



August 7, 2024 Council Agenda

5777

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

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Questions may be directed to councilclerk@portlandoregon.gov

Wednesday, August 7, 2024 9:30 am

Session Status: Recessed

Council in Attendance: Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Rene Gonzalez

Commissioner Mingus Mapps

Mayor Wheeler presided.

Officers in attendance Mike Porter, Deputy City Attorney; Rebecca Dobert, Acting Council Clerk

Item 707 was pulled from the Consent Agenda and on a Y-5 roll call the balance of the Consent Agenda was adopted.

Council recessed at 10:52 a.m.

Communications

698

[Request of Hillary Gray to address Council regarding the importance of safe bicycle infrastructure for seniors](#)
(Communication)

Document number: 698-2024

Council action: Placed on File

699

[Request of Rob Martineau to address Council regarding American Federation of State, County & Municipal Employees Local 189 successor negotiations](#) (Communication)

Document number: 699-2024

Council action: Placed on File

700

[Request of Ira Bailey to address Council regarding American Federation of State, County & Municipal Employees Local 189 successor negotiations](#) (Communication)

Document number: 700-2024

Council action: Placed on File

Stephanie Romine presented to Council for Item 700.

701

[Request of Alex Pierro to address Council regarding American Federation of State, County & Municipal Employees Local 189 successor negotiations](#) (Communication)

Document number: 701-2024

Council action: Placed on File

702

[Request of Chuck Barnes to address Council regarding American Federation of State, County & Municipal Employees Local 189 successor negotiations](#) (Communication)

Document number: 702-2024

Council action: Placed on File

Time Certain

703

[*Amend Towing & Disposition of Vehicles Code to expand tow authority and define lawful possession of an impounded vehicle \(amend Code Sections 16.30.100, 16.30.220, 16.30.510 and 16.30.520\)](#) (Emergency Ordinance)

Document number: 191856

Introduced by: Mayor Ted Wheeler; Commissioner Mingus Mapps

City department: Transportation

Time certain: 9:45 am

Time requested: 30 minutes

Council action: Passed As Amended

Motion to amend Directive A to add "Park Ranger supervisor" to the list of officers authorized by the City Council or by City Code who may order a vehicle towed or relocated as provided in this Title: Moved by Wheeler and seconded by Mapps. Motion withdrawn.

Motion to add an emergency clause because a delay in passing this ordinance will limit staff's ability to immediately maintain the right-of-way: Moved by Mapps and seconded by Gonzalez. (Y-5)

Motion to amend Exhibit A to add "Park Ranger supervisor" to the list of officers in Section 16.30.100 authorized by the City Council by City Code who may order a vehicle towed or relocated as provided in this Title. Moved by Wheeler and seconded by Mapps. (Y-5)

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

Consent Agenda

704

[Amend contract with Total Mechanical, Inc. for additional compensation of \\$1,165,664 due to changed conditions for Water Pollution Control Lab Air Handler Replacement Project \(amend Contract 30008163\)](#) (Ordinance)

Document number: 191861

Introduced by: Mayor Ted Wheeler

City department: Environmental Services

Council action: Passed to second reading

Passed to second reading August 14, 2024 at 9:30 a.m.

705

[Amend Drainage and Water Quality Code provisions to facilitate updates to the Stormwater Management Manual \(amend Code Chapter 17.38\)](#) (Ordinance)

Document number: 191851

Introduced by: Mayor Ted Wheeler

City department: Environmental Services

Second reading agenda item 681.

Council action: Passed

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

706

[Appoint Shannon Olive to the Home Forward Board of Commissioners for term to expire August 7, 2028](#) (Resolution)

Document number: 37670

Introduced by: Mayor Ted Wheeler

City department: Housing Bureau

Council action: Adopted

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

707

[Accept bid of \\$9,387,320 from Moore Excavation, Inc. for the Lombard Pump Station and Force Main Upgrade Project \(Procurement Report - Bid 00002305\)](#) (Report)

Document number: 707-2024

Introduced by: Mayor Ted Wheeler

City department: Procurement and Business Opportunities

Council action: Referred to Commissioner of Finance and Administration

Item 707 was pulled from the Consent Agenda for discussion.

708

[*Amend Intergovernmental Agreement with the Office of the City Administrator, the Office of Equity and Human Rights, and Prosper Portland for continued administration of the Community Opportunities and Enhancements Program \(amend Contract 30007251\)](#) (Emergency Ordinance)

Document number: 191852

Introduced by: Mayor Ted Wheeler

City department: Procurement and Business Opportunities

Council action: Passed

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

709

[Approve findings to authorize an exemption to the competitive bidding requirements and authorize the use of the alternative contracting method of Job Order Contracting for civil construction and general contracting construction services](#) (Ordinance)

Document number: 191853

Introduced by: Mayor Ted Wheeler

City department: Procurement and Business Opportunities

Second reading agenda item 690.

Council action: Passed

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

710

[Authorize Intergovernmental Agreement with Prosper Portland for FY 2024-25 economic development activities](#) (Ordinance)

Document number: 191865

Introduced by: Mayor Ted Wheeler

City department: Prosper Portland

Council action: Passed to second reading

Passed to second reading August 14, 2024 at 9:30 a.m.

711

[*Authorize Intergovernmental Agreement between the Bureau of Transportation and Prosper Portland to reimburse services provided for the I-5 Rose Quarter Project](#) (Emergency Ordinance)

Document number: 191854

Introduced by: Mayor Ted Wheeler

City department: Transportation

Council action: Passed

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

712

[*Amend contract with Elavon, Inc. for Merchant Bankcard services to increase the not to exceed amount to \\$55 million \(amend Contract 31001290\)](#) (Emergency Ordinance)

Document number: 191855

Introduced by: Mayor Ted Wheeler

City department: Treasury

Council action: Passed

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

Wednesday, August 7, 2024 2:00 pm

Session Status: Adjourned

Council in Attendance: Mayor Ted Wheeler
Commissioner Carmen Rubio
Commissioner Dan Ryan
Commissioner Rene Gonzalez
Commissioner Mingus Mapps

Mayor Wheeler presided.

Officers in attendance: Linly Rees, Chief Deputy City Attorney; Rebecca Dobert, Acting Council Clerk

Council adjourned at 2:56 p.m.

Time Certain

713

[*Authorize new Arena Operating Lease, Exclusive Site Agreement, and amend related agreements with Rip City Management, LLC and Trail Blazers, Inc. for the operation of the Moda Center Arena and related facilities \(amend Contract 28356\)](#) (Emergency Ordinance)

Document number: 191857

Introduced by: Mayor Ted Wheeler

Time certain: 2:00 pm

Time requested: 1 hour (1 of 2)

Council action: Passed

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

714

[*Authorize purchase of certain real property at the Rose Quarter from Rip City Management, LLC for \\$7,130,001 in accordance with the terms of a new Arena Operating Lease for Moda Center Arena and related facilities](#) (Emergency Ordinance)

Document number: 191858

Introduced by: Mayor Ted Wheeler

Time certain: 2:00 pm

Time requested: 1 hour (2 of 2)

Council action: Passed

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

Thursday, August 8, 2024 2:00 pm

Session Status: No session scheduled

Portland City Council Meeting Speaker List

August 7, 2024 - 9:30 a.m.

Name	Title	Agenda Item
Ted Wheeler	Mayor	
Rebecca Dobert	Acting Council Clerk	
Rene Gonzalez	Commissioner	
Mingus Mapps	Commissioner	
Carmen Rubio	Commissioner	
Dan Ryan	Commissioner	
Mike Porter	Deputy City Attorney	
Hillary Gray	(Communications)	698
Rob Martineau	(Communications)	699
Stephanie Romine	(Communications)	700
Alex Pierro	(Communications)	701
Chuck Barnes	(Communications)	702
Priya Dhanapal	Deputy City Administrator, Public Works	703
Timothy Moore	PBOT Towing Coordinator	703
Jackson Pahl	Policy Advisor, Commissioner Mapps	703
Skyler Bocker-Knapp	Senior Policy Advisor, Mayor Wheeler	703
Captain Mike Crebs	Portland Police Bureau, Traffic Division	703
Frank Battams	(Testimony)	703
Jared Essig	(Testimony)	703

Portland City Council Meeting Speaker List
 Wednesday August 7, 2024 - 2:00 p.m.

Name	Title	Agenda Item
Ted Wheeler	Mayor	
Rebecca Dobert	Acting Council Clerk	
Rene Gonzalez	Commissioner	
Mingus Mapps	Commissioner	
Carmen Rubio	Commissioner	
Dan Ryan	Commissioner	
Linly Rees	Chief Deputy City Attorney	
Donnie Oliveira	Deputy City Administrator	713, 714
Karl Lisle	Spectator Venues Program Manager	713, 714
Dewayne Hankins	President of Business Operations, Rip City Management and Portland Trail Blazers	713, 714
Winta Yohannes	Executive Director Albina Vision Trust	713, 714
Nathan Nayman	Sport Oregon	713, 714
Dr. William Johnson	President, Moda Health	713, 714
Jon Isaacs	Executive Vice President, Public Affairs, Portland Metro Chambers	713, 714
Alex D'Aurora	(Testimony)	713, 714
Be Marston	(Testimony)	713, 715

Portland City Council Meeting Closed Caption File

August 7, 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. This is the August 7th, 2024 morning session of the Portland City Council. Please call the roll.

Speaker: Good morning. Gonzales here. Maps here. Rubio here. Ryan here. Wheeler here.

Speaker: Now we're going to hear from legal counsel and the rules of order. And decorum. Good morning.

Speaker: Good morning mayor. Thank you.

Speaker: Welcome for the City Council. That's my first council first virtually. You must sign up in advance. And council agenda is your mic on?

Speaker: Can you confirm? There. Now I can hear it now.

Speaker: Can you hear it now?

Speaker: Yeah, now it's on.

Speaker: We'll start again. Thanks welcome to the city of Portland. Portland City Council to testify before council in person or virtually. You must sign up in advance on the council agenda at [Portland.gov/council/agenda](https://portland.gov/council/agenda). Information on engaging with council can be found on the council clerk's web page. Individual may individuals may testify for three minutes unless the presiding officer states otherwise. Your microphone will be muted when your time is over. The presiding officer preserves order 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 further 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 should address the matter being considered. When testifying, state your name for the record. Your address is not necessary. If you are a lobbyist, identify the organization you represent. Virtual testifiers should unmute themselves when the council clerk calls your name. Thank you.

Speaker: All right. Thanks a lot. And just before we jump into business on a personal note, all of you know that megan layman has served me very, very loyally over a course of several years as, my officer here in council meetings. And I want to give her a shout out today because it is probably going to be her last day here at City Council before she goes out on maternity leave. And so we just want to congratulate you and wish you the very, very best. And thank you for the great work that you do. And of course, we'll see you when you get back. Thank you. All right. With that, we'll go right into communications first individual, please.

Speaker: Number 698 request of hillary gray to address council regarding the importance of safe bicycle infrastructure for seniors.

Speaker: Good morning hillary. Welcome. Thanks for being here today at 706.

Speaker: Behold. Morning traffic. Okay. Good morning, City Council members and mayor.

Speaker: My name is hillary gray. I am a senior citizen that has recently returned to the world of bicycling after over 40 years by Portland. Bike culture is amazing and embraces many of the values that are on the top of my personal list for successful aging benefits for seniors like me. Exercise. My e-bike allows me to ride without

excessive fatigue, enjoying fresh air, trees, and the neighbor's plants. Social life. We have all read about how loneliness and social isolation are risk factors for aging individuals. Since I started going on rides with my family, my neighbors, and believe it or not, pet a palooza rides, I experienced joy and a feeling of inclusiveness, climate sensitivity. Each time I take my bike, instead of driving, I reduce emissions and I encourage others to ride with me instead of driving when possible. My ask of you as our representatives, please put a high value on bicycle infrastructure and maintenance. I need the greenways and bike lanes to be kept clear and free of debris and potholes to be filled to stay safe. As the upcoming updates on sandy boulevard and northeast Broadway began, think of creating a safe environment for cyclists, walkers and mobility device users. This is your chance to make a street that I personally have been avoiding due to fear of being hit into a great way to make to get to the many businesses, services and across town access that would make all of our lives better. Thank you, thank you.

Speaker: And first of all, thank you for coming in. And you're right, obviously. And I also just want to congratulate you for dipping your toes back in the water, it looks like you're having fun with it. I am I'm glad to hear that. It's a good, inspiring example for all of us. So thank you. Thank you. Next, I noticed the next four individuals are they have the same agenda. Do they want to come up together or individually? Yes. Together. Okay yes. I'm seeing Rob say yes. So why don't you call the next four please.

Speaker: Item 699 request of Rob Martineau to address council regarding American Federation of State, County and Municipal Employees Local 189 successor negotiations. Item 700 request of Ira Bailey to address council agenda. Council regarding American Federation of State, County and Municipal Employees Local 189 successor negotiations. Item 701 request of Alex Piro to address council regarding

American federation of state, county and municipal employees local 189 successor negotiations and item 702 request of chuck barnes to address council regarding American federation of state, county and municipal employees local 189 successor negotiations.

Speaker: Thank you all for being here. We appreciate. Thank you.

Speaker: Rob martineau. I am a city employee for years and a leader in my union for the last 12. I'm here to talk about some urgency in our contract negotiations. I want to recognize both the members and leaders beside me and behind me, as we brought a small contingent of our over 1000 members that serve this city in critical services in, in, across many bureaus, water bts revenue police, we provide the critical services that keep the city running and provide that livability as we're entering negotiations and reaching the economics portion of that. Again, the city is messaging no money, that there's no money to take care of employees, of infrastructure, of all of the things that our city so critically needs. And what we feel is we have less of a money issue, but a choices issue. We repeatedly choose to not invest in city employees who keep the city running. These choices are unsustainable, and it needs to change. This council has an obligation to pass labor piece to the next council. This agreement expires on December 31st and we need to address this with some urgency so that the city can have stability moving into our new form of government, we're asking to be treated fairly. We deserve parity. Our contract lacks equity and equality, and our platform is simple. We want compensation and benefits that support our ability to not just live, but thrive in the communities we serve. Incentives and protection and flexibility to support our individual needs. Whether we work in person, telework, or in the field, and to address the trauma we experience in our workplace, including during inclement weather. We've spent the last few weeks out having conversations with our

membership. These are what this is what they are interested in. This is what they demand to continue to serve this city. What we have here today is a petition of over 700 people who have signed that they support this bargaining team, this city has not sought labor peace with us. We demand that we find agreement. We are tired of a employer that only seems to understand contract grievances, unfair labor practices and adverse decisions to the city of administrative law judges and the employment relations board. Every fight doesn't need to be a court fight, and I'm imploring this council to find a way to empower your negotiators at the table to treat us fairly, provide stability, stability to the city, and get us into this next form of government with labor peace. Thank you. Thank you, rob.

Speaker: Do I just burst in? Oh, good morning.

Speaker: My name is stephanie romine. I'm a member of the acm bargaining team and have worked for 20 years as an identification technician with the Portland police bureau.

Speaker: My primary job function is to fingerprint and identify by fingerprints every inmate coming through the maximum security jail in the justice center. As a group, we are highly skilled, trained, and certified in our field. Since the act of fingerprinting and individual requires prolonged physical contact in close proximity, we are vulnerable and face the same physical threats and potential confrontations that police officers and corrections deputies do. We have observed the same depravities of human behavior, interacted with the same violent offenders, and have had a front row seat to all the city can offer in the form of despair. We have protected ourselves without weapons or self-defense training, and have individually learned how to process this information without any training in trauma or de-escalation. Like our sworn coworkers, through this position, I have been afforded a unique perspective that many won't attain as essential personnel. We show up and

perform our duties regardless of how extreme the circumstances. During covid, we reported to work as usual, with only a paper mask and gloves provided as protection. During the last storm in January 2024, we staffed our office in the jail. Despite the building being without heat for five days, technicians have paid out of their pocket to stay at downtown hotels to ensure we make it back to work for our shifts. Perhaps most notable were the protests of 2020, although all other non-sworn employees in the building had been removed to remote locations. We are tied to the jail, so we remained. I cannot convey what it does to a person's psyche to report to work for 200 days while your building is being assaulted and when it feels like nobody knows or cares that you exist. We were harassed, held after our shift ended. We're in the building. As rioters attempted to light the building on fire and were exposed to nightly screaming, chanting, firebombs, explosions, pepper spray and tear gas in short, we felt left behind by our city. Our employment with the city has taken an emotional and physical toll. It has changed us as people. These experiences are not limited to id techs, pbot parking enforcement for example, faces many of the same physical threats and emotional trauma that id techs do. They are consistently harassed, verbally threatened and chased. They have had weapons pulled on them, have had people show up to their homes and have been forced to de-escalate situations that could very quickly turn violent. They have also been left to deal with the collateral damage on their own. When I joined the bargaining team, one of the tenets of our platform struck a nerve with me. It states that our union is looking to address trauma and safety in the workplace, including during inclement weather. This is the most basic of expectations in exchange for the employees time and commitment, the employer has a responsibility to provide a secure and safe work environment under reasonable conditions. If those conditions extend beyond the reasonable, employees should be compensated for

the level of risk. We assume, from my perspective, the employees of this city have upheld our side of the contract. While the city has broken theirs. People that choose employment with the city usually do so because they have a vested interest in their community. We are the city's biggest supporters, but we have been treated with indifference by city leadership. The city has indicated that they will turn a blind eye to the very people who have made, and can return the city to the shining beacon. It once was. Afscme is the largest union of city workers, and we come to ask you to reinvest in our contract, both written and understood. We ask you to reestablish your relationship with the labor force and realize that it is the workers who make this city function. Thank you for your time. Thank you. Good morning.

Speaker: Greetings, alex piro, I'm a public works construction inspector with pbot, for six years, I guess the least tenured thus far of our panel, also the organizer with afscme local 189. Following up on kind of what steph and rob were saying about, about us being the sort of constant in this city, us despite all the change through everything that's happened over the past couple of years, we are the ones who have continued to make this city work, so today marks the culmination of a campaign in which we collected signatures, as rob mentioned, from an overwhelming majority of our membership, I want to speak a little bit to what it took to collect those signatures, countless meetings at work sites, you know, in the sort of post covid environment and everything is more spread out. It's much more difficult to reach people on many levels, but from interstate water at 5:30 a.m. To the justice center at their 2 p.m. Shift, change to all the many smaller sites throughout the work, throughout the city. Where the work of the city of Portland is done. We were there, talking to members, gathering their stories, hearing their issues, and bringing them here to you. The one thing that we did find that remained constant through all of this was the dedication, the drive and the commitment to

keeping the city running in the face of constant change and challenge, again, the one thing I really want to speak to today is the nature of that consistency. And through all the changes, including here among council with a new form of government, a new mayor, essentially a whole new slate of bosses that were going to be facing next year. We are the constant who remain and who will remain. We're the ones with the skill, the ability. We are the ones who hold the institutional knowledge of how to keep this city running. Despite all this change, in the six years I've been with pbot, I have seen three bureau directors, two reorganizations, and countless changes in leadership. Throughout all these changes, we're the ones who've shown up every day to keep performing the work, oftentimes training our new bosses as they show up on the job, if there is indeed a city that works, it is us. If we are forced out due to rising cost of living, due to low morale or better wages and other employment, the city loses its memory, its skill, and its ability to perform its essential work. If there's a place that needs investment, it is in us. We are Portland. We are the city that works. Thank you. Thank you.

Speaker: Good morning. Good morning.

Speaker: Thank you. My name is chuck barnes, and I'm a business systems analyst with the division of urban forestry and the bureau of parks and recreation. I'm also a union steward for asm local 189, and I'm also a captain of the membership action team that collected the signatures that you received. This morning in support of our union's bargaining platform. I've worked for the city for almost two years, is my first government job and my first experience being in a union. I'm grateful to have a great job and a great manager, and I'm grateful to ask me 189 for representing me and my colleagues in collective bargaining in urban forestry. We recognize the trees are the essential green infrastructure that makes Portland healthier, healthier, safer and more pleasant. And I think of my union colleagues as the essential human

infrastructure that makes Portland a better place for all of us to live, work and play. Our local 189 represents over 1000 workers in over 130 job classifications. And here are just a few of the jobs that we do. We are your code specialists, office support specialists, concrete finishers, accountants, carpenters, construction equipment operators, housing loan coordinators, evidence control specialists, parking code enforcement officers, police, internal affairs investigators, water quality inspectors, plans examiners, parks technicians, and revenue and tax specialists, among many, many others. I speak on behalf of our members who overwhelmingly support our bargaining platform, which addresses three main points that you've already heard, which I will reiterate. Compensation and benefits that support our ability to not just live in, but to thrive in the communities we serve. Incentives, protection and flexibility to support our individual needs. Whether we are working in city facilities, in the field or remotely and addressing workplace trauma and safety, including during inclement weather or when interacting with hostile members of the public, we really hope that the council supports aspen, one of 1990s efforts to settle a fair contract. We are all partners in creating and maintaining the best Portland possible. Thank you for the opportunity to speak today. Thank you.

Speaker: You know, we can't speak to the contract here, but we will pass this on to our labor negotiations team. And I just want to say, personally and generally, I appreciate public employees more than ever today because public employees have been under attack, not just here at the city of Portland, but at every level of government. The public has been trained. If you will, to blame public employees for the problems in our community. And that is not fair. And I also want to acknowledge that when covid struck, 60% of our workforce was on the job each and every day, even while the rest of the economy was shut down, you guys showed up

at a time when, frankly, there were deep concerns about personal health in that environment. And you were there and you mentioned some of the trauma that one experiences being a public employee working in a jail environment for example. I don't think the public always understands or appreciates the environment in which public employees frequently work, but it's often the hard jobs. It's often the dirty jobs. It is often the dangerous jobs. That's what public employees do. And so my hope for the future is that the public sees again the value of public employees in our community, and that young people strive to be public servants in the true spirit of what public service means, so I just because I won't have many more chances to say this, I just want to say I've appreciated my relationship with our labor partners. And I look forward to a very, very bright future. I will be watching from the sidelines, but I appreciate the work you all do, and I thank you for being here today. Thank you and commissioner Rubio had a comment as well. I just wanted to say thank you.

Speaker: Also for coming to speak. I think this is important to say in the public realm and for all of us to hear, I also, really believe that our city is only as effective as our employees are cared for and respected and also heard, so again, just want to appreciate that I do have a quick question, though,

Speaker: Rob, when you were talking specifically about that, we don't want to always end up at the nlr. We don't always want to end up, you know, in grievance territory or arbitration or all these things. What are the ideals or where are there other places that you know of or different ways to do things? And I know that our city isn't the same as any other city. We all have our distinct uniqueness, but high level, what are some things for us to think about?

Speaker: I think that the city picks the wrong fights. We're nine and one in these type of rulings. It's frankly embarrassing that the city's legal advice results in our

union batting 900. How is that? How is that possible that the information is out there? The cases are made, the testimony that happens is in relation to evidence. That's already been exchanged. The fact that we choose to fight tooth and nail to the nth degree is absurd. It costs the city money to go lose and then it costs more. And that when we say we're broke, we don't. Why are we spending money on things like this? Like, let's find agreement. I repeatedly hear that we're labor partners, but what we really are is stakeholders, and we're forced to drive that stake deeper into the ground every single day. We have to fight to stay where we belong. We want to be treated like partners. We want a fair contract that takes care of our employees. All of us. Before the next form of government takes power. Thank you. Thank you rob.

Speaker: Commissioner Ryan.

Speaker: I appreciate what I just heard from you, commissioner Rubio, in that exchange, I there's a lot of people here before you leave. Could you just all stand so we can see how many of you showed up today? Okay. Thank you so much for taking your time. Thank you. That's a lot.

Speaker: Great.

Speaker: I'll leave the copy of the signatures and petition with the clerk.

Speaker: Thank you, thank you. Appreciate it. Thanks. All thank you, thank you. Everybody. All right. To the consent agenda. I understand that one item has been pulled off consent for further discussion.

Speaker: Item 707. All right.

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

Speaker: Gonzalez I maps, I yea. Rubio Ryan I mueller I the consent agenda is adopted.

Speaker: We'll move to the first time certain item please.

Speaker: Item 713 and one four please together.

Speaker: The a meeting time certain is item. I'm sorry. 703i apologize. Thank you.

Speaker: Amend towing and disposition of vehicles code to expand tow authority and define lawful possession of an impounded vehicle.

Speaker: Thank you. I'll pass this to priya dhanapal dca for public works to give us a brief presentation on these code amendments. Welcome, priya. Thanks for being here,

Speaker: Thank you mayor. Good morning, mayor and council. I'm priya nepal, cfo, public works service area. Today we are reviewing an ordinance to amend the towing and disposition of vehicle code, these amendments address the pressing issue of abandoned vehicles in Portland and include four key changes. I want to express my gratitude to commissioner Mapps and his office for the leadership and to pbot and Portland solutions staff for the collaboration on these amendments. These changes will enhance safety, improve customer service and reduce response times to community calls and help recover costs. I will now turn it over to tim moore, pbot towing coordinator for a detailed presentation on these proposed changes. Skyler proctor knapp, director of Portland solutions, and jackson paul, policy advisor to commissioner Mapps, are also here to address any questions.

Speaker: Good morning. My name is timothy moore. I'm the city of Portland towing coordinator with pbot. I'm going to go ahead and share this presentation. All right. As paul mentioned, we're here to discuss the title 1630 code, amendments, therefore proposed changes to the city code that we're discussing today. The first is to extend authority of city staff to independently request, tows. The second is to expand authority to tow vehicles with no visible identification. The third is requiring proof of valid driver's license, vehicle insurance, and proof of registration to release a vehicle that's been impounded and the fourth is to add authority to recover

towed towing, storage and demolition expenses from registered owners. When the city is incurring those costs. A little bit more detail on each of these. The first is, is to add the authority for pds water bureau and Portland maintenance supervisors to the list of staff who are authorized to request tows. This is specifically around emergency management and right of way management. So when we have these teams out in the field currently and they are, needing to access vital infrastructure, they're required to call parking enforcement or police to request those tows to move vehicles when they need that access to that infrastructure. This obviously is a drain on the resources of, pbot parking enforcement and police when they should be out there doing their assigned duties. And it makes it, increases the response time for things like emergency access and things like that. So it's an important change to give these authorities, this authorization to these staff. We would also recommend that we include Portland parks and rec on this, list of supervisors. The next change is, towing vehicles without identification. We've seen a large increase, especially since the pandemic, of vehicles on our street and in our right of way, without bins displayed or bins obscured in some way. And with vehicle plates removed or some sort of fake plate or something. So this rule would allow parking enforcement to, include a citation and have that vehicle towed and impounded at the vehicle owner's expense. This is an authority that Portland police already have, but since parking enforcement are the folks who are really out there on a daily basis managing our right of way, this is an important change as well. The third change we're recommending is a required, is the requirements to recover a vehicle. And the documents that we would require. So, currently there's a little bit of latitude and, and unclarity, it's not clear in our code what's required. And so our tow contractors rely on state law in their own discretion. We'd like to change that and make it so that when a vehicle that has been impounded as a result of a city

request, that that vehicle would have to the vehicle owner would have to show registration, proof of insurance and valid driver's license in order to drive that vehicle off of the lot. I do want to be clear, it's about driving the vehicle off a lot. If there's a vehicle that is not running or not able to be driven, that individual would be able to tow that vehicle off the lot without all this documentation. But specifically when we're releasing vehicles that are going to be operating on our streets and in our right of ways, we think this is another extremely important change to improve public safety and increase compliance with the requirements. The last change we have listed here is, to a create a pathway for cost recovery, specifically around abandoned vehicles. This includes mostly abandoned rvs, boats and trailers that are becoming, again an increasing issue in our city, we the current methodology is to tow those vehicles at the city's expense, to sit on those vehicles until provide notice, and then to any registered owner or party of interest, and then dismantle those vehicles again at the city's expense, to dismantle a vehicle is costing the city \$87 a linear foot currently. And so, when at the end of the day, the average cost of disposal, towing and disposing some of these vehicles is somewhere between 2 and \$3000 per unit. That's a massive expense that the city has no pathway right now to recover those costs. And so this would allow the city to, with proper notice, pursue, compensation from interested parties or registered owners of those vehicles that end up in the city impound or end up in, a city dismantling facility. So those are the four changes that we're proposing and hope to get support on. And that's all I have. Thank you very much.

Speaker: Very good. And, we have skyler and jackson here to answer any questions while they're coming up. I would also like to put an amendment on the table before we hear public testimony. This has been requested. I move to amend directive a to add park ranger supervisor to the list of authors. Officers authorized

by the City Council or by city code, who may order a vehicle towed or relocated as provided in this title.

Speaker: I'll second that.

Speaker: I have a second. Great, we'll go ahead and leave this amendment on the table. If we could commissioner Mapps. Sure.

Speaker: And, mr. Mayor, I have an amendment which I'd like to bring forward, I think I have reached out to all the council offices in advance and given you a copy of this amendment and an intuitive level, basically, I propose that we make this an emergency. Ordinance so we can move forward right away. As we all know, if you drive around Portland, there's a lot of work in this space that needs to be done, the specific language of the amendment that I propose, goes in section two, the council declares that an an emergency exists because a delay in passing this ordinance will limit staff's ability to immediately maintain the right of way. Therefore, this ordinance shall be in full force and effect from after its passage by council. May I get a second, second, second by commissioner Gonzalez, and we'll leave this one open as well, if that's all right, commissioner,

Speaker: Is there any more to the presentation before we go to public testimony on this item? Any questions that we'd like to ask staff prior to public testimony?

Speaker: Yes, I have a question.

Speaker: Commissioner Gonzalez and commissioner Ryan, is that the right order? Yeah, I'm just looking at the raised hand. Sorry

Speaker: Just, really excited about this. I think this is going to make some real impacts. I want to focus on one point about who we provide notice to registered owners and interested parties when it comes to the dismantling pathway. So as I understand it from law enforcement, one of the big problems here is we have a lot of boats and rvs that are sold on the secondary market or given away, and they just

kind of fall off the grid. I mean, and we're seeing a lot of those show up in the Sellwood Navy or, you know, on Foster Road, and so just walk me through the mechanics of that. We tow an RV on Foster Road, doesn't have tags, doesn't have a license plate. We go through the 30-day period and then we're entitled under this code language to dismantle the RV. Are we? Who are we? Are we providing notice to the last registered owner of the RV? In that case? And are we envisioning that we will collect that dismantle, you know, that that fee, our cost for towing and dismantling from the last registered owner of the RV?

Speaker: So yeah. Yeah. Great. Great question commissioner. So I think the way the way we understand the system right now is we are recovering none of these costs. I think as we envision the system moving forward, there is absolutely still room for, those operating that system to move laterally, either to understand that someone who is the last registered owner is in a difficult financial situation. We're certainly not trying to saddle anybody with any additional costs that they can't afford. What we're seeing right now is a little bit of a we call it a gray market, if you would, of vehicles making their way onto Portland streets. That's something we're diving into. The data of right now, really trying to understand where these vehicles are coming from. Are they all originating within the city of Portland, outlying counties, other states? That's really we're trying to understand what's feeding this issue at a core level. And then, I'd say one of the things that we're really leaning into is I'll give an example. So we'll say grandfather passes away. He's got an old Winnebago in his backyard costing, you know, as Tim said, about \$87 a linear foot, around 2500 to 3000 for an individual to take that to a facility and get that dismantled. One thing that we've heard anecdotally is that we're seeing a lot of folks actually just drive their vehicles out to a nearby camp, set the keys on the dashboard, open the door, and walk away. And what we're seeing there is really

folks sort of stepping aside from their responsibility to properly dispose of their vehicle and really using the unhoused population on Portland streets as a means to funnel those costs over to the city. And so right now, as I said, we're not recovering any of these costs. This is really just a mechanism for us to start to recover some of those costs from parties who are engaging in poor faith.

Speaker: And i, I would just encourage us to think about what the communication plan is going to be on this piece to Portland residents. You know, there there's clearly some bad actors and irresponsible actors in this space. There are also going to be people who just don't know and how we how we deal with the first group effectively and not overly negatively impact the second group. I know that's the art sometimes of this type of policy. Again, I'm fully supportive of the mechanism. I hope we actually do recover from some of the bad actors here, but I just would encourage to think about the communication plan on this, again, for both rv and boats. I think it's a similar issue. Could not agree more on both sides. So thank you. I'm good for now.

Speaker: Commissioner Ryan.

Speaker: Yes, first of all, thank you for the amendment, we were we were looking reaching out for that. I don't have it in writing. So I couldn't exactly hear what was said. About including parks. Did it mention the entire rangers have the authority?

Speaker: I think it's park supervisors, park supervisors, parks rangers, supervisors, and they can empower their employees.

Speaker: Since there's only a few supervisors. So if we want to make this actionable, can rangers who aren't supervisors.

Speaker: So that is a good question. I think the final sign off authority on that is going to live with the supervisors. And that's the same with pbot maintenance ops, which is included in our amendments here. So maintenance operations as well as

supervisors for beaches and water. Okay. I'm good with the emergency, but I found this to be pretty like we haven't had a lot of conversation about it.

Speaker: And since we've just, in this new form of government, even though it's not official yet, we're in it. And so there hasn't been a lot of dialog with the, you know, person who was just most recently the parks commissioner. So I'm just wanted to get more information. Yeah, absolutely. Yeah. And so I'm a little bit it's fuzzy to me on how this is going to be actionable. Of course, if I may, commissioner Ryan, I, I apologize if it seems like this.

Speaker: This is moving fast, although I do also want to assure you this is a project that folks or a policy space folks have been working on for years. You know, several years that I've been in, been in the saddle, and I although I think there's some wisdom to making this an emergency ordinance if you're uncomfortable with it, you could just vote no. Then it won't. We could probably work out the emergency. Emergency ordinance thing if you if you want more time to process what's going on here?

Speaker: I'm just having a conversation now because it's the first time I've been able to have one. I want to also start by saying thank you, commissioner Mapps. We had two commissioners overseeing. Well, I need to look at you for a second for good reason. We had two commissioners overseeing pbot that did not give this any attention at all. And so I know we're talking about cost recovery, but what Portlanders are really upset about is that we just haven't taken any action on this for a long time. And so I get that we don't have enough staffing. Trust me, we all get it because we hear from our constituents how bad this is for their businesses. We hear from residents who are so feel very unsafe, and it's usually in the outer parts of the city outer north, outer east. And it's been consistent since I've been in office and it's only gotten actually worse. So we have a pretty good system for tents, but

we have a we don't have a good system for vehicles. And so I'm glad that we're this is on the dais. We're actually talking about it. And so I wanted to make sure in this moment that we take some time to look at it, not just as cost recovery, but how our Portlanders are experiencing this and how impatient they're getting for all the right reasons. So I wanted to make sure why you're all up here and you've been all working on this for some time, that we have a chance to actually have some dialog so I can explain it to constituents on what we actually pass today. So that's why I'm asking this question.

Speaker: Fully appreciate your commissioner, since I've been here, this actually addressed this. Well, I appreciate your your I appreciate your praise. And I appreciate your, desire to have more conversation about, how this will be implemented and how it will change the lives of Portlanders. I'm very confident that this will make Portland better. Indeed. I think we all hear about this issue every day, and so I would encourage us to, I have some more comments I want to deliver, but I see that commissioner gonzales has his hand up.

Speaker: Actually, commissioner Ryan, can I add a little bit more? What's that?

Speaker: I just wanted to add a little bit more. So the, the addition of park staff in this actually came at a little bit of a later date. We were originally originally looking at expanding this authority just across the public works service area, but it was actually staff from the mayor's office that originally approached us and says, let's, let's look at this from a more a more one city approach. We have a lot of folks who have eyes on our public spaces, and parks is a absolutely a natural, a natural compatriot in that in that sort of workspace. So we can continue to have those conversations. I think we were all for empowering staff at every level to help us get more eyes on the street to solve this problem. I think as as tim stated earlier, waiting for pbot staff to respond is, say, a major slowdown in a lot of aspects of this

system. So having parks involved, I think really just helps us be more, more effective, more efficient in how we're using our resources. So we're thrilled to have them at the table.

Speaker: Of course. Yes, and this is such a big picture issue. And of course, we add parks. And today, hearing about this scene, I'm glad it was pulled off consent and we could actually have dialog about it, so really, I'm just here to say, are we taking enough time to make sure we get this right? And of course, we're including parks. I just want to make sure on the dais we had a chance to explain this, not just as cost recovery for a bureau. And I know that's not what the intention was, but it's really about what is the problem we're trying to solve.

Speaker: Could not agree more, could not agree more,

Speaker: Commissioner Gonzalez, yes, I first of all, as a general matter, I echo commissioner Ryan's comments,

Speaker: In in two ways. Deeply, deeply appreciative of you and your team and confronting this issue that has been killing us as a city in recent years, and to do it with urgency, I guess my second editorial here is in this stub period until the end of the year, the space for more deliberate interaction as legislative, as a legislative body. I don't think we've really built the muscle yet for how this should work. And I just it's more of an editorial. It's more than just this, it is, you know, traditionally a commissioner bringing forth something that their bureau oversees. We had a mechanism. We had a, a traditions and how you engage with other offices. We're kind of in this weird in-between period and I would just submit this could have this might have lent itself to a future committee to really build it out and have a chance for a certain type of dialog. It's I don't have a substantive critique. I like what you've proposed here. I it's addressing a crucial issue, but it's just sort of echoing commissioner Ryan's office about how we can engage on these things in a

meaningful way. I, i, I think we're just in a strange period right now. I don't have a clear prescription on how to fix it, but we're stuck between the old way and what the new way is going to be on the legislative and it's there's just some room of for there's some awkwardness to how that how those things proceed. I'll leave it at that.

Speaker: Sure. And I appreciate that. And i'll tell you, you know, my office has been working on this for years. And, you know, we get here today and I don't even have a speaking role. Really, so we're. This is an odd transition, i'll tell you. This is work that I'm really proud of, though, and I have my hand up at this moment because, before this panel before us goes away, I really wanted to take a moment to acknowledge them, you know, you know, the disposition of inappropriately registered or inappropriately parked vehicles is, not sexy, but certainly impacts practically every corner of the city. It's something which has a big impact on the safety of our streets. It's actually a very complicated space to unpack, I will tell you, even before I was in the employment of the city, back when I was working out in parkrose at this point, almost a decade ago, I was in deep dialog with, frankly, the police bureau around changing policy around what we do with abandoned rvs. Very, very challenging space. And i'll tell you, with the ordinance that's before us today, we're making more progress in this space than I don't I can't imagine the last time, maybe since we actually set up this code, it might literally be true. And the reason why we made progress here is because of the people before us. The mayor's office has been a great partner. City attorney's office has been a great partner. Priya has stepped into this conversation. Probably, 37 days ago or something like that and is really landing, I think, a truly transformative, piece of public policy. And I got to just take a moment and really recognize jackson on my team. He's just been an incredible policy maker

and leader in the space. Just so proud of all of you and, really glad to have been part of it. Thank you.

Speaker: Commissioner Ryan.

Speaker: Yeah, I'd just like to hear more details on this to me is impact reduction. Of course. So we look at the impact reduction maps that Lucas and his team have been working on for some time. It's really improved over the last two years, but at least the public can see what's happening. What they see is with our impact reduction around unsanctioned camps of tents, there's a flow that's fairly seasoned and there's a team that's, large enough to have some impact. And what I think we're having a conversation about is we don't have that parallel consistency on the issue of vehicles. And so I want to make sure that was part of our conversation today, because that seems to be the problem we're trying to solve. Correct

Speaker: Yeah.

Speaker: Okay. So if we could try to build from that point so I can just feel better as a legislator that that's what we're moving here.

Speaker: Absolutely. Thank you for raising that, commissioner, I think that is top of mind for, Portland solution staff. And I know the mayor as well. And we're working with Jackson kind of on continued changes. I think this to commissioner Mapps point is a huge step forward, and we're really excited about it. It's not the final step. And so we're also still working on policy changes as well as even this morning talking with Metro about their costs for fees for how to properly, destroy kind of these vehicles and RVs and why that's become such a hindrance to this community in general. So working with them and then also bringing something forward to the state legislature for state code changes, which I think can be really helpful. So to commissioner Gonzalez's point, I think there will be further opportunities in the next six months. Also the next year for the next council, the next mayor, to

understand maybe some positive changes that could make it resemble a little bit more of that working that we've created within the impact reduction program. And lucas's team. So i'll just say quickly, the scale is completely different in terms of our resource is, so lucas's team is humming along really well. We do about 100 to 150 camp removals a week, but those are tents. And so for rvs specifically, we've towed just over 300 rvs since January. And mike and his team, and he's here does an incredible job with very few individuals on his team. So he's got about eight people right now. They're increasing that a little bit, but lucas has about 40 teams of three that are contractors. And so that's just a completely different scale of resources in terms of staff time. I'm also talking with the city attorney's office on some specific additional code changes that could lend to some of those efficiency creation within, kind of the tagging and towing and property storage that we currently engage in for rvs and abandoned autos and trying to create a few more efficiencies that actually streamline that process. So there are a lot more conversations to have on this point. But I think what we're trying to do is emulate some of the learnings from lucas and his team and what we've been able to do to create a really efficient system, i'll just say we get complaints and, and reports every day. And a lot of those sites have cars and rvs because we're just delayed in terms of our schedule. We can get out to assess and post different camp sites that don't have vehicles and rvs right away. And we just really have to wait right now on a lot of the sites with cars and rvs. So our goal is to really integrate those systems and create the same kind of resource allocation. I know I've been an advocate in the last year to really get some increased funding for mike and his team, and then we've really tried to supplement with the street services coordination center to help him and his team actually accomplish, just a faster clip. Basically, in their work, they've also gotten a lot of help from the police bureau. So I just want to shout out the neighborhood response

team officers that go with them to make sure they're safe when they're doing this tagging and towing, because it can be really dangerous to the intent of this is to not quickly address that problem by adding more fte to this service area, to this, we are absolutely yes.

Speaker: So, part of the I believe we came out for 22 new enforcement staff, for parking enforcement for this fiscal year. We're currently hiring into those positions. A certain portion of those are dedicated to what's called vit vehicle investigation. And any, any time we're up talking about this, I always want to make sure that we shout out the folks who have been doing that work. And you mentioned, you know, there's there can be a difference in how this work is viewed, given who is sitting at the helm of pbot. Now that we're sort of under a new system, I expect, the work and the continued support for that work to be a lot more consistent, and skylar actually brought up a very interesting point where in the earp space, a lot of that work is done through outside contractors. And I'd say the really the real advantage that parking enforcement and vit bring to the table is that they are city employees, so they are able to go out and on those first visits, having access to our shelter rules, offering those beds. And I think the way I always refer to them is that they pbot has accidentally built one of the most robust, well-rounded outreach programs that the city has to offer right now going out and touching base with, police involved as well. There's that safety element built in, our our clearing of northeast 33rd drive, I think at the end of 2023, I think is an example of how well this system can work when all of those gears mesh together and working with skylar and Portland solutions, I think we have a vision for what that future can look like once all those gears.

Speaker: I appreciate that. And I was on the ground floor working with our team because we built the first safe rest for vehicles. And I really got to see this firsthand.

And that's probably why I'm so attached to this topic. And so it really does beg the question then after the one that we have on sunderland, there's another one that's opening out in saint johns soon. So the real question is where do we take these where people are actually in poverty and that's why they're surviving in these so they can be housed, can build their agency, you know, get services and then distinguish that from ones that we get very valid reports that aren't doing that. But are instead a kind of a bricks and mortar system. If you will, for things that we, you know, illegal activities. So there's that's where the outreach is so important. And we don't know until we actually talk to people. I really appreciate pbot becoming social workers. In fact, in in their outreach efforts. So thank you. And so it's about making sure we take time to understand where we're going with this.

Speaker: Thank you commissioner commissioner Gonzalez I have some follow up.

Speaker: Is when's the next one opening. I think that ended up being a question. Why don't you.

Speaker: So we take end of September probably.

Speaker: We're pouring asphalt right now. So barring any construction delays I will say is my caveat.

Speaker: Commissioner Gonzalez I had some factual questions and it may require you guys just to get back to our office afterwards.

Speaker: So you said we've towed about 300 since the beginning of the year.

Speaker: Arv's.

Speaker: Yeah, yeah.

Speaker: Do we have any idea how many of those have or haven't been claimed by the owner? Like, what's the rough approximate of when we tow that we get people, you know, to affirmatively come in and recover them or not recover them. Just approximately what we're seeing.

Speaker: Just just off the top of my head, about about 5%, about 95% going to destruction, 5% get claimed about.

Speaker: So 1 in 20 is all very, very small percentage of actually claimed and also just ballpark the source. The last registered owner of these vehicles, do you have a sense of what percentage are Portland, residents versus elsewhere? And if you I'm just curious off the off the cuff and then I'd love it if you could maybe off top of my head, I would say mostly Portland, mostly Portland.

Speaker: You know, I would think mostly Portland. I can do some digging on that, we haven't dug much because i'll be frank with you, is we haven't had that opportunity to go back and hold the registered owner accountable. One thing I wanted to add about that is so we believe there's potentially some people out there who may come to you and they say, i'll take that rv off your hands for 100 bucks. Yeah. Next thing you know, you take it and then you leave it on the street for us to pick up. And now we now we start going to the registered owners. We get maybe 5 or 6 saying, hey, there's this guy I called this number, I put it on internet, and this guy came and took my rv. So this really needs a lot of investigative work to go track down. Okay. You sold it to who? And they did what and then go try to find these people. It's almost like in a not asking for detectives, but we need someone to go from beginning to end and find out how it got to the street and where it is today.

Speaker: And, I just want to make sure I'm following what you're saying there. So there's some speculation that some of the tents we're seeing on the streets of Portland are put out there by advocates, and that no one's actually sleeping on those. I've never actually seen any data on that. But there's a speculation that's occurring. You're saying there's people out there buying rvs for \$100 and then parking them on foster road, or is there what's their economic interest? Maybe I should back up a little bit.

Speaker: So what I see happening is so that someone would, would, would give me money to take the rv off of their hands.

Speaker: Okay.

Speaker: Got it. I get the money and then I take it out and leave it on the street.

Speaker: I see your positioning is a service. You're providing someone who's got a right. Right.

Speaker: Hey, i'll take the rv off your hands. Just hand it to me. I'll go.

Speaker: Yeah,

Speaker: It was one Washington county that came out. They found out this guy went and got paid for this. This mobile home or motor home, whatever it is. And he just went and dropped it in a school parking lot or something like that. They hadn't tracking that person down and got it makes a perfect sense.

Speaker: Well, in doing that detective work, I think, you know, there's the education piece, but we really are in a metro area where, you know, the border between clackamas county or, and the border between Portland and gresham is indecipherable to most people driving in. And so I think it's we just might think about what we can do with some of our, you know, partners in other cities and other counties on how we really communicate about this, how we have a kind of a consistent approach because, yeah, you don't know when you're leaving Portland and going to gresham and much less. Well, it depends, but it would depend in the clackamas county and it, it, I can just see this stuff flowing across those lines all the time.

Speaker: Yeah. And I think I mentioned this briefly earlier, that is sort of our, our next step. So once we're done here, as skyler kind of said, this, this work is ongoing. It's been it's been going since, you know, commissioner said we first sort of set up in the saddle in pbot and it's going to continue. And so our next step here, my goal

for the next couple of months is to start pulling, vin data on vehicles that actually go through our system, start determining where those vehicles are coming from. So that's probably going to require some work with dmv. And then we can start to develop an understanding of the last, at least at the very least, the last registered owner where those folks are located. So we're seeing, like I said earlier, where are these vehicles coming from? What are the inroads to an rv? You know, going from, you know, someone's driveway to winding up on, marine drive?

Speaker: I'd love to see the data as it comes. One last question on the state law. Potential changes. You know, there's a lot of attention right now on house bill 3115, deservedly so. There's a whole progeny, though, of kind of related statutes. We've got our notice statute and we've got the rv statute. I've actually had conflicting feedback on how much the impediment, how much of an impediment the rv statute is. Are we seeing that as a driver of material cost? I mean, I've I've never gotten really a clear answer on this either from law enforcement. I've even had some conversations with the da's office, and I can't really land on this get clarity on this one.

Speaker: So I think there are some elements there that we can stand to clarify. I think one is that, if you driving around those small, tiny houses on wheels, are argued to fit the definition of an rv, and so mike and his team usually have to go then get a flatbed truck to get those out. It's pretty it's fairly resource intensive as opposed to, you know, just, taking it away in a, in a junk hauler, as it were. So I think clarity in terms of how these things are defined would be welcome to the space. Is it the magic bullet? Probably not. But I think as as we've said, it's all about incremental steps. How do we empower the folks who have been doing this work over the last several years to continue to make that progress and also looking for, you know, any, any new avenues where we can continue to support this work.

Speaker: So to repeat back what I think I understand because I want to make sure I follow. So we see these like mobile homes that are built little houses on caster wheels essentially. Yes, all the time on my bike rides. Oh yeah. And those are arguably could meet the definition of an rv under the state law. It would help to clarify that they're not is that city code so I consulted with the city attorney.

Speaker: And so the tiny homes can be it's an it's used for overnight accommodations and it can be pulled or drawn upon a road. So it becomes an rv. So under under under city code. Yes.

Speaker: Can we change the city code that's on the list.

Speaker: That's on the please change city code.

Speaker: I just wanted to make sure on the statute side, if there's again, there's a lot of attention to house bill 3115. We've got to get that repealed or changed. And but there's these two related statutes and i, i, we would probably be in our best interest to kind of approach them all together.

Speaker: And I think you're touching on a very important issue is that there's a lot of this that does live at the state level. And so our conversations that we're having with with Portland solutions between our office and the mayor's team are also not only how do we address things at the city level, but what are our priorities legislatively next year so that we can give ogre some really clear Marching orders for the next legislative session to, like I said, you know, make make our lives a little bit easier here.

Speaker: I'm very happy to partner on city code. We'll take care of that as well as working on our ogre agenda. Okay. Thank you commissioner.

Speaker: Thanks for your patience as we have a conversation that clearly we've been wanting to have for some time, so could you explain to me right now what is the practice? So after someone reports the incident, say several, rvs near their

business, they give us lots of information about what appears to be illegal activity going on. Their employees feel threatened. These are the stories we all hear, right? And so I want to know from you what the practice is. I've heard various reports. I think it's like a mile. But tell me, like when they have to move.

Speaker: Yeah. So what happens is so we get a report of, of a large camp. I usually discuss it with my street service coordination center partners. You know, the police impact reduction and lucas talk about, hey, when can we get this on the calendar? So I get it on the calendar. And I think that skeeter mentioned that my calendar is much more full than than lucas is. So we find a place for me to get my staff out there.

Speaker: Know I've seen the map bad for you.

Speaker: It's. Yeah. It's okay. No I have a wonderful job. And so what we do is we then go out and we knock on the door and let folks know we're tagging the camps. We put a green sticker on the rv, and we say, we're coming back in seven days. If it's still here, we'll tow it and we let them know that if to avoid a tow, you have to move at least one mile away and anywhere just one mile, just one mile away. What we're trying to get them, it's almost consistent with lucas tries to get his people to move 600ft. We get our rvs to move one mile because you can drive an rv a lot faster, and you can pick up your tent and move at 600ft. So it's kind of consistent 600ft walking is about one mile in an rv. And so what'll happen is we'll go out there. We'll arrive on that seventh day, the next Tuesday, and we'll say, okay, you have one hour to go. We have a requirement to give one hour to get their stuff and leave. If they can't get it to move, then we tow it, we tow it. And during all this time, the first contact and even this contact, we're asking if they want shelter or some other place to go.

Speaker: Thank you for reminding us of that.

Speaker: Yeah, that's that's huge to us. We have that access to get to get folks into their. And many folks turn us down. And then we end up taking their rv and it gets towed over to giles lake and it ages out, stays there for 30 days. And after 30 days, if it's not claimed, then it's eligible to go to rapid response for destruction.

Speaker: Okay, so they've moved, a mile. And is there any regular do we monitor that or we do pay attention.

Speaker: If we find that folks aren't moving the mile, we'll go back. Hey, you got to get going because we can't have we're trying to give an area a relief of some of this stuff. Relief of the of the camping. And most folks, you know, I don't say most, I probably most actually move like we ask them to. But then they repopulate another camp and then the process starts all over again. We have many people that have many green stickers on them. And they, they, they move from this spot and they go a mile, two miles away. And the process starts all over again. Yeah.

Speaker: And then the one that I'm thinking about that I become close to, they move back.

Speaker: Then after a while. Yep. They, they go. So we have a posting date. We give them 72 hours at the minimum and we have to if we go more than ten days, let's say we get inclement weather, it gets hot, it expires after ten days. And we got to come back and re and reworn. If it goes more than ten days after the original warning, similar to lucas. So you know, we tag, we wait for seven days, we tow, but if we go beyond ten, we got to re tag the camp again, just like lucas does.

Speaker: And I'm proud again to be on a council that's actually focused on services. So when we take them somewhere there actually is hope of for these people to get services and to build their agency and have a better life. I mean, that's always going to be the goal. And right now we don't have enough places to take people. Is that true?

Speaker: Yeah, that is true. Actually, one thing I think that's where I think the longer conversation needs to be like, we need to have the conversation like, where is that temporary place where they could go?

Speaker: Because I can only imagine if they move one mile. Then we start getting calls from that neighborhood, and then they boomerang back to where they were. So this is this is the big issue. And I think commissioner gonzales brought up a good point about our boundaries with other jurisdictions, kind of like what I said on the time, place and manner until we start aligning our practices with the borders of gresham, with the borders of beaverton. Local government isn't really thinking about this in a systemic way that might actually see some real results. So this is fine, and it's incremental, and I'm glad we're having the conversation clearly because, yeah, been needed. And wanted. And so when I thank you and your team so much for your hard work. So I will be supportive of this. But I'm glad we raised this as a really important dialog that we need to keep diving into, and hopefully we can bring our county partners along on this and more importantly, the practices with our neighboring jurisdictions, because right now, this boomerang yoyo thing is, is not fair to the people who are who are living here. I appreciate that,

Speaker: Commissioner. Thank you. Thank you so much for raising that. I think also, it's important to understand that the package of code updates in front of us today is one item. And there has been a lot of work that's gotten us to this point. The official process is not the only way that an rv is taken off the street. And i, I could sit up here for probably the next hour and tell you about all the things that we've been working on to try to find roads for us to be able, no pun.

Speaker: We just didn't have a chance to do briefings. That's awesome. Yeah. And I realize I'm doing legislative creep at the moment, but I'm also talking about what the real issue is.

Speaker: Of course, everyone in Portland realizes. So it's important. And I can take this moment time to talk. It out.

Speaker: Okay, I completely agree. And so yeah, I think more than welcome to spend some time with, with any office that would like maybe there's a work session or something where we can kind of run through how we got to this point. Our plans for the next six months, and really how we solve the problems that we're that we're seeing.

Speaker: Commissioner Rubio, thank you,

Speaker: And thank you, commissioner Ryan, for bringing those points up. I fully agree, and that was going to be my question as well. We this is a great incremental step, but we do need to connect it to services. And I did hear from my staff that had the briefing with you, can you tell me a little bit more folks who do need to seek support to find ways to get their car impounded out? What is the avenue for that? I just want to lift it up so that. Of course.

Speaker: Yeah. Thank you so much, commissioner Rubio. So they'll have access to something. Called the towing hardship fund. And that is within pbot. So it's something that we, we set up in the last several months, and that is if you, if your vehicle is towed by the city and you are on snap wick tanf, even if you are a student receiving financial aid, you can make a case to the city and we will cover up to \$300, which under a normal towing circumstance would cover more than the amount of cost associated with a tow. So you would be able to show up and get your vehicle back at no cost to you. If you are, like genuinely on the margins.

Speaker: Right. Thank you for that. And I'm hoping that we can make that elevated so that the public has access and knows how to.

Speaker: Absolutely. Yeah, we include that in information in all of our outreach documents.

Speaker: Great. So before we get to public testimony, do we have public testimony on this item?

Speaker: We do.

Speaker: We have three before we get there. Apparently there was a typo in the amendment. I read, and I don't want legal counsel to be angry at me. So I'm going to if there's no objection to my second or which was commissioner Mapps, I would like to withdraw my amendment and put forward a different amendment. And if you can tell which word is changed, you get extra credit. So the amendment that I'd like to move, I moved to amend exhibit a to add park ranger supervisor to the list of officers in section 16.3 0.100, authorized by the City Council, by city code, who may order a vehicle towed or relocated as provided in this title. May I have a second? Second? Thank you. That is the new amendment. Okay. Public testimony first we have Sunday castell.

Speaker: Welcome. Are they here or Sunday was to be in person. Looks like they're not here. Nope. Next we have frank badams. Frank is online.

Speaker: Good morning. Frank.

Speaker: Okay. Can you guys hear me now? Yep. Yeah okay. My turn.

Speaker: Yep. Go ahead. Frank

Speaker: Okay. Well, thanks, to all the commissioners. I want to thank mike krepp for getting rid of the red car, and, mr. Mapps or commissioner Mapps office and jackson, I'm my concern. Today is a trail on the columbia slough from 158th to marine drive. I have reported I started reporting a van when it was white and had windows a year and a half ago, and it is still there. It's probably because it's on private property on an easement. I have went through pdx reporter. Bts 311 code enforcement park rangers bs throughout the last year, and a half, and the van is still there. It's a rusted vehicle now with no windows. You know, three months after

I reported the first time it was, you know, set on fire this slow trail is part city property, private, part private property. And these two vehicles, I just can't get anything done about it. And you know, like I said, mike got rid of one of the cars that was on city property. So that part's done. And I'm just I'm at a loss as to what to do about this trail, because it used to be a beautiful trail, it was cleaned up. This is this is on the opposite side of four corners on the other side of the slough. They. Earlier this year, they cleaned up for marine drive to almost where I'm talking about. But they didn't go far enough, probably because of private property although where they did clean up I that is also private property. So they were able to get something done, I'm just at a loss as to what to do. And, when you complain to 311 or pdx reporter, the complaint goes in. If you give me your email, you'll get an email confirmation of it, and that's it. There's no way to track your complaint, and it would be nice if there was a way to do that, this van and a little honda crv. They're both rusted piles of junk in an abandoned campsite, and I don't know what to do. It's this, you know, it's just there. So maybe this new towing procedure will help be able to get things off of private property. Or give the park rangers, you know, more authority to, to do to get the vehicle moved. Because I've also reported this through to the park rangers, and I just hate to see this natural area go back to the, what, four corners was, you know, four corners. I walked in that yesterday and it's there's nobody camped in it. It's starting to recover. But this is on the other side of this loop. And it's just going to get a mess. And I mean, that's all. And, that's it for me, all right?

Speaker: And, frank, thank you, but don't go away. I think there's a couple of comments here. Commissioner Mapps.

Speaker: Sure, frank, thanks for testifying today,

Speaker: I wanted to provide either Jackson or Krebs an opportunity. Do we have a response to them? I understand the. I understand the private property thing can be complicated. Is there an easy answer? And if not, I'll just ask someone, either Priya or Jackson, to get back to what I'll do.

Speaker: I'll bring it up to the SSC, okay? And I'll talk with Lucas. Lucas is pretty darn good with his maps. His? Yeah. Find out who owns it. So let me work on this. And I think I have Frank's phone number. Okay there is a it's a New Jersey company.

Speaker: Okay. That owns it.

Speaker: All right. And, Frank, one more comment coming up. Go ahead. Scott.

Speaker: Yeah, just more for public information too. I think if it's on private property, we do have to have police trespass, so we will try to do our best to contact the private property owner, which we have been successful in, in a number of locations. But I just want folks to know that that we cannot just go on private property and remove folks, unfortunately. So we need to have police to actually trespass those individuals.

Speaker: Skylar, related to this could you also mention the work that you and Hank have been doing around the dashboard?

Speaker: Yeah, absolutely. So we have developed a dashboard, within Portland solutions and in partnership with Pbot to actually show the vehicles, reported, abandoned autos and RVs, lived in vehicles as well as what's been removed and destroyed. And it's actually broken out by neighborhood. So folks will be able to kind of share what work has been done in their neighborhood. And what we're seeing, across the city and across different districts. So it's something we are planning to share kind of in our problem solver meetings as well. Great.

Speaker: And I just want to acknowledge colleagues, similar to the work that Sky did to create her own dashboard project for our city shelter sites, Hank Smith from

my office has developed this dashboard, so we don't need to go out and buy fancy dashboards or apps or software. We can actually develop these in-house. And you've got two experts in-house who can help you do this now and into the future. Commissioner Mapps. Then commissioner. Then frank again. I still have, frank.

Speaker: Frank, I can't see. Is he still on? Okay, frank, one of the things I did want to say, you talked about big four corners, and you gave us an eyewitness account that it looks pretty good, really glad to hear that. And colleagues, I will tell you, I remember, working with many folks throughout the city to try to get that space, cleaned up incredibly challenging, I almost think of the ordinance before us today as being perhaps one of the biggest things that's happened in the city in this space since big four corners. So, the testimony I'm hearing today is just a reminder of the incredible work, that's happened in this space. And it's challenging. I can recall great.

Speaker: Frank, you get the last word on this. Yeah

Speaker: Well, one other thing. The private property issue. I actually went through code enforcement and reported a code violation for that easement, and they went out there. Later on, I found out that it was deemed unfounded. I gave them specific instructions on to go look at the trail on the easement. And I'm pretty sure they probably didn't. They probably just went to the property, looked at the warehouse and didn't see what I was talking about. You know, I don't know. There's no way for me to know. Find out, though. And that's part of the problem.

Speaker: We can't we'll follow. Mike, follow up with you. He's he's a genius. He solves every problem. And, undoubtedly, he'll solve this one for you, too, frank. And we appreciate your your testifying today. Thank you. Next individual, please.

Speaker: Jared essig.

Speaker: Jared. Welcome, jared. Good morning.

Speaker: Good morning, mayor Wheeler. Commissioners, citizens of Portland and public employees of the towing bureau, towing and, Portland bureau of transportation, as one of these semi-nomadic individuals, cully housed in, a honda element. Now, I have the distinct privilege of being able to temporarily blend in with the bourgeois, at least for long enough to deliver my report before the public bodies that deliberate the questions with which I am constantly faced. Disposition of inappropriately parked vehicles. Now, city code 16 dot 20 dot 170 prohibits the storing of property on the street. That's what I deal with is a registered and licensed owner, so I'm going to speak to that. Although this other question of unlicensed vehicles is very much important. Now, the los angeles bureau of transportation has victimized me multiple times, and that's how I became a, you know, after the third time, my vehicle getting towed, I became basically a much bigger problem for the city of los angeles than I'd been before and cost them a lot more money just moving me around from, you know, tent to campsite to campsite. And that's how I became a homeless, service resistant schizophrenic and a, basically public servant. And, depending on how you want to call it, also became a jewish proselyte after I ended up in the ghetto of pico-robertson. So you can thank them for helping me improve my decorum and try not to send them into exile again. By the way, thank you, mayor Wheeler, and the council for your moral and intellectual leadership on dealing with the palestinian occupation of Portland state university. But we need more on that issue now. The point is, we can any one of us end up in exile on main street, and you should start thinking about that yourselves. Like, what would I do if I were in that situation? Like commissioner Ryan is saying, where are these people going to go? You tell them to move a mile away from the rv. But. But what? Where do I go after that mile? It just continues to be a problem for the city, so I've learned recently that you have, safe rest villages for, vehicles sunderland and saint johns.

And i'll be visiting those sometime. And also the equivalent facilities in Seattle and Eugene and other opportunity zones where I plan my trade. But I want to say that this model of vehicle of \$87 a linear foot, you could just create a sanctioned trailer park or sanctioned modular housing and just pay houses. People like half that amount to remediate it and to turn it into a temporary transitional shelter. You know, that seems like a good idea to me. Also to requiring to recover an abandoned vehicle. You should you should allow them to repay the tone with community service instead of just with money, because people might not have money, but they might be willing to do community service. Thank you.

Speaker: Appreciate it.

Speaker: I actually like that idea.

Speaker: That concludes testimony.

Speaker: All right. Very good. Colleagues, any further questions or thoughts before we call the roll on the two amendments and then potentially, an amended ordinance, please call the roll on Wheeler one, which includes the parks ranger, supervisor Gonzalez I maps.

Speaker: I Rubio I Ryan.

Speaker: Yes, I much appreciated I Wheeler I that amendment passes to commissioner Mapps amendment to make this an emergency ordinance call the roll Gonzalez I maps I Rubio I Ryan I Wheeler.

Speaker: All right. This is now an emergency ordinance. Please call the roll on the ordinance as amended.

Speaker: Gonzalez I maps I again I want to, thank staff at the mayor's office pbot the city attorney's office and Jackson in particular, my office.

Speaker: For bringing this work forward. This is a great example of public policy. Took a long time to get here. Deeply appreciative of the work that you've done. I

vote yea Rubio, I want to appreciate commissioner Mapps for your years of work on this, and Jackson as well, for your great work,

Speaker: And also the pbot team, who's been, really on the front line of this as well, also glad to learn that there are avenues for connecting those in need to resources. We're available, these are these changes are measured and important steps forward. I vote yea. Ryan.

Speaker: Yeah.

Speaker: Thank you, commissioner Mapps, again for bringing this forward. It's really been overdue, and I appreciate you and Jackson on your team working on this, since you've had the assignment and thank you, Mayor Wheeler and Sky, for connecting the dots and having this be a part of the system that we've spent a lot of time and money. Improving over the last few years so I can see where the dots are connecting. We started on this issue a few years ago, and I also want to acknowledge how important it was to include parks, they do steward a big part of our right of way. And, so I'm glad that we knew to add that emergency, amendment to this emergency ordinance. And I look forward to progress updates on this issue. I thought, I want to thank you for dealing with the dialog that I was instigating. We this is a very complex issue. And although we're handling something very important, we have to look at it on the bigger picture practices. And I look forward to those updates. I look forward to how we're coordinating, especially with our, partners at Gresham in the east border, it's on all of us to help beautify our city, keep people safe, and take care of our property. It's a beautiful place. Portland, Oregon. If we treat it right, I vote i.

Speaker: Wheeler, just a couple of comments here,

Speaker: First of all, thank you. Everybody who has worked on this, tirelessly over many years. I want to acknowledge that this issue was first addressed in a large

scale basis back in 2017. Commissioner saltzman, who was then pboc commissioner along with the remainder of the council, myself included. And, mike, I think you were there as well. Not not quite. You were at the police, and the police were actually was a participant. And we created the first site for addressing this issue. This issue actually blew up in 2015, 2016. And that's when the public started to really take notice. The council started to take notice. And what we very quickly found out was this is an extremely complicated issue, and I appreciate the conversation that we had this morning, because it highlights that it addresses hazmat issues, the cost of disposing of unclaimed rv's can be exorbitant, there is state statute involved, and I want to remind people that we already got a significant compromise out of the legislature related to this issue when they helped us with the transfer laws, which were far too permissive, there's of course disposal rules that we must comply with, and to commissioner Ryan's point, which I think is a really good one, the task site that we are working very, very hard to get open is actually focused on rv tenants. And we're working through deq in a couple of other issues there. But we expect to have that site open pretty soon, but we will need to move at scale to address this. And as we heard from frank, who testified, while it is important for us to keep our eye on the ball in terms of long term support and help for people in the rvs, the neighborhoods are absolutely at wit's end about the condition of these vehicles. The threat that these vehicles create to the environment, to the safety, public safety, public health, in the community. And we do have an affirmative responsibility to continue to move forward and work hard on this issue. And I'm really glad that we have this collaborative effort and a unanimously supportive council. I vote i, I vote I and the ordinance as adopted, as amended. Thank you. 707. Please read it. I'm going to pull it back.

Speaker: Accept bid of \$9,387,320 for more excavation, inc for the lombard pump station and force main upgrade project colleagues, I'm pulling this back to my office and with that, we are adjourned.

Portland City Council Meeting Closed Caption File

August 7, 2024 – 2:00 p.m.

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Speaker: Good afternoon. This is the Wednesday, August 7th, 2024 afternoon session of the Portland City Council. Rebecca, please call the roll.

Speaker: Gonzales. Here. Mapps here. Yea. Rubio here. Ryan. Here Wheeler here.

Speaker: Now we're going to hear from linly on the rules of order and decorum. Good afternoon.

Speaker: Good afternoon. Welcome to City Council. To testify before council in person or virtually. You must sign up in advance on the council agenda at Portland dot gov slash council slash agenda. Information on engaging with council can be found on the council clerk's web page. Individuals may testify for three minutes unless the presiding officer states otherwise, your microphone will be muted when your time is over. The presiding officer preserves order 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 further 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, state your name for the record. Your address is not necessary if you are a lobbyist,

identify the organization you represent and virtual testifiers should unmute themselves. When the council clerk calls their name.

Speaker: Thank you. All right. Thanks. We have, two emergency ordinances. We'll read them together. 713 and 714, please.

Speaker: Item 713 authorize new arena operating lease exclusive site agreement and amend related agreements with city management, llc and trailblazers, inc. For the operation of the moda center arena and related facilities. Item 714 authorize purchase of certain real property at the rose quarter from rip city management, llc for \$7,130,001. In accordance with the terms of the new arena operating lease for moda center arena and related facilities. Great.

Speaker: Thanks. I'll turn this over to danny olivero of the dca for community and economic development, and it looks like he has both carlisle as well as dwayne hankins here. Thank you, mr. Hankins, for being here again. Danny, take it away.

Speaker: Thank you, mayor daniel rivera, for the record, today we're asking council to consider two ordinances that together will authorize the execution of a new five year agreement with rip city management and the Portland trailblazers. These ordinances will approve a series of agreements that, taken together, will keep the team playing home games. And moda center until at least 2030. This is a follow up to the resolution and term sheet that this council approved in February. Of this year, outlining the general terms of the agreement and directing the city staff to move forward with a due diligence necessary to complete a bridge agreement by this summer of 2024. I'm pleased to say that the city and rip city staff and legal teams were able to meet this tight timeline and bring these ordinances back to City Council for consideration on schedule. I just want to acknowledge the great work that the staff at both groups, lean in on this one. It was tremendous amount of work, collaboration and partnership, and this is the type of work we want to do with

our private sector partners and our sports venues to ensure that we have a robust relationship going forward. And with that, I'll turn it over to Carlisle Spectator Venues program manager. Thank you.

Speaker: Great. Thank you. Danny, hello, commissioners. Mayor. Thanks for the time here. So this is really quite exciting, a bit of a milestone. And at the Rose Quarter for us here, so, together, these two ordinances will authorize execution of the eight legal agreements or in some cases, amendments to existing agreements that are required for the city to enter into a new five year lease extension with Rip City Management and the Portland Trail Blazers. These agreements attached to the ordinances as exhibits, will allow Rip City Management to continue operating the Rose Quarter, including both the Moda Center and the Veterans Memorial Coliseum, through October 2030, with an option to extend to 2035. The National Basketball Association team, the Portland Trail Blazers, will be required to continue playing in the Moda Center throughout the term of the agreements. These agreements are the product of roughly 18 months and many actually years of pre discussions, but 18 months of regular conversations and meetings between the city and representative of the team. City's team was led by city administrator Michael Jordan and included myself, senior deputy city attorney Ken McGuire with outside legal counsel from Damian Hall at Duncan Law Firm and strategic advisor Karl Hirsch, a sports business consultant from Stafford Sports with many years of experience in similar deals, Carl is online and the Zoom room, and we have our legal team here. If there are any technical questions that we need them for. We also worked closely with Andrew Fitzpatrick and the Mayor's office to bring this to Council today. And, and so we're just we're thrilled to be here, the city and Rip City Management agreed early on in the discussions that both parties would like to see a long term agreement that included provisions allowing for a major renovation of the Moda

center, which is now approaching 30 years old, making it the oldest arena in the nba yet to undergo a full renovation. However, by late last year, it became clear that the long term agreement both parties desired could include additional partners and additional funding sources beyond those in the city's immediate control, which were unlikely to be secured on the timeline of the current lease. So this bridge agreement emerged as a mutually beneficial solution. It extends the team's commitment to Portland and the moda center until at least 2030, provides for meaningful investment into the arena, and allows time for the city and the team to seek additional partners in a major renovation project and a longer term deal. As donnie said, the general terms of this agreement were presented to and approved by City Council in a term sheet on February 28th, 2024. These documents being approved today are entirely consistent with the deal terms approved in the February term sheet. They've just turned into many hundreds of pages now instead of a small term sheet. So, I'd like to provide a brief overview of the key points included in the legal documents that, approved. These two ordinances will authorize both the city and rip city management, and members of their are here and have members of their legal teams available in the event their technical questions. So as you've heard, this bridge agreement extends the trail blazers commitment to play at the moda center through October 11th, 2030. The trail blazers have the option for an additional five year extension through October 11th, 2035. Moda center ownership will be transferred to the city for \$1. As part of these agreements. It's worth noting that the eventuality of this ownership transfer of the arena was included and contemplated in the original 1995 arena ground lease. I would also note that public ownership of similar facilities is common, and an important step to allowing public investment into the building for local context. The city also owns providence park stadium and the veterans memorial coliseum, and

both are operated by private enterprises on the city's behalf through operating agreements similar to the arena operating lease being proposed today, the moda center arena will no longer be subject to property taxes after the transfer to city ownership. This is also consistent with other city owned sports venues, including providence park stadium and veterans memorial coliseum. This is a key component to the bridge agreement, and will allow rip city to increase investment directly into the arena. Property tax savings is estimated to be 1.2 million annually. Since the approval of the term sheet in February, the city conducted a full condition assessment of the moda center arena. We need to know the condition of what we were accepting ownership of. The assessment confirmed that the building is in good condition for a facility of its age, and has been well maintained by rip city management. However, because of the age of the arena, significant capital investment will be required in the coming years. The condition assessment has informed the development of a five year capital plan under the terms of this agreement, the city and rip city will share in the cost of capital projects included in that plan. The annual city contribution to the arena capital projects is capped at the amount of the city of city revenues generated by the trail blazers at home games during the prior fiscal year, so we'll know exactly what our obligation is based on the revenues that we took in from trail blazers games during the previous year. The city contribution must be matched by rip city management. Thus, the city is obligated to contribute no more than 50% of the actual expenditures by rip city management on arena capital projects. This arrangement provides the city a high level of certainty of having funds to meet the obligation in any given year, also worth noting is that the city will continue to receive funds to the spectator venues and visitor activities. Funds from non trail blazers events at the rose quarter without an obligation to reinvest those funds. Rip city will continue to have full

responsibility for operating moda center and the veterans memorial coliseum and funding and completing moda center capital repair, maintenance and improvement projects, and maintaining the arena in a first class manner to demonstrate team ownership's commitment to reaching a long term extension. If the moda center should cease to be the nba home of the trail blazers, the city will be repaid for its investments in the capital projects. The city and rip city will continue to discuss potential redevelopment options for the rose quarter as part of a long term agreement. This agreement requires rip city approval of any real estate development rights or sale of city property in the rose quarter during the term, simultaneously with the transfer of moda center ownership, the city is acquiring a parcel of land known as the cosey property from rip city management. This property sits under a portion of the moda center arena, and was acquired as part of the original 1990s deal by the team, so the city brought like three quarters of the land to the deal, but the team owned that parcel and they still do this property acquisition was also contemplated in the original 1995 arena ground lease, and that document contains procedures for establishing the sale price of the property, the city and rip city management negotiated a purchase price for the property, informed by the terms of the original arena ground lease of 7.13 million. The funds for this property purchase will come from the spectator venues and visitor activities fund separately, not part of the agreements before council today, but still an important part of the overall deal terms and included in the February term sheet. Rip city has requested changes to signage regulations that apply in the rose quarter. To this end, City Council directed the bureau of planning and sustainability undertake a legislative code review project on June 12th, 2024 via resolution 737663. This project is intended to help activate the rose quarter and to provide revenue generation opportunities similar to those allowed at other modern, newer

nba arenas. The proposed signage code amendments are expected to be considered by the Portland planning commission later this month, and return to the City Council in the fall. As I've just outlined, the terms of the new arena operating lease do involve additional financial commitments from the city, most notably the purchase of the cosey property and the new annual contribution to capital projects at the moda center. The city meets all financial obligations related to providence park stadium and the rose quarter arenas, with resources from the spectator venues and visitor activities fund. This is an enterprise fund that receives resources from ticket user fees on all events at the stadium, veterans memorial coliseum and moda center, as well as parking fees from event patrons, parking in city owned rose quarter garages. It also receives an annual allocation from the visitor facility trust account, which is funded by a portion of vehicle rental fees and Multnomah County and transient lodging taxes. In the city of Portland. We are confident that even with these new obligations, there are sufficient resources in the spectator venues and visitor activities fund to meet all existing obligations during the term of the bridge agreement, while still maintaining adequate reserves. With that, I would like to invite dwayne hankins, president of business operations with the Portland trail blazers and city management for the team's perspective, following dwayne's remarks, we'll have a panel of four community partners as invited testimony. And then we'd be happy to entertain any questions that.

Speaker: Good afternoon, everyone. Mayor Wheeler. Commissioners, great to see you all again. My name is dwayne hankins, president of business operations for the Portland trail blazers and rip city management. So first, I'd like to thank you all for taking action to finalize this bridge agreement today. This is a positive step toward a market rate, long term public private partnership to enable a major renovation of moda center and keep Portland as the blazers home for years to come. The blazers

are key to the civic pride and identity of Portland. Our region, and all of Oregon. We are proud to be a unifying force in the community, including contributing to local charities and important causes and partnering with community nonprofits and organizations. Over the past several years, community and business leaders, including all of us here, have been involved in conversations and working groups about how to revitalize Portland's central city. The blazers, moda center and the rose quarter are foundational to those efforts. As I mentioned last week, from this very seat, the blazers also have a legacy of deep rooted connection with the lower albina neighborhood, and we're committed to working in partnership to be a positive force for change through our albina rose alliance, which we launched last week. We are honored to work hand in hand with the albina vision trust and community led efforts to restore justice to the black community that was unjustly uprooted from the neighborhood. Decades ago. A major moda center renovation can be a centerpiece in restorative development to revitalize the rose quarter and in turn, help to restore the lower albina neighborhood into a vibrant, transformational area. In many ways, the rose quarter and lower albina are Portland's front porch. Many people get their first impression of our central city when they come into town for an event at moda center, and as you've heard me say before, moda center and the blazers attract nearly 1.5 million visitors to sports and community events each year, and we're generating \$600 million in annual regional economic activity and support thousands of jobs. Moda center is both Oregon's largest gathering place, based on total annual attendance and as it approaches 30 years of age, the oldest nba arena to never have undergone a major renovation. The moda center is a unique community asset and a new significant investment will improve and extend its useful life. As you all know well, Portland competes directly with other cities for marquee events as we work to attract more

visitors and the associated economic activity they bring back to Portland, reinvesting revenue generated by moda center, the rose quarter, and the trail blazers into improvements for moda center will enhance the fan experience and help maintain its competitive position in the nba and the pacific northwest, and this reinvestment will help Portland continue to secure high profile tourism events such as the ncaa women's final four, which moda center will host in 2030, or a future nba all-star weekend. But now I'd like to take a moment to thank all of you for taking the action in February to make today possible. This is an important step toward a long term agreement. Thank you also to mayor Wheeler and your team, city administrator mike jordan, carlisle and everyone at the city and the blazers who have been working so hard behind the scenes. It has taken months of collaborative work to reach this point. And as we take a moment to celebrate this milestone today, I do look forward to continued collaboration in the months ahead. So you're not ready for me yet. The bridge agreement before you today gives us the time and opportunity to solidify a long term public private partnership. Thank you for taking this critical step toward keeping the blazers synonymous with Portland for years to come.

Speaker: Thank you.

Speaker: So we go to the invited testimony. Yep.

Speaker: All right. Very good, let's see, and that's, nathan neiman from sport Oregon went to johannes, the executive director of the albina vision trust. Doctor william johnson, the president of moda health. And john isaacs, I see you hiding back there, vp for public affairs of the Portland metro chamber. And did I forget anybody? I think we got that right. Good. I'm seeing head nods. Welcome. Thank you.

Speaker: Go.

Speaker: First things first. Okay

Speaker: Good afternoon council, it's great to see you again. For the record, I'm went johannes, executive director of the albina vision trust. All right. What does a sports franchise mean to a city? Historically, the teams we root for have represented a sense of shared hope and identity, of optimism. Even in the darkest of times. On the surface, today's council items appear to be contractual agreements between the trail blazers and Portland City Council. While this is a fact, it is not the whole truth. The truth is that these agreements belong to all of us. The trail blazers are synonymous with Portland, and as their unofficial motto consistently reminds us, it's always been about more than basketball. Throughout the history of the franchise, the Portland trail blazers have been intimately rooted in the social and economic fabric of north and northeast Portland. They have given our city hope. When the blazers won a world championship in 1977, it was mr. Paul nils, the mayor of northeast Portland, who organized a ticker tape parade down williams avenue. The team and its players have always been deeply connected to community, so I'm here today with hope that you will offer your proactive and enthusiastic support for one of Portland's most treasured civic, one of Portland's most cherished civic treasures. As dwight, dwayne just said, laura albina is and always has been, Portland's front porch investing in the moda center is not only an investment in an arena, but it's an investment in the city's living room. Future investment in moda represents an opportunity to renovate that living room in a manner that intentionally weaves an iconic venue into the communal fabric of a repopulated and restored neighborhood in lower albina. Today, we stand besides the trail blazers as partners, united by the understanding that the work of rebuilding the district cannot be solely that of the albina vision trust, it must necessarily involve all of us and the work of rebuilding a world class arena. The

front doorstep of an entire city cannot be thrust solely upon the Portland trail blazers. It must necessarily involve all of us. The albina rose alliance represents a commitment to climb these hills together, proudly united in the generational work of rebuilding and albina and rose quarter for all. And as all of us prepare to celebrate the grand opening of the Portland airport shortly, which has undoubtedly set a new standard of international excellence, I hope we will stand united in our commitment to be intentionally remarkable here as well. Our city must not shy away from making significant public investments in our most significant public spaces. We strongly support our neighbors and friends in their effort to deepen their roots in Portland with the full certainty and support of the city behind them. Thank you. Thank you. Okay,

Speaker: Good afternoon, mayor Wheeler. Commissioners and city administrator Jordan, my name is Nathan Nayman, representing Sport Oregon here today, Sport Oregon is a nonprofit association with over 125 diverse members whose mission is to spur economic growth and enhance positive social impacts through sports. We do this by our focus on sport, tourism and youth sporting events. We work to bring international, national and regional sporting events to our city and state that help drive economic impact for Oregon. Sport Oregon strongly supports the bridge agreement between the city of Portland and the Portland trail blazers as a critical step towards forming a long term public private partnership. This agreement represents a path, a very positive path to a long term agreement that will be beneficial to the city of Portland and its residents. The economic impacts as well as the job creation and retention that the Moda Center provides to the city, is critically important, especially at this present time. According to the National Sports Tourism Association, sports are nationwide, in 2023, the sport tourism sector supported over 757,000 total jobs. When we read reports such as the recent one from Echo

northwest, citing Portland metro's job growth being last among the top 50 regions in the last 12 months, maintaining and even increasing the thousands of jobs the trail blazers provides, plus the million and a half visitors to the moda center. Moving this agreement along becomes even more important today through sport, Oregon's work and relationships. Portland has secured a position as a formidable, formidable national competitor for sporting events. With these events, we're able to continue to highlight our city and to share comments from participants who and visitors who attend these events that reflect the desire to return to our city. As dwayne mentioned, the moda center is the oldest nba arena never to have been renovated. A newly renovated moda center will help keep Portland competitive with other cities. When we go out and bid for large events again, the ncaa women's final four, a world class event that will be held in Portland over the first weekend in April 2030 at the moda center, is expected to produce nearly 11,000 hotel room nights and \$30 million in direct economic impact for our market. Also, we can expect over 4000 attendees to the annual women's basketball coaches convention, coupled with an abc television broadcast and multiple opportunities for activation and community impact. This event will catapult Portland to new heights as a sport destination city. This event will serve as arguably the biggest sporting event in Portland's history. Sports are telling reflection of a society's values and their significant contributor as well. The trail blazers have demonstrated repeatedly that their principles and values reflect those of Portland and its residents. We urge you to support the bridge agreement so that Portland can maintain its momentum as a desirable place to hold world class sporting events. And as wayne dwayne said, who knows, maybe we'll be seeing an all star game in the future in Portland. Wouldn't that be great? Thanks.

Speaker: It would be great. In answer to your question, yes, absolutely. Thank you, doctor johnson. Welcome,

Speaker: Good afternoon, mayor and council, thank you for this opportunity. I'm doctor william johnson, the president of moda health. Moda health and the trail blazers began our partnership in 2013, creating a collaboration that goes beyond sports and entertainment. From the very beginning, our focus has been on the Oregon communities that we've all grown to cherish. Together. We strive to make our communities a place where everyone can flourish. Over the past 11 years, we've had the privilege of bringing numerous events and offerings to our communities, and we're especially proud of three evergreen programs, which continue to have a lasting impression. Our first program is the moda assist program. This benefits all for all of Oregon. We partner and raise money to donate to local communities to help them build all abilities. Playgrounds. This initiative provides all children with inclusive spaces where they can engage, interact and thrive by fostering play and physical activity. These playgrounds significantly improve the health and well-being in the community. Together, moda and the trailblazers have donated more than \$280,000 to 11 parks throughout Oregon. Our second program is the rip city rally. This event every year, a team from moda and a team from the trail blazers hit the road to bring the spirit of rip city, and we focus on five cities and five days in smaller communities. To date, we've visited over 40 cities. We donate to local charities in each city, and for the elementary students, we bring an action packed assembly for the middle schoolers, a physical education takeover with the Portland trail blazer youth coaches, and for high schoolers. We host a career panel. Our goal is to create a teaching moment around sportsmanship, skills and careers to inspire and encourage our youth to dream big. Our third evergreen event is our community partnership night. Each season, we

feature a local nonprofit not only in the arena but also through our social media channels. This initiative provides the nonprofit with a valuable exposure to share their story over the years, we've highlighted organizations such as the northwest association for blind athletes join and trillium family services. The goal of this series is to shine a spotlight on these nonprofits and express our gratitude for the critically important work that they do in our communities. The moda and trailblazer partnership is all about communities and celebrating all the wonderful, unique ways we help make Oregon the best place to live. Celebrating, enabling, and fostering a spirit of togetherness. Being a part of such a positive change is something that moda and the trailblazers cherish and embrace. Thank you for the opportunity.

Speaker: Thank you.

Speaker: Mayor Wheeler and commissioners, my name is jon isaacs. I'm the executive vice president of public affairs for the Portland metro chamber chamber. I'm a resident of southeast Portland and I prefer he him. Thank you for the opportunity to be here today and for full, complete transparency. I am also a lifelong blazers maniac, and it just occurred to me that I know all of you are too, because for whatever reason, every time I go to a game, I run into one of you and I have the photos to prove that. So I can't wait to see you all at a game again sometime, today is the first time in my life I have the opportunity to support the blazers on the public record, and I'm just letting you know I'm going to milk it for every second. I have no apologies. My very first childhood memory of Portland is being on my dad's shoulders. At the 1977 championship parade, at the age of three, I attended my first blazer game versus the milwaukee bucks. In 1981, at age seven. Grew up listening to bill shanley every night in the radio, and attended the 1992 nba finals. When I was 18, I watched damian lillard walk off three versus okc with

my two sons on and on. The blazers have been profoundly important to three generations of my family, a feeling I know I share with millions of Oregonians and Portlanders. The Portland metro chamber is the greater Portland's chamber of commerce and represents the largest, most diverse network of businesses in the region. The Portland trail blazers are a deeply committed member of the chamber, and without question, one of the most important, if not the most important organizations to the economic and cultural health of not just our city, but the entire region. I am here to express the chamber's strongest possible support for the bridge agreement. Before you today. We urge your approval. We have worked collaboratively with this council to accomplish a long list of foundation foundational policy, practice and structural reforms, many that had been punted or described as intractable by past leaders of our city. We believe this council has genuinely set the stage for the next great chapter of our city, and we believe it will be recognized as historic and future years and decades. Approval of the common sense agreement before you today is the next in our collective work to ensure that the Portland trail blazers, which are so fundamental to the zeitgeist and economic health of our city and state, remained in Portland for future generations. It goes without saying that the blazers and moda center are a major and critical economic driver for the region. As you've already heard, approving this agreement would be critical in any year. But at this particular inflection point for our city, the blazers unique commitment to our community and ability to unite Portlanders from all walks of life is vital to the thriving future. Portland we envision together. The reality is that it's time for the city to reinvest in this critical partnership with the blazers to completely modernize the moda center, which stands alone as the region's major sports and entertainment facility and the oldest arena in the nba without a major renovation. Sometimes we marvel at how much has been squeezed out of the current building. Pre-pandemic,

it was one of the most program entertainment facilities in the nation, including a few years as the most programmed facility in the nation. And it is now back even at its even with its age driven limitations, to being one of our most important drivers of entertainment, cultural and economic vitality, this is simply not sustainable given how far behind the rest of the major sports and entertainment industry the moda center is falling. It is in dire need of major renovation to keep our city and our franchise competitive. Those of us, including some members of this council who attended the best practices trip to milwaukee, wisconsin, last fall, saw firsthand what a modern, state of the art facility can offer for both the consumer and fan experience and how transformative it can and will be for lower albina rose quarter, which in milwaukee they now call the deer district. Approval of the agreement sets the stage for this transformative redevelopment work in the moda center and the entire lower albina rose quarter area. The albina rose alliance is one of a family of generational projects that will transform our beloved central city and reestablish our city as one of the most innovative and livable in the nation. To get personal again, I will never forget my high school graduation in 1992 because of the blazers. Periodically, our principal would pause the program to give us updates on the western conference final score and most of the parents and families in attendance were listening to the game on their walkman radios. Our principal would even say things like, kaleida has just scored his 30th point, or duckworth just got his fourth block. During our graduation and all of us graduates thought that was totally cool and acceptable. Ten years ago, I had the honor of managing the Portland public schools partnership with the trail blazers. When I served as the chief of communications and public affairs, and I got to attend one of damian lillard's respect events at what is now mcdaniel high school. And watching that event, I marveled at the stronger connection the blazers had with that generation of high

school students. 40 years after mine. Still, in this community, the blazers stand alone is the organization, the team, the proverbial thing that connects generations. Like my family, we have a unique relationship with our team. We feel like the players are our neighbors and the moda center is our collective second home in good seasons and bad, the relationship is what matters most. Approval of the agreement today and the future. Work that will produce the long term agreement is a concrete action that demonstrates to Portlanders the blazers organization, the business community and the nba. That's the city of Portland is an invested and committed, committed partner worthy of the relationship that the franchise and the community have built together the past 50 years. On behalf of the Portland metro chamber and this humble blazer maniac, thank you for your support today. Thank you.

Speaker: I believe that completes our invited testimony at this particular moment. Thank you all for your commitment, rebecca, do we have public testimony? We do. How many folks?

Speaker: Three people.

Speaker: That's it. All right. Great. Three minutes each name. For the record, we appreciate people testifying.

Speaker: First is kelly smith. Next, we have alex aurora.

Speaker: Welcome, alex. Thanks for being here. We appreciate it.

Speaker: Hello. My name is alex aurora. I'm a concessions worker at the moda center, and I am authorized by my coworkers to speak on their behalf about working conditions imposed on us by the use of artificial intelligence sales systems at the moda center. This list of signatures and the people who have joined me today, represent the first steps of collective action that will hopefully include becoming a bargaining unit. But until then, we have come to our elected officials to

address specific concerns about how this investment into capital improvements of the moda center may be used. Under no circumstances should the city provide rip city management or its affiliated contractors money to invest in artificial intelligence. The city should discourage all use of ai at the moda center last season, rip city's management rip city management's contracted food service provider, instituted amazon go sales systems that use artificial intelligence to perform the basic tasks of cashiering to management. These systems allow for increased sales with reduced labor costs. Unfortunately, my friends and I are the labor costs they seek to reduce. If the city is subsidizing rip city management in order to protect jobs in the city needs to take the extra step to protect jobs from artificial intelligence. Otherwise, the city could keep the blazers and lose those jobs anyway. Investment in artificial intelligence is disinvestment from the workers of the Portland area. The concessions workers are downright angry about the working conditions that these amazon go stations. The biggest reason is that they are being used to sell alcohol through a system of self-service management has repeatedly shown that they are willing to run these sales systems in a way that undermine olcc regulations. As reported in the March seventh Portland mercury article entitled grab and go food and beverage kiosks at the moda center, spark olcc inquiry. Intoxicated guests routinely refuse our directives, become argumentative and disrespect us, particularly at concert events that attract rowdy crowds. Rip city's contract with food service provider. My employer refuses to provide dedicated security at these locations, which is a recommended practice by the olc. The ai system sacrifices safety for efficiency. Concession workers have a public safety role in the service of alcohol, and this role is compromised by the self-service nature of the amazon go stations. As the new owners of the moda center, the city the City Council should consider the elimination of alcohol sales through artificial intelligence in the interest

of public safety. Because the corporation cannot be trusted to use the technology properly. We ask our City Council for these two items to be in the stadium lease. One guarantees that there will be no more future investments in artificial intelligence. Two increase city oversight and regulation of the sale of alcohol out of the preexisting artificial intelligence structures. This should include, at the very least, dedicated security at the ai stations, as recommended by the olcc. Thank you, thank you.

Speaker: Appreciate your being here.

Speaker: Next we have bea marston. Welcome.

Speaker: Hello.

Speaker: Can you hear me? Yep. Loud and clear. Hi, I'm bea marston, I am a levy employee at the Portland center for performing arts, and I just want to thank, alex for coming forward with that. That was very interesting to hear. The perspective of a levy worker at moda. I, have a union unite here. Local eight. I'm a part time organizer for my union. I'm also a proud trans woman. My pronouns are she her, and our union. We represent food and beverage service workers and hospitality workers, we work to raise standards for folks in the service industry, over the years, we have fought and won amazing health care, for basically, an average of less than 20 hours. A week and a great pay for our non-tipped back of the house workers. I'm very proud of what we've been able to achieve at the convention center. Portland five and expo. All the unite here represented properties that levy, does the food and beverage for. We're excited to see the city working to ensure the blazers have a welcoming home in Portland for the foreseeable future, as the city prepares to commit to the blazers. We hope that blazers commit to the people of Portland as well. To do that, we need all stakeholders at the table as we chart a new and exciting course for professional basketball in Portland. Unfortunately to this point,

the voice of workers has been missing from the discourse around the future of the moda center and the memorial coliseum. However, there are some recent examples of a better way forward. We are encouraged that the ownership of the blazers, which, as you know, also owns the seahawks just this year entered into a formal partnership partnership with the labor movement in Seattle for a labor harmony agreement at lumen field in anticipation of the world cup in 2026. Let's do the same in Portland. When Seattle negotiated the renovation of the old key arena, the city made sure that labor peace was guaranteed and operations were established smoothly. Unions and the ownership of the Seattle kraken executed a labor peace agreement to protect the venue from labor disputes. Finally, here in Portland, the diamond project agreed to a labor peace agreement for any baseball stadium that may be built in the future. And I still have that bumper sticker, so I'm waiting, don't have car, but I have the bumper sticker. Portland should consider a labor peace agreement like the one that was executed in these three examples to protect the city's revenues and ensure a broad partnership between stakeholders and smooth operations. As you move forward with the bridge agreement and all future negotiations with the blazers. Thank you very much.

Speaker: Thank you. Appreciate your being here.

Speaker: That completes testimony.

Speaker: All right, colleagues, any further questions or thoughts before we call the roll? Commissioner gonzales, just a couple questions on the, I guess this is for staff.

Speaker: I just want to I think the last time we engaged on this, we spoke to it a little bit, but what are we projecting for capex projects over the next five years? What is known, what's unknown? What is how does that impact the space and utilization? Kind of in the next five years?

Speaker: Are you talking about \$ or projects?

Speaker: Both. And more important projects? I'm just trying to understand what what we envision investing in over the next five years. Yeah.

Speaker: So the concept of the approved capital project list is essentially one that will be updated as we go, because sort of needs will change and, you know, different projects will happen and whatever. But there is and it's exhibit, sorry, schedule one to exhibit. Is it e let me just see here that we've had a lot of pages, exhibit e to the arena operating lease, which is exhibit a to the first ordinance so that that has exhibit e, and then schedule one is an outline of what anticipated capital expenditures would be used for as a starting place. Now, as I said, there is a process built into this exhibit e for sort of updating that on an annual basis as needs change. And understanding of the buildings change, but that gives you a sense of the kind of the maximum dollar amount and then the types of expenditures. So there's an architectural category, mechanical, electrical, plumbing, structural technology, vertical transportation, food and beverage, recurring, items provision. I'm not actually.

Speaker: Yeah. I'm looking at this, capex plan, which it speaks to the categories we're referencing, but I'm just trying to visualize what they are like, literally, what is it,

Speaker: So, yeah, I mean, by and large, we're looking at sustaining projects. Right? So this is not the major renovation that you've heard a lot of people talk about today, right? That that still needs to happen. These are projects that will help ensure that the building can operate in a safe and reliable and dependable manner, first class manner, as it is essentially for the most part, there are some projects that will you know, that will be immediately noticeable. There is a desire to address the center hung scoreboard, for example. That's something you will definitely notice if and when that gets done. But by and large, these are kind of sustaining projects to

keep the building running up to the point that we can actually get to that major renovation. And there's also an effort within this exercise of trying to make sure that projects that need to be done. But but really would be better done through the major renovation that we try to defer those as long as possible and do the things that we're going to be able to use, even in a renovation scenario.

Speaker: Got it. And you're speaking to the sort of the stewardship question for the city of Portland. Right? So we have 61 million capex plan here, 61.5 over five years, if we're looking at in the relatively short term, or at least medium term, either replacing moda or material, you know, remodel, it hate to see 61. I mean, I just want to think about what's our recovery of that 61 million if the state, you know, the team sold the next number of years, new owner negotiates with the city. We need to replace moda. And how do we recover the 61 million? It's just so thoughts on how to manage that?

Speaker: Yeah. Thank you. That's a great question. And so we actually do have a provision in the arena operating lease I think it's in section ten .9.1. Yeah. Thumbs up ten .9.1. Which actually speaks to that repayment obligation of the team in the event that the that that the team relocates out of the arena. So we, we would expect to be paid back for our capital investments if that were to happen.

Speaker: And that's one risk, right. The prospect of the blazers, moving, but really what I was honing in on optimistically, we're keeping the blazers, that even post ownership transfer, we need to build a new stadium or materially remodel the moda and irrespective of the contractual provision on on recovery, that's going to be a heavily negotiated deal. And I'm just trying to figure out what what mechanisms, mechanisms do we have in place to just guardrail that 61 million. So we're not just dumping money into an asset that we may not utilize ten years from

now? Or is the assumption that even if we built a new stadium, we would still be utilizing moda, substantially ten years from now?

Speaker: Well, we certainly would have that option as the owner of the, of the facility. Right. So the city definitely has more control over the future of that building. If were the team to and you're right, like everyone's goal here, including the team's goal is to stay in Portland. And I think to stay at a renovated moda like that's that's the goal. Were there to be a relocation, the city would own mona moda. We would have the opportunity to, you know, decide whether it was still in the community's best interest, still financially feasible to continue to operate it without without the team.

Speaker: What's the baseline recommendation? We're getting from outside experts on on this point? So assuming that we have we're able to craft a deal with the blazers that is long term, is the current assumption that we would remodel moda as a part of that, or is that we would replace moda?

Speaker: Yes. So my understanding from representatives of rip city management, and you can ask them directly if you'd like, but also our sports business expert is that given the condition of the building, location of the building, it really it it's a pretty good asset and it would lend itself well to, to a renovation. Right. There isn't a compelling reason unless unless you don't want to be in the rose quarter anymore. Right. To really look seriously at replacement.

Speaker: And by no means am I advocating, it's just more trying to bake in flexibility for us to keep all all options. So, so the process is described in this exhibit e that I was talking about, which is how we work with the team's representatives to sort of set that approved capital plan.

Speaker: That is the city has to approve of that and of those changes. Right. So that gives us some control over what kinds of things are investments being used for.

Speaker: And if we get in a couple of years and decide we want to. So we've outlined 61 million on the, in the agreement is currently contemplated. But we get in in a couple of years and we think we're going to do the material remodel, what's the mechanism to sort of dial back sort of these incremental investments.

Speaker: So the major remodel is that so. Yeah. So in the, in the scenario, which I think is, is really what everybody would like to see is we actually do arrive at a new longer term deal that does include the funding necessary from various sources, not just city. To, to realize that vision and the major renovation. And we're talking about hundreds of millions of dollars in that scenario, right. That new agreement with a longer term horizon would replace this bridge agreement.

Speaker: Got it. And I just want to reiterate some of the questions we've asked offline. But with respect to memorial coliseum, what's the impact of this particular deal on operations and capex for memorial?

Speaker: So the financial conditions of the team's operation through the coliseum, operating agreement do not change what what changes is that? The commitment is synced up with this commitment. So at this point, we would have a commitment of rip city management to operate the coliseum on our behalf under the existing financial terms, which are different than the ones outlined for moda center here, through 2030, and then with the option to extend to 2035. So, so they're synced up and this is really because it's long been clear that, trying to have multiple operators of two different, facilities on that rose quarter campus is not a practical idea. It's going to be incredibly inefficient. Okay

Speaker: I think I'm good for now. Thank you.

Speaker: Very good. Anybody else colleagues. Great. Thank you everybody for your hard work on this. With that we will call the roll please. First on item number 713.

Speaker: Gonzalez,

Speaker: I'm supportive of today's actions as steps of good faith by both the blazers and the city of Portland. However, the city of Portland also needs to prepare for the prospects of new blazer ownership in the coming years. Retention of the blazers is very much a cornerstone of our city's future economically, and more fundamentally, restoring and protecting both our social fabric and national reputation. We need to put on the table the possibility of replacing the stadium or, at minimum, a material remodel to position our city for the future, whatever may come. This agreement is a bridge to get us over the hump of charter reform implementation. But we cannot take our eye off the ball on the long term play. I vote, I maps,

Speaker: I want to thank everybody who testified today, I am happy to vote in support of these two ordinances, colleagues, by voting in favor of this legislation, we not only ensure that the blazers will remain in Portland for many years to come, we are also investing in our community's cultural and economic vitality, I want to thank dwayne and city commissioner mike jordan, for their leadership in bringing this, agreement to the table. And I'm sure I see many faces in the room I know helped. Dwayne and mike get us to this moment. This is truly a great example of a public private partnership, for these reasons and more, I am delighted to vote.

Speaker: I yea. Rubio, thanks for the great presentation and for the really thoughtful and personal testimony today, I'm very supportive of this bridge agreement, for the last 30 years, we've been proud partners with one of the most significantly significant, important parts of our city, which is our trail blazers, we're

very proud of the team. We're thrilled to be able to craft this partnership to modernize moda and also to ensure that this team will continue to shine in our city, I also want to thank dwayne, for his exceedingly collaborative and steadfast partnership in reaching this agreement and for his vision that centers community and actually, and windsor's vision as well. And albina vision trust, that collaboration is very key and significant and important in this work. Especially as we, continue to enhance the entertainment and community hub that this this area has become. Also, thank you to karl, and also director jordan and team, for all of your leadership and stewardship over time as well, and also, I know the future renovation is not just great for the moda center visitors and lower, lower albina, but it's also important for the work workers that work there. And they're looking forward to this, too. And they deserve this, too, as people who spend a number of their hours of their life there, in a way that lifts up the city for all of us. So I want to appreciate those workers that were also here today for lifting up their voices as well, so I'm excited for this. And I vote i.

Speaker: Ryan. Yeah, first I want to start off on a personal note. I want to acknowledge our summer intern, sonia scott. Hi sonia. I know I didn't warn you about this, that sonia wants stand up. Yeah

Speaker: Hey, sonia's been such an asset to our team the past two months, and she'll be terribly missed.

Speaker: She's going to conclude her, her service this week, and she moves forward to continue her studies as an upper class person. Now, at sarah lawrence in lovely yonkers, new york. And she's also, if you recognize her, the queen of rosaria from 2022, from ida b wells high school. Sonia, thank you so much for your continued service to our city. We can't wait to welcome you back to city hall. Thanks okay, now. And we had really a lot of dumplings for lunch, so I'm in a little bit of a

food coma, thank you so much. To the Portland trailblazers. Rip city management, dwayne haskins for being here today. Your words were very compelling, mayor Wheeler, your office, led by, specifically karl lyle. You've been walking us through this process quite methodically. It seems like, for months now. Yeah. Karl says yes. It's been at least months to put this agreement together. And for the inspiring words from our partners who provided just really great testimony today, I had in there went to the alpine division trust, the testimony last week was I think my favorite part was really seeing the blazer partnership come together. A couple of years ago. I wasn't sensing that. So it really has taken off, you were upstaged by the love letters by the students, of course, to albina. But we did catch that that partnership was very important. Last week, doctor william johnson, president of moda. Thank you for being here today, and john isaacs, my fellow blazer maniac. Wow, that was great. I can't imagine what you have quite a memorable commencement in your high school years with, getting updates on the championship of those western conference championship. I was remembering that that game actually. Okay, you all know I'm enthusiastic trailblazer fan. And I can't imagine our city without the nba team. So it was really important to get this moving along. And today's action is a pragmatic step that will help our trailblazers remain in their home. Portland we also need a long term solution and that solidifies our commitment to our beloved trailblazers. And I do think that we need to stay focused on that quickly. And we can't wait until we get to close to 2030. And I know that carl knows that, and everyone here knows that, I intend to champion our city's future with the trailblazers as long as I have a vote on this council. And today we move forward with this bridge agreement. Next will work together to give the trailblazers the long term tools we all need for them to succeed on the courts, which brings much needed joy to our streets. Go blazers I vote yea Wheeler.

Speaker: I'd like to sincerely thank Dwayne and the whole Rip City management team for their continued commitment to the Portland community and their very hard work in putting this agreement together in close collaboration with the city team. Thank you for those efforts. I'd also like to thank our city administrator, Michael Jordan, and the city staff involved, including Carl, Andrew and many others who worked tirelessly on this. Thanks for your leadership. Thanks for your efforts in negotiating what I really see as a win-win, both for the city and the Blazers. I know that this was a huge amount of work, not accurately reflected by two ordinances before us today. As my colleagues have indicated, and I agree with them wholeheartedly. The economic, social and cultural impact of the Portland Trail Blazers and the Rose Quarter to the city of Portland, to our metropolitan region and to the state itself cannot be overstated. Managed by Rip City Management and led by the activities of the Portland Trail Blazers, the Rose Quarter as you heard, supports close to 6000 jobs and it hosts hundreds of events each and every year, attracting over 1.7 million people to Portland's central city. The Rose Quarter campus generates an estimated \$600 million in annual economic impact each year, and most of this activity is directly linked to the activities of our NBA franchise. This activity is central to the economic, social, and cultural vitality of our entire city. I'm also very excited about the partnership between the Blazers and the Albina Vision Trust, and I continue to be very optimistic that this alliance will lead to positive change through redevelopment in the lower Albina area. I'm increasingly optimistic about the path that the city is on and this recommitment of the Blazers to the Rose Quarter, coupled with the community energy coming from the Albina Vision Trust and others, inspires even more optimism beyond the bridge agreement that we're approving today, which is an important first step forward. My vision and the city's goal, I hope, will be to continue to focus on the development of a mutually

beneficial long term agreement that will support the success of the Portland trail blazers, the rose quarter and the broader community. For decades to come. With that, I join my colleagues in voting I and the emergency ordinance is adopted.

Rebecca, please call the roll on item 714. Also, an emergency ordinance.

Speaker: Gonzales I Mapps I Rubio I Ryan I Wheeler I the ordinance is adopted.

Speaker: That concludes today's business. We're adjourned. Thank you everybody.