it's not the only one. And we can look to the Broadway Wild project that is still ongoing. I think it's now in its seventh year, if I'm counting

correctly, the Broadway Corridor project that had a significant community engagement process associated with it, engaging community is critically important and is extremely difficult to get it right. And you have to, at the end of the day, understand how you are going to take a whole variety of opinions and consolidate them into a singular vision. And it's like a funnel. And as you get closer to the bottom of the funnel and at the bottom of the funnel is execution. As you get closer to the bottom of the funnel, it gets harder and harder and harder because some ideas or some wishes go by the wayside. And that's just the reality of these projects. So I'm sounding preachy and I apologize, but I just want you to know this won't be as easy as you think. And that's why I asked the questions I ask today, there are unanswered questions that will have to be answered, and they are not going to be easy questions to answer. For example, as we discussed the selection of the developer for that, as it becomes closer to time to actually make that decision, there will be a lot more interest in that question, not just from us, not just from you, but from the community at large and other potential stakeholders who are not yet involved in this process. There are jurisdictional issues that will be complicated and that will have to be ironed out. Who is responsible for what, when? How is it going to be paid for boring stuff. But it's the kind of thing we end up getting into fights over all day long with other jurisdictions, and so that will have to be resolved. We have to understand clearly what the obligations of the city and city bureaus are. And I learned a few new things today about community engagement, the role of our economic development agency, and each of these things will will require significant work, the role of community in coming to decisions and reaching consensus and how community members who aren't currently even aware of this project ultimately can have a stake and be involved. And while we're at it, since we're talking about restorative justice, restorative justice for who? Because a lot of

the people who are displaced from the albina community, we ran into this in the Broadway Watteler process. They're no longer here. They're not they're not living here. They were displaced. They moved. So how do they benefit from this? Because they were actually the ones who were personally impacted. And I agree with you, by the way, Mr. Flowers, deliberately so they were impacted. It was intentional. And we cannot escape that reality as a historical fact. But the question is, how do we really engage them, and I want to make sure that we try. Funding we talked about the funding for the caps. It was mentioned in public testimony, but not really underscored. This project isn't funded. We do not have the funding for it. And the presumed source of funding, was just put on hold by the governor. So we're talking about a theoretical project at this point, until we get to the hard decision about funding and we're all going to have to chime in on that. We're all going to have to have an opinion about how this actually gets funded, because the federal government is not just, you know, Pete Buttigieg is not just going to write us a great big check without the state participating actively in this. And that question is going to come up again. And last but not least, it's just a polite request. I hope that the city is engaged as a fully active partner in this project going forward. Since now our bureaus, in addition to PBOT that's been at the table the entire time, all all of us need to be engaged on this project in order to see it through to the end. But I'm very happy to vote. If the resolution is adopted. I promise I will say nothing on the next item, which is two, six, one which is an emergency ordinance, and we will take a break after this. Please call the roll on the emergency ordinance 261 Ryan I Mapps I yea. Rubio i. The ordinance is adopted, you want to take a ten minute break? Is that good? Get up. Stretch? Sure. Yeah. Why don't we take a break for a while? We're on 110. We're in recess.

Speaker: I think our second.

Speaker: We are back in session, consent agenda. Any items been pulled? Keelan?

Speaker: Yeah. I'm going to pull one.

Speaker: Which one are you going to pull?

Speaker: I'm pulling. Two. Six.

Speaker: 6266.

Speaker: Keelan. Please call the roll on the remainder of the consent agenda. Ryan i, I all right, the consent agenda is adopted and commissioner Mapps. Are you intending to pull it back to your office or you just want to have it read later, I'm going to pull it back to my office. I'll bring it back.

Speaker: Can you read it? Keelan 266. And he's going to pull it.

Speaker: Amend the intergovernmental agreement with the Oregon department of transportation for the brentwood-darlington safe routes to school project and commissioner Mapps has pulled that back to his office.

Speaker: We'll move to the regular agenda if I can find where I put it here. Item 268, please. This is a report.

Speaker: Reappoint amanda green, boss to the police review board for terms to end March 31st, 2027.

Speaker: Colleagues, as we continue working towards implementation of a new system of police oversight, it is incumbent upon us to ensure that our existing community boards continue to be fully operational. To that end, we have some folks with us today to review reappointments to both the police review board as well as the citizen review committee. Again, these are reappointments of individuals who have already served very well. First up is our reappointment of amanda green voss to the police review board here to present, we have samir canale from the community safety division and possibly ross caldwell, the director of ipr is ross online. Are you flying solo? Okay, ross is online. Great welcome.

Speaker: Thank you. Good afternoon, mayor Wheeler, good afternoon, members of council, and good afternoon, Portland, my name is samir canal. For the record, I am the advisory boards and commissions manager at the community safety division, we're here to, as the mayor mentioned, propose the reappointment of amanda green as the police review board makes findings as to officer discipline, and recommendations on that to chief of police. They also make recommendations regarding the adequacy and completeness of investigations. They can also make policy or training recommendations to the chief of police, which can be really important because they are closer to, they see the investigations and cases much closer than the broader community does, in their capacity hearing those cases, and they provide important feedback on police accountability from a community perspective, the community safety division supported with outreach for the volunteer community members on the police review board. I should mention that applications for new membership are online and available right now, selection is done by a selection committee, which includes representatives from the independent police review. Pb employees and the professional standards division. And this appointment I should also mention is through March 31st, 2027, which is a three year terms which will hopefully get through the end of the transition period to the new oversight system. I do not believe that amanda is able to join today. So briefly, read. Her her bio, and out for record, amanda green voss has served on the police review board for three years. She is a southeast Portland resident of over 20 years, teaches english for speakers of other languages at Portland community college to community members from around the world. She has been serving for three years. As I mentioned, and hope she can continue to bring a valuable community voice for a second time. And that bio, as well as her statement of interest, are included as exhibits to this report, so yeah, ipr has nominated amanda

greenhouse for a three year reappointment. I will stop the presentation here, and I know director caldwell is available, as am I for questions if anyone should have any. Thank you.

Speaker: I have no questions.

Speaker: Very good, do we have public testimony on this report?

Speaker: We have one person signed up, dan handelman.

Speaker: All right, dan, I assume you're online. I assume I am. There you are.

Speaker: Yeah. We hear you loud and clear.

Speaker: Oh, great. Thank you very much, mayor Wheeler and commissioners, Gonzalez. Mapps. Ryan. Yea. Rubio. My name is dan handelman. I use he him pronouns, and I'm a member of Portland copwatch. On February 21st, Portland copwatch testified to City Council about the appointment of four new members to the police review board. At the time, we raised the question of whether any previous community members were renewing their terms, which had all expired at least a year earlier. We got no response. It appears amanda green phosphors turned your extending today was still a member at the time and will now serve three more years. We have no issue with this appointment. However, the difficulty we had determining who's part of the community pool points to ongoing structural issues around the prb. We've been raising for years. First, the list of who's representing the community in these closed door hearings should be public and easy to find. Second, because these folks are supposed to be acting on behalf of the 630,000 other people in the city, they should have meetings twice a year to explain their role and answer questions about the board. Obviously, they would not be able to talk about any specific cases, but they could talk about the process, how they feel during hearings and policy recommendations made by the board. These meetings can be timed with the release of the prb semiannual reports, which are also not

well publicized. Since the members of the citizen review committee sit in on more police review boards now, perhaps the crc can host prb at two of their monthly meetings. Also on February 21st, we talked about the recruitment being done for prb members, which went out last year with no clear deadline. On February 29th, a deadline was posted for March 17th. Then some meetings were set to inform people what it means to be on the prb, crc or pcc. Ep the first announcement I could find was sent on the day of the first event, March 12th. Another event was held March 26th, by which point the deadline was set for March 31st, but also stated as an ongoing it's confusing, and this is coming from a group that tries to pay attention to all these developments. We also noted that prb hears dozens of cases in a year, and that having a pool of just ten people combining the four prb members and the six from crc is not enough, particularly when deadly force cases, of which there have been more than 20 in the last three years, have case files that are over a thousand pages long. The prb has been called out repeatedly in compliance officer in us doj reports for not examining the tactics used by officers looking at performance issues instead of force issues and more. Of course, we can't really speak to those issues since their meetings are closed to the public. Miss green vos's reappointment means that as far as we know, the number now tops at 11 people. They used to be 15 or more people in the prb pool. Plus, crc is supposed to have 11 members making a total of 26 volunteers for the existing oversight bodies. An amendment to the oversight board proposal made by council last fall implied that committee members on the prb are somehow biased toward the police bureau. We have not seen evidence of this. The nominations to the prb come from ipr through counsel. Beyond the community pool, the prb is made up of 3 or 4 paid Portland police employees and a paid ipr staff person. So while the board is stacked in the police officer's favor, that's not a reflection on the community.

Volunteers prb reports show that at least ten officers have been found out of policy for actions at the 2020 protest. The system is all we have now and as mayor Wheeler said, we encourage the city to lift up the importance of the prb so the cases do not going to delayed any more than they already have. Thank you. Thank you.

Speaker: That completes testimony.

Speaker: All right.

Speaker: Very good. Colleagues, if there's no further business, i'll entertain a motion to accept the report. So moved commissioner Mapps moves second. Commissioner Rubio seconds. Thank you, any further discussion? Seeing none. Please call the roll. Ryan.

Speaker: Hi I Rubio I Wheeler.

Speaker: Hi.

Speaker: We appreciate, amanda green voss being willing to step up again. Thank you, next, 269a resolution reappoint, delegato.

Speaker: Greg griffin, jessica katz, and cara pappas to the citizen review committee for terms to end March 31st, 2027.

Speaker: Next up is an item for reappoint of four members of the crc. The citizens review committee. Again, we have samir cano from the community safety division and ross caldwell, online director of the ipr independent police review, to walk us through these reappoint. Yes.

Speaker: Thank you, mayor Wheeler, good afternoon once again. Once again, my name is samir canal, for record and I am the advisory boards and commissions manager for community safety division, the 11 member citizen review committee has another important role in our current police oversight system. Membership is comprised of volunteers who are representative of the community and work to

improve police accountability. They're responsible for ensuring impartial hearings of appeals, developing policy recommendations to independent police review to the City Council, to the police commissioner, to the chief of police, and also to provide an advisory role to ipr and pbs's internal affairs, the community safety division supports with outreach for the membership of the citizen review committee. I should note that there are ongoing recruitments. And just to clarify for the testimony from previous item, they're reviewed, in batches based on when people applied. So if you apply in the month of April, they'll all be reviewed together. Then the deadline will show online as may 31st, and the ones in may will be reviewed altogether for whatever vacancies exist at any given time. But the recruitment is ongoing. So if anyone is listening and is interested, please do apply, a selection process is currently underway to bring some new members to in addition to those in this, resolution glisan. And the selection process for that is outlined by city code, today, however, is a proposed reappointment of existing members whose terms have expired. The reappointment would ensure that the citizen review committee can maintain the membership it has and continue its work during that ongoing recruitment process. I'll pass it first to the chair of the citizen review committee, who's also up for reappointment. You may delegate then to, nominee greg griffin, who is online, and then i'll read the bios for era as well.

Speaker: So you may thank you, mayor, commissioners, my name is uma delgado, for the record. And I'm here in my personal capacity as the chair of the citizen review committee, I will try and keep my remarks short, because I know this has been a long session, three years ago, the four of us were here before council, for appointment to what we thought would probably be the last time of the citizen review committee, we are back, at this juncture, we are now the senior members of the citizen review committee, so times change as as we're all aware, I'm very proud

of the work that this committee has done, you know, this was an organization that had to onboard during covid that's had to navigate changes to city government, changes to, the proposed form of police oversight that will replace the crc and the prb. And we've worked really diligently to clear a truly historic number of police review board cases, working with the prb pool, with what I think is historically a low number of volunteers to do that work. I'm proud to say that as a result of that hard work, by crc and by the independent police review, most of the paragraphs, in the department of justice settlement, we are now in substantial compliance with, at least as they pertain to the crc. I can't speak to the other, you know, 200, so we are currently in the midst of a recruitment as samir said, we hope to return soon with, what will hopefully be the last tranche of, nominees to fill out the vacant seats on the crc. But before we can do that, we need to reappoint the four members before you today, including myself, it is my hope that we will. This will be the last time of the citizen review committee before we hand over to the new body. So this is not easy work to do in the best of times, to do in uncertain times is all the more difficult. But I think they say that democracy is shaped by those who show up. And I am really grateful to my fellow committee members, for continuing to show up, for continuing to do this work. And we're grateful to council for that support. Thank you.

Speaker: Thank you. And if I could just say personally, you may I appreciate that your leadership of the committee, and I've enjoyed our frequent discussions and your perspectives. You've dedicated a lot of your time to this, and you've done a really great job. And so I just want to thank you, and I'm really appreciative that you're willing to serve again. Thank you mayor. Thank you.

Speaker: Thank you greg I believe is online, but you're muted right now.

Speaker: He's still greg. You're still muted hi greg.

Speaker: Oh we can't hear you should be able to hear you now. But we can't.

Speaker: You you look good though. Yeah.

Speaker: Spread things out. Great great.

Speaker: Do you want to let us know if we can read your bio for you. Is that okay?

Okay, so i'll just quickly read for the bios and again, the statements of interest are also in the, attachment. The exhibit, greg, greg griffin received his bachelor of science degree in education, focusing on curriculum development from southern illinois university, dual master of computer information system and finance degree from webster university while serving in the us navy. Originally from chicago, he moved to Oregon in 1998 to pursue a systems analyst position with regions blue cross blue shield. Inspired by Portland's advocacy spirit, he's volunteered with several local organizations, including opb, kmhd, Portland street medicine, and trillium family services. Currently, greg griffin holds the position of board president and hand up project, an organization that addresses systemic issues around the unhoused community for which he has served on the board for the past five years. Against Portland's backdrop of diverse culture and natural beauty, he continually fosters his interest in social justice, physical fitness, and the study of music and local jazz artists. The next nominee is jessica katz, who founded the family preservation project at the coffee creek correctional facility in 2003, which is the subject of the documentary film mothering inside. Prior to founding the family preservation project, she worked with the children's aid society in new york to create programs advocating for the rights of parents involved in the child welfare system. She also taught legal education workshops at prisons throughout new york through columbia university's prisoners and families clinic, jessica has presented at local, national and international conferences, has been recognized as a reunification hero by the American bar association, and is an alumna of emerge

Oregon. Recently, she was instrumental in making Oregon the first state to legislatively adopt a bill of rights for children of incarcerated parents. Jessica is honored to work alongside women and children who have been most directly impacted by our criminal legal system towards more just and humane solutions. And the final nominee today is kira pappas, who received her her masters in nursing education from indiana university school of nursing. She's been a higher ed professional, working as the director of multicultural services and student leadership for over ten years, and is a nurse educator. She focuses her work with colleges, hospitals, and community organizations on educating about how to create equitable, inclusive, and empowering environments and structures. So ipr has nominated umaine, greg, jessica, and kira for this time on the citizen review committee and I will turn it over to q&a for myself or for the nominees, or for director caldwell. Thank you.

Speaker: Very good, do we have testimony on this item, dan andelman sure.

Speaker: Why don't we let dan speak first?

Speaker: Dan, go ahead again.

Speaker: Can you hear me? Yeah okay, mayor Wheeler and commissioners again, my name is dan handelman. I use he him pronouns. I'm a member of Portland copwatch. We have no problem with your reappointment of the current crc members. All of whom were familiar with as we attend every meeting of theirs. It's notable, though, that the ipr ordinance requires City Council to review the applications of all potential crc members. Yet the documentation for today's hearing only includes brief biographical statements in the context of what I said a minute ago about the police review board. It's very important that council support the crc while the new oversight system is being set up. The police accountability commission's transition plan accounted for how cases that were supposed to be

appealed to the citizen review committee could be heard by the new board, said. Ipr and crc don't have to persist until all their cases have come to their full conclusion, which sometimes takes over two years. We really want to thank the crc for setting up a work group to help with the transition to the new system, and hope the city takes an active role to support that work. As we noted last month, on February 7th, deputy city attorney heidi brown briefed the citizen review committee about the new system. But most of her nearly hour long presentation and q&a with them reverted to the same theme. I can't really talk about that because the negotiations with the Portland police association, miss brown, gave a similar but very shortened version of her presentation to the Portland committee on community engaged policing. Three weeks later, that neither meeting did she mention that the police association had filed a ballot initiative to further undermine the new board that's enshrined in charter chapter 210? The fact that the initiatives were filed is public information that would not have violated the labor negotiations. Confidentiality, seeing as the crc is down to just six of its allotted 11 members, now, one of whom is still seated until they can be replaced as their terms ended in February. We hope that new nominees will come before council soon. When they do, we also hope the code will be followed about reviewing the applications. It's not clear whether there's difficulty in recruiting people because they know a new system is in the works, however, as you all know, I sat on the police accountability commission and part of the transition plan we proposed was that for people who have already been trained to be part of the prb or crc should get preference when they apply for the new board, just in case the crc members weren't present for our testimony about the police review board, we hope that they will consider setting time aside at their meetings twice a year to talk about the police review board and invite the volunteer community members for that board to answer questions from

the public about the process, trying the timing for the release of the twice annual prb reports, I'm also, noting that when the ipr labor contract came before you, we raised concerns about the community safety division running the crc recruitment process. The pcp works directly with the police as that part of their mission. The prb is actually a police board. The crc is supposed to be independent of the police bureau. And the csg is, you know, questionably and independent body that's doing this recruitment, and they're doing them all in one batch. And even though they have, different roles, and this particular body needs to be really independent of the police of the police bureau. So the csd recruiting the crc members blurs those lines. Thank you very much.

Speaker: Thank you perfectly timed. Thank you, colleagues, any questions for their thoughts, I just want to thank, our nominees again, really appreciate you, umay. And, greg, I'm sorry we couldn't hear you, but your, resume is sterling, and we know that you're a busy guy, and we appreciate your willingness to serve on this committee. The same is true, with jessica and kyra. Thank you both for. For your service as well. With that Keelan, please call the roll. Ryan.

Speaker: Yes. Thank you so much, samir. And it's great to have you here. You may thank you for your presentation. I know a couple of these people, pretty well, and they're just great public servants. I want to thank, particularly you, greg. And it's so sad, like you were so patient. And then the red mute thing went off and we still couldn't hear you. So anyway, just. Thanks for your patience and for being here. And I also want to acknowledge, somebody I've known for a long time, jessica katz. So you have a great team of volunteers, I vote yea maps, I want to thank these volunteers for agreeing to serve on this important committee.

Speaker: I vote yea yea. Rubio, I also want to just echo my. Thanks, both to you, samir, and thank you, uma, for your wisdom and your dedication to this work. And

thank you, greg, for being here and showing up as well. I vote yea Wheeler, thanks, samir, well done. And to our nominees again. Thank you so much for your service. There's obviously a lot of uncertainties. We transition to a new accountability system. So it makes it even doubly more impressive to me that people are still willing to dedicate their time, their talent and their energy to this important cause. So thank you very, very much for that. I vote either report this resolution, the resolution is adopted. Thank you. Next item please. 2.70 an emergency ordinance pay property damage claim.

Speaker: Portland anthem community lp for \$35,000 resulting from a motor vehicle collision involving the Portland police bureau colleagues.

Speaker: This ordinance resolves a claim filed against the city in August of 2023. Senior claims analyst joseph jesse is here to walk us through the ordinance. Good afternoon, joseph.

Speaker: Good afternoon everyone, this is in regards to a property damage claim involving Portland police, Portland police vehicle colliding with an apartment building at 1313 east burnside street on August 13th at approximately 3 a.m. The ppb officer was responding to an emergency call while heading westbound on east burnside street. As they approach the right turn, only intersection at northeast 14th avenue, the officer applied the brakes while attempting to negotiate the turn, but drove over the curb and struck the southeast corner of the building, damaging an entrance door. Windows and brick facade impacts of the loss were corroborated in the ppb report and risk management concluded that it was appropriate to settle this claim. The property management group submitted multiple bids for the required repair work, and negotiations led to an agreed amount of \$35,000 in damages upon passage of the ordinance, a check will be issued to Portland anthem community lp in the amount of 35,000.

Speaker: Very good. Short and to the point. Colleagues. Any questions ? Public testimony?

Speaker: No one saying no.

Speaker: Very good. Please call the roll. This is an emergency ordinance, Ryan. Hi, yea. Rubio.

Speaker: Sorry. Maps. I yea. Rubio I taylor.

Speaker: I the ordinance is adopted. Item 271 an emergency ordinance accept grant from Oregon department of environmental quality for zero emission fueling infrastructure at stanton yard for \$432,837. Colleagues. The office of management and finance was recently awarded funding from the Oregon department of environmental quality to support zero emission fuel infrastructure at stanton yard. Fleet business operations supervisor alan bates is here to present the ordinance. Good afternoon, alan.

Speaker: Good afternoon. Mayor. Commissioners, good to see you again. And this is simply to approve a grant that was, offered to city fleet for some fueling infrastructure. Stanton yard. Is one of our largest yards where a lot of our vehicles park, for pbot. And it's one of the most critical for this zero emission vehicle and net zero goal that we have. So, this this is, you know, lots of resources are required to do the fueling infrastructure when we're doing this transition. And we're fortunate that at deq has provided us several rounds of grant funding, we're also looking at other, other rounds of funding through other sources, including pcef, which, hopefully will be on the docket soon. And so this is, this is an award that is, does require some match. However, the match, again, as pointed out, in the brief is the budget is there for it in omf mostly that's actually matched with grant funds that are from other pieces and parts that we've assembled. So, all all of the I guess all of the funding is required is in there.

Speaker: Great. Thank you. Colleagues, any questions? Oh. Public testimony.

Speaker: No one signed up.

Speaker: All right. Thanks, alan. This is a first reading of a nonemergency ordinance. It moves to second reading. Next item 272.

Speaker: Please authorize contract with ranch studio llc for the wilkes creek headwaters park project for amount not to exceed 1,234,007.

Speaker: Commissioner. Oops. Sorry sorry, sorry.

Speaker: Do I look? Do I look like I'm trying to speed things up?

Speaker: Commissioner Ryan?

Speaker: Yeah, and i'll join you in that, thank you for the long, wonderful, lead that you gave me. I'll just do this and say, colleagues, we have an opportunity to develop a hybrid park. It's a beautiful setting, it's 20 acres. Imagine that out in east Portland. And it's in the wilkes neighborhood. That really deserves such amenities as this, beautiful setting. So, again, thank you for all the paragraphs you wrote for me, but, we're so. Go, gary. Thank you for commissioner Ryan, hello, mayor Wheeler and members of council. My name is gary. I use he him pronouns. I'm a capital project manager at Portland parks and rec. I'm here today with rick norman on the zoom from procurement services, to request council authorization to accept ranch studios \$1,234,718 proposal to provide planning, design, construction, administration services for the wilkes creek headwater project. Range studio is a certified covid emerging small business, disadvantaged and women owned business enterprise based in Portland in my presentation today, I will share an overview of the project community engagement approach, schedule and funding allocations before requesting council authorization, next slide please. The project is located in wilkes neighborhood between northeast 152nd and northeast, 154th, east and west, and from northeast fremont south to the i-84. It's also part of the

east Portland community office, situated south of the existing small but active Wilkes community park. The Wilkes Creek headwaters property has limited access. The main current main access is at the northeast corner of the site at 154th and Fremont, and a second entry via the easement through and across neighboring private property on the west side of Northeast Klickitat. This was the original property access. Several other existing streets dead end into the park property on both the east and west sides, but are fully fenced on the property line, allowing no access at these streets. The property south frontage abuts the Union Pacific Railroad and I-84 for westbound, and is separated by an eight-foot tall chain-link fence. Next slide please. The property was acquired in 2011 by Portland Parks and Rec Bureau of Environmental Services, and Metro. After sitting vacant since 2002, each agency owns one-third of the total ownership. Portland Parks and Rec is a primary manager of the site, with collaboration from Bureau of Environmental Services. The 20-acre site is comprised of three dominant landscape types: four acres of open space and meadow restoration to the north. Previously, Holly Farm, approximately six acres of mixed, aged and old-growth Douglas fir woodland where the Wilkes Creek headwaters spring exists, and the remnant ten-acre filbert orchard to the south. Wilkes Creek headwaters bubbles up from the ground as a clear and cool natural spring, making its way through the property and continuing north uninterrupted until it reaches the Columbia Slough. This is the only free-flowing remaining waterway that still enters the slough. Wilkes Creek is also home to a freshwater crustacean only found in the Portland Metro area. It's commonly called the Stumptown Scud. BBS completed maintenance improvements on this property in 2014, they replaced the culvert and driveway with a permanent bridge and installed native plants, enhancing water flow and habitat for the creek. Portland Parks and Rec leads native planting, first foods, cultivation, and other environmental

stewardship events on the property. Supporting neighborhood collaboration and habitat enhancement. Next slide please. No guiding park plan exists for this property, but it is intended to be a hybrid park, one that contains both a natural area to restore and maintain riparian wildlife habitat, provide access to nature, and celebrate the natural and cultural importance of the headwaters, and a developed park supporting public access, gathering and outdoor recreation. Past communications with the neighborhood groups metro and bbs have dedicated the four acres on the northern section of the developed for developed park amenities, with the remaining 16 acres to the south as natural area with passive recreation and environmental education opportunities for all. The project with meaningful community engagement, will plan, design, document, permit, bid and construct the developed and natural area improvements. Community engagement will be a transparent and equitable Portland parks and rec led community engagement process with support from range studio and their community engagement. Subconsultants a project advisory committee has already been established, made up of 16 community members from the wilkes neighborhood as well as other nearby east Portland neighborhoods. About 75% identify as black indigenous people of color or immigrants and refugees. This also includes. This committee also includes three native community members. This group will participate in a minimum of seven meetings helping guide the design process for both the developed and natural area. The project will also host a minimum of five community meetings to collect input on the design, and how this public space can support the community and urban nature. The range studio team includes an indigenous community engagement sub consultant, serving as a conduit between indigenous communities, and the project team for collaboration and knowledge sharing, creating opportunities for social and ecological healing. Through this

project, the project will also engage with the Portland parks native American community advisory council early in the project. Next slide please. We are only just beginning this project and hope to get started in this spring of 2024. Programming and community engagement are expected to continue through 2025, followed by permitting and bidding in 2026. I anticipate construction for this project starting in 2027. Funding for the project was allocated from a combination of 2019 metro regional parks and nature bond, local share dollars and from parks system development charges. The total \$8 million project budget allocation is for planning, land use review, design, permitting and construction. Next slide please. A qualifications based solicitation request for proposals for landscape, architectural, professional and technical expert service was released through the city's online procurement system on February 7th, 2023. Procurement services managed the procurement process. Potential proposers were able to review this solicitation, attend a mandatory on site pre proposal meeting, ask questions, walk the site and submit a proposal in response to the rfp, six responsive proposals were received. The proposed team, led by range studio, was selected by an evaluation committee through a standardized proposal process, scoring and interview process. A notice of intent to award was posted and no protests were received and not to exceed contract amount of 1,234,718 was negotiated. Tt contracting with range studio meets the city's aspirational goals for cobid disadvantaged minority women. Emerging small business and disadvantaged veteran business enterprise participation. As 48% of the \$1,234,718 will be awarded to state certified cobid sub contractors. A disaggregation of the data is shown here. It's a lot, but I'd like to highlight that 23% of the minority business, 23% of the project dollars is going to minority business enterprises, including indigenous women owned and nearly 24% is going to women owned business enterprises. Additionally, 43% of the overall

contract fees will be awarded to state certified emerging small disadvantaged women business enterprise prime consultant, totaling 91.3% of the total project consulting\$ to cobid certified firms. Next slide please. Next slide please. Today with procurement services, we request council's authorization to accept the proposal in the amount of \$1,234,718.84 from range studio for professional technical expert design services for the wilkes creek park headwaters project. With the acceptance of this proposal by council, design is immediately, set to begin following contracting. I'm happy to answer any questions for you at this time.

Speaker: Very good. Colleagues. Questions. Do we have public testimony on this item?

Speaker: No one signed up. All right.

Speaker: Very good. This is a first reading of the non emergency ordinance moves to second reading. Thank you for the presentation. Thorough item number 273 please approve findings to authorize an exemption to competitive bidding requirements and authorize use of the alternative contracting method of construction.

Speaker: Manager general contractor for the columbia boulevard wastewater treatment plant, blower system and building improvements project for an estimated amount of \$26,300,000.

Speaker: This is a first reading of an emergency ordinance. Commissioner Mapps.

Speaker: Thank you, mr. Mayor. Colleagues this item comes to us from the bureau of environmental services. This ordinance authorizes environmental services to use an alternative contracting method for the blower system and building improvements project at the city's main wastewater treatment plant, now, let me give you some background on this particular ordinance. The columbia boulevard wastewater treatment plant operates 24 hours a day, seven days a week, to treat

Portland's wastewater and to keep our rivers clean. Every Portland resident, visitor and business relies on the continuous operation of this plant, and that holds true even during reconstruction, when the blower system we're talking about today supplies oxygen for microorganisms used in our secondary treatment process and helps us comply with federal pollution prevention permit requirements and integrate design and contracting process will allow best replace the system while continuing operations, this construction method will minimize risk control costs, manage construction sequencing, and maintain continuous plant operations. Environmental services has successfully used the cmc method for other projects at the plant that were similarly complex and require balance and construction needs with ongoing operations. This method also helps achieve the city's equity goals by boosting the opportunity for subcontractors who have historically been underrepresented in the construction industry. This project is anticipated to cost approximately \$26 million and will start in 2026. Here to tell us more about this ordinance, we have Muriel Teufel, a division manager with environmental services. We also have Yongzhong, a project manager with environmental services, and we have Kathleen Bruinsma Aurora, with the bureau of revenue and financial resources, welcome, staff.

Speaker: Thank you very much. Commissioner Mapps, for the record, I am Muriel Teufel. And we are here. I feel like Commissioner Mapps you gave a really good overview of the project. So we're here today to request this authorization to implement alternative contracting method, which really means that we want to use qualifications based selection, not just cost, to select a contractor. And that's in order to reduce the risk of construction implementations due to the complexity of this project. As Commissioner Mapps mentioned, we go to the next slide.

Commissioner Mapps mentioned this system is critical to the treatment plant. The

treatment plant is, was built in 1952, the system is critical and that it operates continuously and it uses, biology to treat wastewater. So those blowers provide aeration to our microbiology. So it's a big project. The total project costs are estimated over 50 million, and the construction cost is part is a subset of that. So now I will turn it over to yang, who is a part of the engineering team working on this project. And he can give more details on that next slide, please.

Speaker: Thank you, Muriel, and good afternoon, Mayor and Council. And for the record, I'm Yang Yang with BS, so this Blau project is located in the Columbia Valley Wastewater Treatment Plants as announced, west of the Portland. And the Columbia plant was built in 1952 as a Commissioner Mapps mentioned it. So it operates 365 days a year and 24 hours a day. And the blower system and the blower building were installed in 1974. And they are critical components of the secondary treatment in the plant, which is used to meet the permit requirement. Next slide please. So the existing system is about 50 years old. And so this project is to address the deficiency of this aged blower system and improve the system reliability and extend the service life and also meet the future wastewater treatment plant operation needs. So the photo on the right of this slide shows the blower building. And the blower system is housed in this building. And this building has been three years old. As I mentioned earlier, next slide please. So the blower system replacement in this project includes all four aeration blowers with associated electrical and control equipment, as well as the large air discharge header from the blowers. The blower building improvements in this project includes electrical equipment replacement and upgrade, and voluntary structure improvements to improve seismic resiliency of this aged building, and also replacement of the leaky roof, so that's the primary scope of the project. Next slide please. The current project budget is a planning level budget. The estimate

construction cost is approximately \$26.3 million. So which is class five estimate with estimated range from negative 50% to plus 100. Total project cost is estimated to be \$51.4 million. Because this is a planning level budget. So the level of confidence on this cost estimate is low, here's antifa project schedule, the project pre-design the anticipated to start in may this year, which is next month. And then the project completion is anticipated in fiscal year 26, and construction is anticipated to be completed in fiscal year 28. Next page please. Here. I'm handing over back to muriel, and she will go through the primary drive for the cmc contracting measure. So the this project, like you said, is the system operates continuously and so while we do construction, we need to maintain operation.

Speaker: And that proves to be difficult in construction and difficult to plan without the contractor on board to help develop these plans. So the primary drivers are, for an exemption to low bid is really consideration of this, complex sequencing and the maintenance of plant operation. It also allows to do early field investigations so that we can get the contractor input during the design process, which should reduce the danger. The risk of surprises during construction. A lot of the project elements include, large equipment and electrical equipment, particularly, which have very long lead times, as having a contractor early on board allows us to work together to procure the equipment, early so that it shows up on time, during construction. And we can also use, through this method, we can advance the goals of equity and inclusion and construction industry through the implementation of the, rwa and cdap, to, to achieve the goals, goals of diversity, both in the workforce and subcontracting for this contractor, construction contracts. So, and overall, this approach reduces the project risks through qualifications based selection and early involvement of the contractor. While we still develop the design. Next slide, please. And when you utilizing this process we

would report to council once we reach a guaranteed maximum price we estimate that to be in fiscal year 2020 and 26 with the anticipated notice to proceed for construction also in fiscal year 26. This concludes the presentation and if you have any questions, we'll be happy to answer.

Speaker: Very good. Thank you very much colleagues. Any questions? I have none. Very good, thanks. Sorry. This news thing just popped up on my thing and blocked my thing. All right. Good, any public testimony on this item? No one signed up. Please, actually, there's a first reading of an emergency ordinance. It moves to second reading. Item 274, please.

Speaker: Authorized price agreements with jacobs engineering group, incorporated. Li-wei engineering solutions, llc, parametrics incorporated, and wsp usa incorporated for professional engineering services for the large scale sewer rehabilitation program for \$16 million.

Speaker: Good commissioner Mapps, first, let me start off by thanking staff for their patience today. I know we're kind of running late and you folks are busy, colleagues, this item comes to us from the bureau of environmental services, and this ordinance authorizes environmental services to contract with for engineering consultants, for online services, for sewer rehabilitation and replacement, environmental services owns and maintains more than 2300 miles of sewer pipe that require annual investments and rehabilitate and replacement to ensure and protect public health and the environment, these price agreements are a key component of the large scale sewer rehabilitation program, which identifies pipeline highest likelihood of and consequences of failure. Through this program, environmental services develops proactive projects to maintain service while reducing project costs and reducing the likelihood of pipe breakages and sewage releases and resulting emergency repairs. These price agreements augment staff

resources with when capacity is limited and or additional expertise is needed. Similar legislation was passed in 2011, 2014 and 2018. The ordinance before us today is the most current iteration of those price agreements. This project will cost approximately \$16 million, and the price agreements will expire in January of 2027. Here to tell us more about this ordinance, we have james allison, a capital projects manager with beis, and we of course also have paul soto, the chief engineer for environmental services, welcome.

Speaker: Thank you. Commissioner Mapps. Good afternoon, mayor Wheeler. Good afternoon. Members of City Council for the record, my name is james allison. I'm a capital project manager with bureau of environmental services. I'm here with paul soto, bs chief engineer online for any questions regarding the procurement is rick mossman from the bureau of procurement services. We are here today to request authorization on for on call design engineering contracts to support existing projects that are already accounted for in the bs cip budget. These contracts support the ongoing sewer rehabilitation program. Next slide please. These contracts support bs standard work. We manage 2500 miles of sanitary and combined sewer pipe. These contracts and the program addresses an aging system where we have a third of our pipes are 80 years old or more, and the whole proactive effort is aimed at preventing pipe failure, which, as you know and can imagine, is, at a minimum, a substantial inconvenience to Portlanders. It can cause property damage, permit violations for the city, and present risks to human health. Next slide please. So the contracts, support a continuous, systematic, risk based approach to deliver plan to cost effective work, manage assets through ongoing condition assessments to understand the likelihood and consequence of failure. And if you look at the image on the current slide, a great deal of our work is put into understanding the condition of those 2500 miles of pipeline. These contracts allow

us to quickly respond to getting cctv imaging of pipelines of concern and make an evaluation. That pipeline on the slide may look to some to be in failure mode, when in fact it may last ten more years and we can get as much useful life out of that pipeline as possible. In other cases, we may decide that that pipe is still good for another four years, and we can line it, which gives us the best business case for ratepayers. Or lastly, that pipeline image may tell us we need to do something within weeks or months and cannot wait for a larger project. And again, these. The consultant expertise gives us an opportunity to engage with staff in doing that. Next slide please. As previously mentioned, the sewer rehab program was initiated in 2011. Staff and consultants worked together and are currently working on phase three projects. Those are residential projects, mostly in southwest Portland, and we're beginning to initiate, phase four projects going back to north Portland, back to northeast Portland. There are three main arms of the program. The first is the small diameter or neighborhood program, where again, we're completing neighborhood projects in southwest Portland, initiating projects in north and northeast Portland. And these contracts also give us the opportunity to respond quickly to emerging concerns for example, if we find a sinkhole or a void and we need additional expertise on how to stabilize the situation, we need advanced, knowledge in geotechnical or seismic engineering. These consultants are available to us on call to respond to, an engineering, challenge without having to go through a new procurement. The large diameter trunk system. Currently, these contracts allow us to address the trunk lines in southwest, the woods trunk south line, as well as the beech trunk in north and northeast Portland. And then lastly downtown. This is a critical program for us. We are replacing all of the clay pipe in in downtown and old town between the years of 2020 and 2035. It's a program that is ahead of schedule and going very well, and the consultants give us a lot of advice on how to

line pipes at minimal disturbance to downtown operations. Next slide please. The consultant contracts give us a range of services that we use again to augment our resources when city staff are busy with other projects. These range from condition assessment, survey utility locates a variety of specialized engineering and cost estimating, public involvement, construction support, urban forestry, and even advice during the procurement phase of moving from design to construction. Next slide please. In terms of our selection process, this is the fourth generation of price agreements with previous solicitation and previous years. The on call price agreements are for task orders. A task order upper limit is capped at \$500,000. These price agreements run three years at \$4 million each. We went through a qualifications based process and had seven, response of bidders. We've selected four firms preliminarily jacobs engineering, leeway engineering, parametrics and wsp usa. Each brings a host of subconsultants to deliver the work. Next slide please. In terms of dms, esb participation, the participation is established at the task order level. Our goal is 30% utilization across the duration of the price agreement. We've added two elements to the current generation of price agreements. The first is we want we've asked the prime firms to engage subconsultants earlier, as the task order is being developed, so that we are providing subconsultants with, more knowledge at the beginning of the project so that we can accurately forecast that cost, and so that smaller consulting firms can learn how big firms develop tasks, which is a critical element of consulting. The second piece is programmatic support for the small firms getting mentoring in project management, price agreement management, administration and some of the technical services that they aren't yet able to provide. They'll be mentorship so that more and more of the services needed for this work are being able to be provided by our smaller sub consulting firms. We've evolved as a program and

learned a lot since 2011, and we are here in some sense today to celebrate a milestone. We've been, I think so successful at working with primes to cultivate smaller sub consultants that were directly rewarding one of these for price agreements to an mwbe, leeway engineering. It's a smaller firm that has worked with the program for several years now. These four consultancies have shown their ability to work with, dms, esb firms to provide those core services of design, public involvement, geotechnical engineering, survey drafting and hydraulic modeling. Next slide please. With that, I conclude the presentation. I'm available for any questions.

Speaker: Very good colleagues. Any questions on this item. No, I Keelan had a question. I was like, let's hear it. I'm I'm all ears, great. Thank you. This is an excellent presentation. My only sorry, sadness is it came at the end of a 4.5 hour council session. So you somewhat got shortchanged here, but this is an important issue, and I appreciate the thoroughness of your presentation. Do we have any public testimony? Very good. This is a first reading of a nonemergency ordinance, and it will move to second reading. Thank you. Appreciate it very much. Good day. Colleagues. We have two second readings left, two, seven, five is the first one that is up amend contract with consort north America incorporated for professional engineering services for the marks in 105th pump station upgrade project in the amount of \$458,676. Colleagues. This is a second reading. We've already heard a presentation and had public testimony. Is there any further business on this item? Blissfully seeing none. Please call the roll.

Speaker: Ryan. Hi gonzales. Hi. Hi, yea. Rubio. Hi Wheeler.

Speaker: Hi. The ordinance is adopted and last but not least, please. Item 276. Also a second reading amend ordinance to acquire certain permanent and temporary property rights necessary for the construction of the bull run filtration projects

through negotiation or the exercise of the city's eminent domain authority. Any further discussion, please call the roll.

Speaker: Ryan.

Speaker: Hi, Gonzales.

Speaker: Hi, Mapps.

Speaker: Hi, yea. Rubio Wheeler.

Speaker: The only comment I want to make is I just have to note that in addition to a few of our really diligent city hall staffers, most of the people in the room are security. And I want to thank you all for being here and sticking it out and listening to all of it, you guys are awesome. I vote yea. The ordinance is adopted and we are adjourned. Thank you