



## July 13, 2022 Council Agenda

5669

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

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

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Disposition Agenda

Audio Recordings

### Wednesday, July 13, 2022 9:30 am

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**Session Status:** Recessed

**Council in Attendance:** Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Former Commissioner Jo Ann Hardesty

Commissioner Mingus Mapps

Mayor Wheeler presided.

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

Item 611 was pulled from the Consent Agenda and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

Council recessed at 11:45 a.m. and reconvened at 11:55 a.m.

Council recessed at 12:27 p.m.

### Communications

604

[Request of Alex Cerussi to address Council regarding support for an ordinance prohibiting the sale of foie gras](#)  
(Communication)

**Document number:** 604-2022

**Disposition:** Placed on File

605

[Request of Fatima Magomadova to address Council regarding Division Street project safety issues](#)

(Communication)

**Document number:** 605-2022

**Disposition:** Placed on File

606

[Request of Robert Butler to address Council regarding Bureau of Transportation negligence](#) (Communication)

**Document number:** 606-2022

**Disposition:** Placed on File

607

[Request of David Stein to address Council regarding bicycling and engagement with city advisory committees](#)

(Communication)

**Document number:** 607-2022

**Disposition:** Placed on File

608

[Request of Peter Rideout to address Council regarding security concerns at pregnancy centers](#) (Communication)

**Document number:** 608-2022

**Disposition:** Placed on File

## Time Certain

609

[Endorse the Modified Locally Preferred Alternative for the Interstate Bridge Replacement Program with conditions](#) (Resolution)

**Document number:** 37581

**Introduced by:** Former Commissioner Jo Ann Hardesty

**Bureau:** Transportation

**Time certain:** 9:45 am

**Time requested:** 30 minutes

**Disposition:** Adopted As Amended

Motion to add a section to Condition of Approval No. 8 related to Disruptions and Displacements: Moved by Ryan and seconded by Hardesty. (Y-5)

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

610

[Amend the Comprehensive Plan Map and Zoning Map for properties at 5505-5525 SE Milwaukie Avenue and the northeast corner of SE Ellis St and SE Milwaukie at the request of Renee France, Radler White Parks & Alexander LLP \(LU 21-094203 CP ZC\)](#) (Ordinance)

**Document number:** 190982

**Introduced by:** Commissioner Dan Ryan

**Bureau:** Development Services (BDS)

**Time certain:** 10:15 am

**Time requested:** 15 minutes

Previous agenda item 542.

**Disposition:** Rescheduled

Rescheduled to August 24, 2022 at 9:45 a.m. Time Certain.

## Consent Agenda

611

[\\*Amend contract with Central City Concern to increase amount by \\$2,646,474 to provide additional Campsite Impact Reduction Services \(amend Contract No. 30007363\)](#) (Emergency Ordinance)

**Document number:** 190948

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Management and Finance

Agenda item 611 was pulled from the Consent Agenda for discussion.

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

612

[\\*Authorize a Letter of Agreement between the City and the Professional and Technical Employees Union Local 17 relating to the wages, hours, and working conditions of the Capital Project Manager II classification](#) (Emergency Ordinance)

**Document number:** 190914

**Introduced by:** Mayor Ted Wheeler

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

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

613

[\\*Ratify a collective bargaining agreement with the Professional and Technical Employees Union Local 17 relating to the terms and conditions of employment of represented employees in the bargaining unit for 2022-25](#)

(Emergency Ordinance)

**Document number:** 190915

**Introduced by:** Mayor Ted Wheeler

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

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

614

[\\*Pay settlement of Katherine Provancher bodily injury lawsuit for the sum of \\$35,000 involving the Portland Bureau of Transportation](#) (Emergency Ordinance)

**Document number:** 190916

**Introduced by:** Mayor Ted Wheeler

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

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

615

[\\*Authorize contract with Versaterm Public Safety, Inc. for maintenance of the Bureau of Emergency Communications Computer Aided Dispatch System not to exceed \\$6 million](#) (Emergency Ordinance)

**Document number:** 190917

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Emergency Communications (9-1-1)

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

616

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

**Document number:** 190931

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Environmental Services

**Disposition:** Passed to second reading

Passed to second reading July 20, 2022 at 9:30 a.m.

617

[Declare property located adjacent to 12047 SE Martins St as surplus property and authorize the Director of the Bureau of Environmental Services to transfer the deed to Multnomah County](#) (Ordinance)

**Document number:** 190918

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Environmental Services

Second reading agenda item 588.

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

618

[Declare property located at 6917 SE Deardorff Rd as surplus property and authorize the Director of the Bureau of Environmental Services to dispose of the property by public sale](#) (Ordinance)

**Document number:** 190919

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Environmental Services

Second reading agenda item 589.

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

619

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

**Document number:** 190934

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Parks & Recreation

**Disposition:** Passed to second reading

Passed to second reading July 20, 2022 at 9:30 a.m.

620

[\\*Approve application under the Multiple-Unit Limited Tax Exemption Program under the Inclusionary Housing Program for 31st and Hawthorne Apartments located at 3031 SE Hawthorne Blvd](#) (Emergency Ordinance)

**Document number:** 190920

**Introduced by:** Commissioner Dan Ryan

**Bureau:** Housing Bureau

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

## Regular Agenda

621

[\\*Pay attorney's fees settlement from City of Portland v. Bartlett litigation in the sum of \\$200,000](#) (Emergency Ordinance)

**Document number:** 190921

**Introduced by:** Mayor Ted Wheeler

**Bureau:** City Attorney

**Time requested:** 15 minutes

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

622

[\\*Pay settlement of Housing4All, LLC lawsuit for \\$300,000 involving the Portland Bureau of Transportation](#)  
(Emergency Ordinance)

**Document number:** 190922

**Introduced by:** Mayor Ted Wheeler

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

**Time requested:** 15 minutes

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

623

[\\*Authorize the Bureau of Transportation to acquire certain permanent and temporary rights necessary for construction of the SW 4th Avenue: Sheridan to Burnside Paving and Bikeway Improvements Project through the exercise of the City's Eminent Domain Authority](#) (Emergency Ordinance)

**Document number:** 190923

**Introduced by:** Former Commissioner Jo Ann Hardesty

**Bureau:** Transportation

**Time requested:** 10 minutes

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

624

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

**Document number:** 190938

**Introduced by:** Former Commissioner Jo Ann Hardesty

**Bureau:** Transportation

**Time requested:** 10 minutes

**Disposition:** Passed to second reading

Passed to second reading July 20, 2022 at 9:30 a.m.

625

[Authorize Intergovernmental Agreement with Oregon Department of Transportation for Planning and Preliminary Design services for the Interstate-5 Rose Quarter Project](#) (Ordinance)

**Document number:** 190924

**Introduced by:** Former Commissioner Jo Ann Hardesty

**Bureau:** Transportation

Second reading agenda item 548.

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

626

[Authorize Intergovernmental Agreement with Eugene Water and Electric Board for scheduling services for the Portland Hydroelectric Project not to exceed \\$1,040,000](#) (Ordinance)

**Document number:** 190925

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Water

Second reading agenda item 599.

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea



627

[\\*Amend Property Tax Exemption for New Construction of Single-Unit Housing in Homebuyer Opportunity Areas Code to allow extension of construction timeline for properties receiving a property tax exemption under the Homebuyer Opportunity Limited Tax Exemption Program \(amend Code Sections 3.102.020, 3.102.040, 3.102.050, and 3.102.090\)](#) (Emergency Ordinance)

**Document number:** 190926

**Introduced by:** Commissioner Dan Ryan

**Bureau:** Housing Bureau

**Time requested:** 10 minutes

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

## Wednesday, July 13, 2022 2:00 pm

**Session Status:** Adjourned

**Council in Attendance:** Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Former Commissioner Jo Ann Hardesty

Commissioner Mingus Mapps

Mayor Wheeler presided.

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

Council recessed at 3:28 p.m. and reconvened at 3:40 p.m.

Council recessed at 5:10 p.m. and reconvened at 5:18 p.m.

Council adjourned at 5:45 p.m.

## Time Certain

628

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

**Document number:** 190941

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Planning and Sustainability

**Time certain:** 2:00 pm

**Time requested:** 2 hours

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

Motion to remove application #2758 from Exhibit A and reduce the total funding request to \$118,136,985:  
Moved by Rubio and seconded by Hardesty. (Y-5)

Passed to second reading July 20, 2022 at 9:30 a.m. As Amended.

629

[\\*Authorize grant agreements with five nonprofit organizations through the Diversity and Civic Leadership Program for FY 2022-23 in the amount of \\$736,670 to support civic engagement services for under-engaged communities, with a focus on Black, Indigenous, people of color, immigrants and refugees](#) (Emergency Ordinance)

**Document number:** 190927

**Introduced by:** Former Commissioner Jo Ann Hardesty

**Bureau:** Office of Community & Civic Life

**Time certain:** 4:00 pm

**Time requested:** 45 minutes (1 of 2)

**Disposition:** Passed

**Votes:** Former Commissioner Jo Ann Hardesty Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

630

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

**Document number:** 190937

**Introduced by:** Former Commissioner Jo Ann Hardesty

**Bureau:** Office of Community & Civic Life

**Time certain:** 4:00 pm

**Time requested:** 45 minutes (2 of 2)

**Disposition:** Continued

Continued to July 20, 2022 at 9:30 a.m.

**Thursday, July 14, 2022 2:00 pm**

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**Session Status:** No session scheduled

## Closed caption file of Portland city council meeting

This file was produced through the closed captioning process for the televised city council broadcast and should not be considered a verbatim transcript. The official vote counts for council action are provided in the official minutes.

Key: \*\*\*\*\* means unidentified speaker.

July 13, 2022

9:30 a.m.

**Wheeler:** Call the roll. [roll call]

**Wheeler:** We'll turn it over to the legal council for the rules of order and decorum.

Good morning.

**Linly Rees:** Morning mayor and council. City council is holding hybrid public meetings with limited in-person attendance in addition to electronic attendance. If you wish to testify before council in person or virtually, you must sign in advance at [www.Portland.gov/council/agenda](http://www.Portland.gov/council/agenda). You may sign up for communication to briefly speak about any subject. You may sign up for public testimony. In-person testimony may occur from one of several locations including council chambers in the lovejoy room in city hall and the Portland building. Written testimony must be submitted at [Portlandgovernment.gov](http://Portlandgovernment.gov). When testifying, please state your name for the record. Your address is not necessary. Please disclose if you are a lobbyist, if you're representing an organization, please identify it. For testifiers joining virtually, please unmute yourself once the clerk calls your name. The presiding officer determines the length of testimony. Individuals generally have three minutes to testify unless otherwise stated. A timer will indicate when your time is done. Disruptive conduct such as shouting, refusing to conclude your testimony when your time is up or interrupting others' testimony or

council deliberations will not be allowed. A warning will be given that further disruption may result in the person being ejected for the remainder of the meeting. A person who fails to leave the meeting is subject to arrest for trespass. The council may take a short recess and reconvene virtually. Thank you.

**Wheeler:** First up is communications. First individual, please, Keelan, item 604.

**Clerk:** Request of Alex Cerussi to address the council regarding the support for an ordinance prohibiting the sale of foie gras.

**Wheeler:** Good morning.

**Alex Cerussi:** Good morning. My name is Alex Cerussi and I'm state policy manager for an organization called Mercy for Animals. We're a nonprofit dedicated to creating a more just and sustainable food system for all. On behalf of our active volunteers and several staff members in Portland I'm here to ask you to support a proposed ordinance to ban the sale of foie gras in the city. Over the last six months you have been asked by countless Portland residents to introduce such legislation. I'm here for a second time to respectfully ask you to take action. Foie gras is one of the most traumatic injuries against animals. Considering the fact all animals can experience pain and fear under the Oregon law, the humane treatment of animals is of particular importance to Portlanders. This has led to the enactment of similar legislation in New York. Currently over three dozen nonprofits and 50 Portland-based restaurants support this initiative. Portland has always been a leader in animal welfare as you know and it's time to take action and get legislation introduced. I respectfully urge you to introduce an ordinance for the benefit of animals and the residents of Portland. Thank you so much for listening.

**Wheeler:** Thank you, Alex. Appreciate your testimony. Next individual, please, 605.

**Clerk:** Request of Fatima Magomadova to address council regarding Division Street project safety issues.

**Wheeler:** Good morning.

**Fatima Magomadova:** Good morning. I'm going to be persistent as a voice to ask people not to [inaudible]. I want to come here as a minority employer with minority employees. We have 6,490 loyal customers. Discount members grocery store. Most of the people are minorities. We have other customers who come here from Eugene and all of Park County. They ignore our design change to greatly benefit the community. I'm showing you the design change that is very simple and accommodating. [inaudible] the statement was we added a section for a better look and feeling of continuity of the design from beginning to end. Really? -- impact on minority group because of continuity and better look? Think about that. After the reflection we're finding the r from research the real truth. The fact that P&T overpromises the money they receive and then unwisely spending that money. The design shows incredible incompetence which is great irritation to the public. The people have no confidence in their mistakes ever being corrected. If it's allowed to continue, it's going to become a city-wide [inaudible] I saw a vehicle coming from the west attempting a u-turn that was impossible to do due to the street being too narrow. Had to back up, cars from the opposite direction at full speed started making their green left turn that nearly crashed into the backing up mini van. It was terrifying. Now what also happened, at the same intersection, the car was leaving mobile home, home park. There was no left turn so the car turns anyways going the wrong direction to the wrong turn in opposite direction taking a chance at the head-on collision. I see near disaster like this daily. Now consider more disaster that our emergency vehicles have to deal with. Look at this photograph and I'm going to read from she said. The fire department had to come all the way to 130th [bell] to make a u-turn, to then go westbound. The time it takes to find a spot to drive over could mean life or death.

**Wheeler:** Thank you, Fatima. Next individual, please, 606.

**Clerk:** Request of Robert Butler to address council regarding Bureau of Transportation negligence.

**Wheeler:** Good morning, robert.

**Robert Butler:** Good morning, hard-working members of our city council and our distinguished mayor. I'm still impressed by him having the best education of any man. Congratulations. So what we need to do is follow the money. \$200,000 is what division costs between pbot and trimet. That's more than the rail and the bus route is the same. It starts in downtown Portland and ends. \$200 million is absurd. And everything has been padded up to make that look -- well, it looks like a hoax. I want to talk to you about pbot, bureaucracy of transportation. So one of the things that happened is how the trucks get to and from the market. And it's because you just don't go around the block. Across the street is a landfill. A big landfill. You don't just go around the block. You go around the landfill or whatever. So we asked, we never got an answer. This is a grocery store. Everything comes in by truck. They have probably a thousand different stocking units on the shelves. Everything practice comes in by truck. Very important. How you get here. How do you get out of here. No answer. Do you know what they finally said? You can have your truckers call pbot. They can call me and I will give them advice on how to. The point is, is that pbot is not a transportation department bureaucracy. It is a bureaucracy. It's not a transportation bureau. They don't care what happens to trucks. They ignore the trucks. Okay. I just told you at the last session that we can't go on to 82nd avenue, particularly with an \$80 million check from odot. Look at the damage that is going to create. We can't even figure out how to take care of trucking in a project like this. So we need to follow the money. We need to pause [bell]. There is more trouble ahead of us and god help us if there isn't a big change in the leadership somewhere in pbot. Thank you.

**Wheeler:** Thank you, sir. Next individual, please, keelan, item 607.

**Clerk:** Request of david stein to address council regarding bicycling and engagement with city advisory committees.

**Wheeler:** Good morning, david.

**David Stein:** Good morning mayor Wheeler and commissioners. Thank you very much for having me. I'm a resident of southwest Portland and I serve on the 2040 freight advisory committee and the Portland advisory bicycle committee where I'm finishing up a two-year term as a chairperson. I'm speaking on behalf of myself, though. Last night at our bicycle committee meeting we talked for about half the meeting about the decline of bicycling in Portland. We had explosive growth, explosive enough that new commute trips were actually by bicycle. It was the single biggest factor in preventing congestion throughout the city of Portland. Greater than any other mode of transport. Unfortunately after 2014 that growth has stalled to the point that most trips are by single-occupant vehicle. And we're not sure why. We have great policies. Several years ago council adopted vision zero which has the goal of zero deaths by 2025. Unfortunately we just had our 30th death this year, just a couple of days ago, of a bicyclist. And we've been at or near records for several years now. We have a climate action plan and a comprehensive plan that have policies around our transportation strategy for people movement that do a great job of articulating our goals and aspirations. We prioritize walking above all us. Bicycle comes after that and then transit. These are all laudable goals. And a great way of prioritizing things. However, the way that we actually build and the way that we fund does not meet the moment. And there are things that all of you can do. That's what I'm here to ask. And I think it starts with your actions and what you say. So actually talking about bicycling, talking about walking, making it more than just a showpiece and really caring. Making the example it's not something to be avoided but it's something to be proud of. I think that that kind of leadership starts at the top. And then supplementing [bell] -- we have an ordinance around bike town that prevents any funds from the general fund from being used to fund our bike share. And it's a rare moment when any extra if funding goes to an education project. And finally hold odot accountable. Half of our traffic deaths happen on their roadways. And with idr which you're about to hear about [bell] that's going to



use all of their funding and focus and prevent them from doing anything for our roadways. Thank you very much.

**Wheeler:** David don't go away. A couple of us have comments and questions. Commissioner Hardesty.

**Hardesty:** Thank you for your service. Thank you for your passion and commitment to making sure that we have multimodal options when it comes to the city of Portland. Your passion comes across through and through. You're absolutely right. The second highest death toll is from vehicle violence in the city of Portland and you know that this council has actually supported investing dollars in our high-crash quarters because we know that nobody is going to get on a bike if they don't feel safe and they don't feel like they can get where they need to go without stress. I mean bicycling is not supposed to be stressful, right? And you're also right that rarely do we have extra general fund that we invest in transportation improvements. But I will say this council has done an exceptional job over the last couple of years with extra money that we did not anticipate investing in some of the most needed infrastructure improvements that were necessary. And I just want you to know, it keeps me up at night understanding that we don't have the same focus on vehicle violence as we do on other kind of violence in our community. So again, thank you so much for your leadership and your service to us.

**Wheeler:** David I also want to thank you for your incredible service. And i've been pondering the same question that your committee has been pondering. I am a cyclist. I cycle regularly. Regularly enough that I recognize the street behind you. That heads down to barber boulevard to capital highway. I'm on that quite regularly. That is my main route to city hall. And i've wondered because the investments have improved in bicycle infrastructure. That's a good example of a separated bikeway. And I'm often puzzled that I'm frequently the only person on it. I don't see a lot of people using it. And when you get down to barbara boulevard, that again is a major thoroughway. You see more people but again, not many. And so i've often wondered if safety is really the

primary question here, whether there isn't something else. And I just don't know. But it certainly warrants more consideration. I agree with you, your general criticism that we should be more vocal, that we should do more around advocacy and supporting bicycle infrastructure and biking as a mode of transportation. I'll take that challenge up. I agree with you and I think that's good advice and I appreciate it. The other thing that sort of surprised me is the slow adaptation of ebikes. I thought ebikes would be adopted as a viable alternative to vehicles, at least for shorter routes much more quickly. And I thought it would make a bigger difference in Portland than in other cities. Frankly one of the reasons people don't bike is this is a very hilly city. I joke with my friends, it's uphill both ways to and two city hall. It is. It's actually uphill both ways because you have to go over a rather large hill. And I can see why, you know, for a lot of people that's off-putting and maybe not their favorite. But an ebike can certainly get around that. And I guess part of it is the cost of ebikes hasn't gone down as much as I thought it would. I thought the adaptation cycle would be quicker. I appreciate the investments made by the public bicycle program to include ebikes. Here at city hall we're issuing ebikes in lieu of automobiles for those who request it, including in my office. Ours are clunky. I'll be honest. They're first generation. They look like motorcycles and people are like, what the heck is that thing. At least it engenders some conversations on the road which are kind of fun. Wu there is more that we can collectively do. And I would like to hear more from your committee about, as you come up with ideas or thoughts on ways that we could improve both the infrastructure as well as the adaptation cycle, I'm very, very open to it and would love to hear your thoughts on an ongoing basis.

**Hardesty:** David, hold on to this recording because it so I understand like in the fall the mayor and I will be coming to one of your committee meetings to have that conversation.

**Wheeler:** That will be fun. I'll look forward to that. We'll take the meeting challenge.

**Stein:** That sounds wonderful. I will pass on the record. Thanks so much for the kind words.

**Wheeler:** Thank you. Next individual please, item 608.

**Clerk:** Request of peter to address council regarding security concerns at pregnancy centers.

**Wheeler:** Hi, peter. Good morning. Thank you for being here.

**Peter Rideout:** Good morning. I'd like to speak on the violence in Portland. Actually more to the fact that they be condemned by the politicians. For instance, the first -- i've always heard about, my whole life about soft on crime. That is endorsed by the politicians, such as [inaudible] whether they were antifascists I guess, and they would roam the streets beating people and the mayor said, that's okay. He told the cops stand and watch. And then the floyd george tragedy and we had over a year of mostly peaceful protesting, according to the alleged news folks. What is a mostly peaceful protest? Well, you have seen it on tv. People died, smash windows, loot, torch buildings, torch cop cars, throw bricks at cops and try to blind cops with lasers. That's a mostly peaceful protester. If you don't believe me, look for someone that is holding a mic in his hand. He's not a journalist but he does play one on tv. Now we go to the fire bombing and smashing windows at pregnancy resource centers and attacking churches. I don't understand what why these people are so enraged. All they do, people come to them for help. Young girls are pregnant and they're frightened. They provide resources for them, just kind and loving to the people that come to their place. And so the vicious ugly violence that these pro-choice people -- which raises a question, what are the choices. I'd like to know the answer to that. And so -- and as far as pelosi is concerned [bell] the good catholics, her silence is deafening. This is beyond me. The courthouse down here, right here on 4th and main is boarded up. So mostly peaceful protesters drove the deputies and all of the judges out of the courthouse. [bell] it is now a hollow, it's a hollow shell of what was once a house of justice.

**Wheeler:** Thank you, sir, for being here. I appreciate your being here. I appreciate your expressing your opinion, but I do want to gently correct the record. Do not believe everything you hear on fox news.

**Rideout:** I did not -- you have to speak up, sir.

**Wheeler:** Do not believe everything you hear on fox news. When you repeat the myth that I have said that it is okay for people to engage in criminal destruction or violence, you are repeating a falsehood. And you can go back and check the record and see what i've actually said and you will see that as not true. Nor have I ever directed the police to do nothing. I've never made such a direction. So I appreciate you being here today and looking me in the eye and giving me the opportunity to refute that statement because it is 100% false.

**Rideout:** Okay.

**Wheeler:** Thank you, sir. Thank you.

**Rideout:** Where will I find the record?

**Wheeler:** You can actually go back and look at any news reports going all the way back to the beginning of my administration. Go to any news site, a credible news site. They'll have archives of everything i've ever said. Google ted Wheeler and you will get the good, the bad and the ugly. Please do that for yourself. Don't just listen to a commentator on fox news or bright part or wherever you heard that and come here and spat it as facts. It is not facts. Commissioner Hardesty.

**Hardesty:** Thank you, mayor. I wanted to point out we have this big, beautiful courthouse at the end of the hawthorne bridge which is where the courthouse moved to. So the boarded-up building was not abandoned because of protests. It was abandoned because there's a nice, new, pretty building that is being utilized for justice. So again, thank you for being here and please check your news sources. Have a great day.

**Wheeler:** I want to reiterate. I appreciate you being here because a lot of people don't really have the courage to come here to the mic and express their perspective and their point of view. I appreciate you're here, sir. So thank you. That completes communications. Commissioner Rubio.

**Rubio:** Thank you, mayor. I just wanted to take this moment before we started our agenda this morning to acknowledge two tremendous civil servants who are completing their time here at city hall this week. And that is mona schwartz who is a policy adviser in my office as well as mark bond who is a policy adviser -- or a policy director for commissioner Ryan. And so mona and -- I just wanted to thank you for everything you've done. You love this city, you care about this city, and I just wanted to appreciate on behalf of council just how much of a heart and soul that you've put into the work to improve the lives of Portlanders and to make this an inclusive, equitable place that we all want to be. Thank you for that and best wishes to you future endeavors. And i'll turn it over to dan to say something.

**Wheeler:** Commissioner Ryan.

**Ryan:** Thank you for knowing it was smart to do it at the beginning of the meeting. I thought it was smart to do it at the end. It's not. There you are mona, and mark we're talking to mark as well. I want to say how much I appreciate both of you. And i'll use my time to elaborate a little bit about mark. Our beginning was when I was in a runoff for the special election summer 2020 and mark was a risk taker and decided to be my campaign manager. And it began such an authentic relationship about our passion for how to make Portland a better city. And i've learned so much from him. And then when kellie torres hired him, she's the chief of staff. It's always a caution. It was real clear that adding mark to the team would not just be good for me, but it would be good for the city. And I think a lot of us have witnessed his skill sets of being a convener. There was a time where we didn't meet frequently to talk about complex issues like homelessness across offices. And mark has been a leader of those meetings and they've been very,

very helpful to keep at least the five of us much more aligned than I think I experienced when I first arrived. And I want to give mark all of the credit for having the courage -- it takes courage to herd cats and to listen to different points of view and to keep moving work forward. And his integrity to stay objective in the pursuit of getting results. The tall gentleman that just walked in is mark bond for those in the room. There we go. Modest mark. So I just wanted to take a moment to acknowledge how much I appreciate you, both of you, and the great state of montana is going to be very fortunate to have two amazing assets enter their public sphere. I'm glad you're staying within the region of -- can we call it that? The greater northwest? It's a stretch but, okay, i'll say it. [laughter] anyway, I'm so glad you walked in on cue, mark and I'm glad we took this moment. I bet some of my colleagues want to say something as well.

**Wheeler:** Commissioner Hardesty, you go ahead.

**Hardesty:** I just wanted to say that I love it when love wins, right? It's like we don't get a chance to talk about love in city hall often. And I just want to appreciate -- I got to work much more closely with mark than I'm sure mark cared to. And mona has been just absolutely phenomenal. But I just want to say I just love that love has ruled the day at city hall. And two very special people are going to be together and make their home in montana. This is not a place that people normally talk about love. But I wanted to make sure that that was something that we talked about today. So I congratulate you both and your families and we look forward to seeing what fabulous blue changes you make in the fabulous state of montana. [laughter]

**Wheeler:** I just want to add my congratulation to both of you. Thank you for your service here. You've both done a terrific job and I think this also illustrates, commissioner Hardesty -- I heard a podcast the other day and the host of the podcast insisted that none of us get along. And I thought that was just really weird. And we certainly have vociferous disagreements but we actually get along really well. And a part of that, of course, is the fact that our staff is professional and they work together and

interact and they put in really, really long hours and they're constantly managing whatever the crisis de jour happens to be and it's usually crises de jour in this environment. We're losing two great ones here, mona and mark. We're going to miss you. Your absence will be felt here at city hall by all of us on the dais and all of our teams as well. We wish you the very best of luck. Montana is a cool state. It's one of the most beautiful places. The outdoors environment there is incredible. Your fly-fishing skills will improve markedly or you will be shamed for it. I know you're going to have a great life. I wish you all the very, very best on behalf of all of us here in the city of Portland and congratulation to you. Thank you.

**Mapps:** And mr. Mayor, if I may, I want to join everyone on council and frankly everyone in the building in expressing my appreciation and gratitude to mark and mona for your friendship, your partnership and your service to our city. Truly irreplaceable but we're really glad to see you launch to go on -- I won't say bigger and better things but new and different things. Thank you very much and good luck. Please come back and visit us soon.

**Wheeler:** Thank you commissioner. [applause] have any items been pulled off of the consent agenda.

**Clerk:** One item, 611.

**Wheeler:** Call the roll.

**Clerk:** Hardestty.

**Hardesty:** Aye.

**Clerk:** Mapps.

**Mapps:** Yes.

**Clerk:** Wheeler.

**Wheeler:** Yes.

**Clerk:** Rubio.

**Rubio:** Aye.

**Clerk:** Ryan.

**Ryan:** Aye.

**Wheeler:** Content agenda is approved. 609.

**Clerk:** Endorse the modified locally preferred alternative for the interstate bridge replacement program with conditions.

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Thank you, mayor, and thank you, colleagues were taking time over the last three month to learn about the progress that we've made. Today we're asked to vote on a resolution that would have the city of Portland joined by state partners in endorsing the modified locally preferred alternative. This has been and continues to be a challenging project but I am happy to have reached a regional compromise at this point in the process. There are a few important aspects of this modified lpa that demonstrates that compromise is a shared commitment to make sure whatever is built reflects our community's values. The project will include a light rail extension to vancouver and a dramatic increase in public transit service for a large portion of our region. We are encouraged by the approach to reduce the impact of i5 on hayden island, creating an opportunity to restore the local street grid. New local access to and from hayden island will keepological traffic off the highway. This is a great outcome for the island and our city. The investments in biking, walking and rolling across the bridge and into vancouver will be transformative. And we've reached agreement for providing no more than one auxiliary lane in each direction on the i5 over the columbia river. A significant accomplishment in our effort to address and fight climate change. But perhaps the greatest achievement of this project so far is something less tangible than a light rail train or a highway lane. We have achieved an historic agreement among two cities, two metropolitan planning organizations, two ports, two transit agencies, two state agencies, state departments of transportation and two state departments of transportation. Anyone who knows the history, to replace the i5 bridge over the last couple of decades



knows that that critical -- how critical that agreement is for this project to move forward. As I said before, it's important to remember, the interstate bridge replacement is not a city of Portland project. It's not how Portland would have invested this much money into transportation systems. But it is a project prioritized by two states and their governors with federal support to address an undeniable need for earthquake resiliency. Our job as a city has been to help the state make a project that does not undermine the city of Portland's goals and this Ipa does that. I want to make sure to point out that we have attached conditions of approval to our endorsement of the Ipa that make clear to the Ibr program what our requirements and expectations are moving forward. Around the ongoing process in community engagement and how to implement the stated climate and equity commitments and accountability that this council and our partners want. There's more work to be done and let's be clear, we wouldn't have come this far if it wasn't for the young climate activist and other community volunteers who have helped hold this project accountable. To the many volunteers on Portland advisory boards who have provided testimony and input into help inform our action here today, we need to continue to listen to these voices in the next stage of this process. And I am committed to doing that. So with that I'd like to introduce Greg Johnson from the Ibr team and Katelynn from Pbot. Greg, take it away.

**Greg Johnson:** Good morning, Commissioner Hardesty, Mr. Mayor, members of the Portland City Council. It's my pleasure to be here to give you a very short presentation on where we are at and what we have been doing over the last number of months. So we are at a key point in the program that demonstrates alignment between the partners. So we put this -- put forth this locally preferred alternative back in early May and we have been listening to the partners, to the boards and councils and taking your input as we are shaping this program and taking it to the next phase. So if you can go to the next slide, please. We have been listening and making appearances before numerous boards and councils and they have been giving us feedback on things that are

important to them. We have been tracking and creating a database for all of these conditions and all of these important items that are valued by each of the councils and boards. So you can see some of the dates where we have been and some of the issues that have been put on the table for us. Let's go to the next slide, please. So once again, we have met frequently over these last two months, or two and a half months now, with each of the boards and councils, and we are now in the process of having them adopt these. So that is the reason we are here before the Portland city council today to put forth, once again, our recommendation for this locally-preferred alternative. And I want to emphasize, this is not a final step in the program. What it does, it allows us to go to the next step, which is a supplemental environmental impact statement process where we will be digging into these issues and all of the challenges and things in a very public way and bringing those forward back to councils and boards as things develop forward as we put more design efforts into this. So we have had adoptions by a number of boards and councils. So this is, I believe, five out of -- the fifth out of eight that eventually have to adopt this locally-preferred alternative to allow us to move forward. Next slide, please. Once again, trimet has endorsed city of Portland has endorsed, the port of vancouver has endorsed, c-tran has endorsed. Today we're appearing before the board of Portland for their endorsement and tomorrow we'll be before the regional transportation council in southwest washington and we will wrap up the board and board and council actions on July 14th as we appear before metro. And you can see that on June 16th jpac did endorse the locally preferred alternative. In the next steps we'll be before the executive steering group which is the executives from representation from each of the partners and they will -- we will be looking for them to reach consensus to move this modified locally-preferred alternative into the supplemental environmental process as we seek to further evaluate and put more meat on the bones for what this project can be. And finally, later that day we will have a convening of the bi-state legislative committee and we will be looking for them to acknowledge the step to move

this into, once again, the supplemental environmental impact statement process. Next slide, please. So once again, this is not nearly the end of the process. This is a beginning. And we will now be looking and developing a work plan that will respond to all of the partner priorities. There are conditions and requests. We will be developing responses to all of those. We will also be putting forward a conceptual finance plan once we get the approval of the locally-preferred alternative. That finance plan will come out later this year. We will also be taking a funding package in front of the Oregon legislature in 2023 and we have already begun the process of applying for federal grant opportunities one thing you don't see on the slide is we have been having conversations with the United States Coast Guard. They have issued their initial determination this is one step in a lengthy process. They have told us of the needs of the traffic on the river. We're respectful of their position. And as we're speaking to create a solution not only for river traffic but also for folks who travel by bike, by car across the river. We have more discussion as we go forward. We will continue our robust community engagement. This is mandated as part of the federal environmental review process. But it's something that we also take very seriously and we have been putting a great amount of effort forward and at this point have talked to over 35,000 individuals in the last year and a half. We also now that we will be developing more design details. We heard clearly from the mayor and city council that they want to see more details such as aesthetics and urban design. We'll be looking at all of these issues as well as active transportation facility transit details. And once again, if we can hold our schedule we anticipate beginning construction in late 2025, early 2026. So with that I will take any questions or concerns that you may have.

**Caitlin Reff:** I think we're going to jump into the pbOT presentation and then go to council discussion.

**Johnson:** Thank you, Katelynn.

**Reff:** Thank you. All right. Thank you, administrator John and commissioner Hardesty. Good morning Mayor Wheeler and council. I'm the partnerships manager at pbot. Building on what Greg has shared today, we are here for a council vote on a resolution to endorse the interstate bridge replacement program iBrp modified lpa. The package contains two exhibits. The port modified locally preferred alternative is exhibit a and conditions of approval is exhibit b. So in 2019 there was a region letter of support and that letter acknowledged and provided direction on other areas that were critically important. Commissioner Hardesty and the city project team have been pushing for solutions align with these priorities, including the need to right size the project and manage the demand within the bounds we have been given. This is consistent in how we've engaged and reflected in more detail within the Portland conditions of approval. We spent a lot of time over the last couple of years and in city council work session in May talking about why the iBr project matters. We know a project this large can have a large impact, positive or negative depending on the direction it is pointed. And we know that transportation accounts for 41% of greenhouse gas emissions in the county, the largest single source, and that emissions from the transportation sector have gone up since 1990 by 3%, not down like we need them to. We know that today's system requires a car to fully participate in society yet more than a quarter of black households don't have access to a car. Transit, the transportation option Portlanders of color rely on has gotten smaller over the past 20 years. The average commute time for black Portlanders is 20% longer than for white Portlanders. We know the number of traffic deaths -- to reduce the amount Portlanders drive we need to provide good options. So given these trends and the future growth of our region we've focused on strategies within iBr that support a transportation system that will help people reach what they need to live safe, happy and fulfilled lives. Strategies that avoid or at least reduce impact of car moving capacity. This is the modified lpa and it includes the foundational elements of the project that will be tested through the environmental review process. It

includes new bridge, new light rail transit to vancouver, four lanes of direction over the columbia river, a local bridge to hayden island, variable rate tolling, a commitment to establish a greenhouse gas target in support of our state goals and a commitment to development and implement a community benefit agreement. Administrator johnson mentioned what we heard from city council on the proposed modified lpa. We've been working with an ibr program team to ensure that the Portland advisory committees have heard from the program. And I will say all of these groups have provided thoughtful insight and consideration, many provided letters of testimony the council. We've worked to incorporate these priorities into exhibit b, the conditions of approval. Conditions on these 13 categories. Feedback from city council, advisory committees and stakeholders, these conditions have been developed to ensure that the local priorities are well-defined, actionable and measurable going forward. They've been developed to address trans, climate, safety and mobility. We will be working with our partners to address partner conditions and we have a clear commitment from ibr that as a partner agency we'll continue to comment on and participate in the supplemental environmental evaluation work and any major post-lpa decisions. Administrator johnson went over the timeline. I will just add the ibr program will are additional milestones that require city council action. We'll need to return to the city council to report back against the conditions of approval and approve any future environmental analysis and findings. With that, thank you. And that concludes the presentation portion item.

**Hardesty:** Mayor, back to you.

**Wheeler:** Very good. Colleagues, any questions at this point? I've got just -- dan, did you have some? Go ahead.

**Ryan:** There's a condition of approval. Do we do that now or later.

**Wheeler:** You can do it now or later. No, I'm not here all day, so if you want to do it, do it before I leave.

**Ryan:** Colleagues I would like to include a condition of approval today that will help mitigate the disruption of Portlanders as well as business owners adjacent to the water near the ibr project. And I want to thank the mayor Wheeler who helped inspire dialogue on these communications and the ibr team. Mayor, can we have the clerk read the condition?

**Clerk:** Commissioner Ryan, we have it up on the screen. I'm happy to read it.

**Ryan:** Go ahead.

**Clerk:** And in water uses in the project area. Minimization and mitigation for project impact such as displacement and discurrption during construction should be consistent with the goals and objectives of the city's comp hennive plan, the hayden island plan and the bridgeton neighborhood plan, optimize equitable, cultural, historical and efficient use of land and in-water uses and be fully documented in the sdeis.

**Ryan:** Thank you. I motion to include the condition.

**Hardesty:** I second.

**Wheeler:** Commissioner Ryan moves, commissioner Hardesty seconds. Legal council.

**Rees:** Before you vote I want to make sure we clarify, although the slide shows it adds f, this is an addition to condition 8 and it will be g. So just clarifying before you vote.

**Wheeler:** Good catch. And that's why you're the lawyer. Perfect. Why don't we keep it on the table and we'll vote on it at the end prior to voting on the resolution and that way if people want to testify on this they can. Commissioner Ryan, just by way of clarification and I understand these have to be legally accurate, but as I read this, this is basically a statement of support and acknowledgment that there are residences, there are businesses, there are other services that are either displaced or negatively impacted by the construction of this project. And this is our statement of a good faith effort to mitigate the disruption as much as possible and potentially offer support for those who are negatively impacted. Is that a fair reinterpretation of what this is.

**Ryan:** It is. And I think i'll share an example. The floating home community that's on the west side between Oregon and Hayden Island is an example. I want to make sure we call this out.

**Wheeler:** I appreciate that and will be supporting it. Commissioner Hardesty.

**Hardesty:** I want to make sure we have it on the record, this is not a city financial commitment to do anything around this. I just want to be clear that adding this amendment means that we know it's part of the big picture project and it should all be considered. But whenever I -- I get a little nervous when I see the city's name 20 times in one amendment. And I just want to make sure the implication is not the city is taking on the burden of making this happen. But the project is.

**Wheeler:** Thank you for clarifying that on the record, commissioner. I have a question for staff and it relates to some of the most recent conversations between the project team and the coast guard and the federal aviation administration. And in particular I'm curious to know how -- does the coast guard have veto power? Does the FAA have veto power? Where do they fit in this as project partners? Are they absolutists in that they can say you must have the bridge be this high or this low or are they part of the discussion about what is ultimately agreed to. And the reason I ask this is this project is uniquely squeezed. It's squeezed between the coast guard that wants the bridge higher and the federal aviation administration that wants the bridge lower. And that could obviously begin to constrain our ability -- well it constrains the design phase of this project. I'm curious to know, do we take those as absolutes? Is there pushback? How does this all get sorted out in the end between the FAA and the coast guard.

**Johnson:** If I could take that question.

**Wheeler:** And if we could get rid of the presentation so I could see who is talking. Thanks.

**Johnson:** Once again for the record, I'm Greg Johnson, interstate bridge replacement program administrator. So the U.S. Coast Guard has the permitting responsibility for any

bridge over navigable waterways in the united states. So eventually we will be seeking a permit from the u.s. Coast guard. What they have put on the table, their initial determination is that just an initial determination that doesn't take into account any mitigation efforts that we can do. So this is part of a lengthy conversation. And other federal entities such as the federal aviation administration, federal transit authority, federal highway administration also will have a voice in what this bridge will end up looking like. I do remind folks that we did have a permit for 116 feet the last go-round and we have updated the river navigational users study and nothing has changed in that time period. But we are working with the coast guard very closely to make sure the right thing happens here.

**Wheeler:** That's helpful. And before I turn it over to commissioner Rubio, I just had one follow-up question on this. Who has prioritized it? It sounds like the coast guard issues the permit. That's a must have.

**Johnson:** Yes.

**Wheeler:** Can the faa block that? Where do they fit into this conversation?

**Johnson:** So every partner has a say and that's what our program team is committed to doing, is to getting all of those view points in front of the u.s. Coast guard to make sure that they understand that there are a myriad of challenges here, as you have mentioned, from a height standpoint, from a light rail standpoint of making sure grades are appropriate for light rail, also for trucking, going across the river. So all of these things have to be taken into account before that final permit is determined and granted.

**Wheeler:** So that will all be done during the design phase, is that where this gets sorted out?

**Johnson:** Yes. We have -- we won't be looking for a permit from the coast guard until 2025 or 2026. So there will be time for discussion and all of these mitigation efforts that we have engaged in to be put on the table for the consideration by the coast guard.



**Wheeler:** And just one final question and then I promise i'll turn it over to commissioner Rubio. Who is the decider here? At the end of the day if there is a dispute between the faa and the coast guard, who steps in? Is it the president? Is it the chair of the senate transportation committee? Who is the decider? Who resolves the conflict?

**Johnson:** My understanding is that it would be worked out at the highest levels because these are two different departments within the federal government. So it very well may come down to what the executive branch believes is the right thing to happen.

**Wheeler:** Very good. And I assume the executive branch is actively involved in these discussions through the transportation secretary?

**Hardesty:** Yes.

**Wheeler:** Okay. Great. Thank you. Commissioner Rubio.

**Rubio:** Thank you. I just have one question and this is for mr. Johnson again. I know that this is very early stage of the project. We're at the beginning. But when do you expect that the project will be providing a more updated cost assessment or estimate and financial plan?

**Johnson:** So we are currently working towards putting numbers together for before the end of the year. So we're looking at hopefully sometime in november or early december to have those numbers go public. We are looking at cost escalations that we're seeing in the construction industry that has impacts. We're also looking at making this reflective of what the locally-preferred alternative pillars that are being agreed upon, that these costs are reflective of that. We're hoping to once again have narrowed this ballpark of costs down very carefully by november/december time frame.

**Rubio:** Thank you.

**Wheeler:** Public testimony. How many people --

**Clerk:** Eleven people signed up.

**Wheeler:** Great. Three minutes each. Please name for the record, any of the three microphones and you don't need to move them. I think they're in the right positions.

**Clerk:** First up we have Chris Smith.

**Chris Smith** Good morning, Mayor Wheeler, members of council. I am Chris Smith, the city code requires me to tell you that I'm a registered lobbyist for the Freeways Coalition. Part of the Just Crossing Alliance, which is an alliance of 27 environmental, climate and environmental justice organizations that have come together to get the most sustainable and equitable outcomes possible from the project. I want to emphasize that we are project supporters. Our goal is to shape this project. We recognize the necessity of getting transit and active transportation across the river. We're also cognizant of the seismic resilience issues that we're trying to address with this. I want to thank Commissioner Hardesty for her work on the executive steering group in getting the important accomplishments of a single axle wing and getting transit across the river. Of course we still think that's one lane too many but we'll continue to work that issue during the EIS process. I want to talk to you today about our concerns at this stage which is having only a single alternative analyzed in the EIS. We believe that the current recommended IPA with what we call the tall bridge is challenging for several reasons. One is that the grades involved in getting to 116 feet or higher than that will be -- make active transportation impractical. We'll have issues for freight. And the monolithic nature of this structure would make it very difficult to phase the project which is an important financial consideration. The famous quote is those that cannot remember history are doomed to repeat it. So I want to run through some of the history on this project and how it's relevant to our current moment. Mayor Wheeler, you played an important role in the history here as state treasurer. You assessed the risk of the finance plan. That was one of the key considerations the last time around. Another key piece of history is that the two governors last time assembled an expert panel. One of the recommendations that expert panel was to break the project into phases so it would be easier to finance. We don't have a finance plan yet but we don't see a clear path to phasing and that concerns us. And of course there's a lot of history with the Coast Guard.

Last time around the project assured us they could get a permit at 95 feet. They couldn't. The coast guard forced them to go to 116. That cost us a year and many millions of dollars in redesign. [bell] this time around we have a similar stand out. A little different. After the last debacle the coast guard and the federal highway administration rerote their mou and that's why we have it before the eis instead of afterwards. The vessels are larger and the latest tug is now 130 feet. I think the coast guard has substantive reasons for wanting a greater clearance. [bell]. We'd like to see it done with a lower structure and either a lift segment or a tunnel to accommodate that. Thanks very much.

**Wheeler:** Thanks, chris.

**Clerk:** Next up is ada crandall.

**Wheeler:** Good morning. Thank you for being here.

**Adah Crandall:** Good morning, councilmembers. My name is ada crandall. I am 16 years old and I'm a leader of the Portland youth climate strike. I'm here to urge that you vote no on the interstate bridge replacement current lpa and push them to analyze additional alternatives in an environmental impact statement. You heard the technical argument for all of this from chris. I'm not going to repeat it. But chris' testimony really should be all that it takes. The number as ten facts are very clear that this version of this project is not what we should be investing in. But sometimes numbers and facts are easy to ignore, like maybe you don't really get it, the way that my generation gets it when you don't understand that we are living through a climate emergency and that when my generation thinks of our future, we see wildfire, smoke and heat waves and droughts. But that we understand as high school students that the interstate bridge replacement project is climate arson in disguise. I am 16 years old and I'm spending the summer before my senior year of high school testifying in government committee meetings about obscure infrastructure projects. This is not where I want to be. This is not where I should have to be. But it's where I feel a responsibility to be because frankly I don't trust

that you all are making decisions with any consideration of the future of my generation on this planet. The current proposal for the ibr project is an expansion of freeway lanes with grades likely too steep to even support active transportation or rail. If you were given \$5 billion to create a project that seriously addresses climate, economic and seismic concerns, is this really what you would end up with or is it what odot is forcing you to settle for by providing no other options. I need you all to be brave. I am so sick of leaders giving in to the status quo instead of standing up for us because right now it may seem easier to let the project move forward. I know there's pressure to do so. But this isn't high school where the cooler more popular more powerful government agencies just say it's the thing to do and you have to go along with it. Because ten, 20 years into the future when the bridge is highly congested once again because of induced demand and our state is ravaged by wildfires and heat waves because of your inaction on climate, you're going to regret it. So I'm going to ask you right now, do you believe that as city leaders you have the responsibility to take bold and urgent action to stop the climate crisis? Raise your hands. [bell] now keep your hands raised if you, that means investing in projects that will reduce our emissions and move us forward on climate goals. Now put your hands down if you've been tricked by ibrp into thinking this project is some magical exception to that rule or for the interstate bridge. It's actually somehow okay to add lanes and increase emissions in a time where we should be doing everything we can to lower them. We need you become bell ] to be climate readers. We need you to vote on this like your constituents depend on it. Vote no on the current lpa. Thank you for your time.

**Wheeler:** Thank you.

**Clerk:** Next up we have soren garber.

**Sorin Garber:** Good morning, council. My name is soren garber. I'm a southwest Portland resident, an appointed member of the Portland committee, on the past pedestrian committee as well as the sidewalk obstructions task force. And I'm a

transportation planning consultant. I'm very grateful to commissioner Hardesty brought this legislation to you. I fully support the Ipa and encourage the council to pass the resolution to not only demonstrate their approval so the long process can replace -- so we can get started on the long process to replace the interstate bridge. I also want to counter an argument made by some critics in the project that the auxiliary lanes will induce more traffic demand because they will improve travel time so much that they will attract more motorists. In my 40-year career -- yes, I'm still working -- and careful review of the literature, there's never been a serious analysis that validates that hypothesis. Auxiliary lanes do not encourage more people to drive. And I was curious about the comments made so I did my own independent research. Nobody asked me to do it and nobody paid me to do it. Odot, when I did the analysis in 2020 odot had installed 17 freeway auxiliary lanes in the region and 12 of them had enough information that I could do an analysis of whether they induced traffic. Five were too new to have available traffic data. Anyway, I found traffic increase by less than 1% at eight of the locations. After construction comparison to the five-year period prior to construction, during that same period around the locations, population and employment exploded by a much, much higher percent. And the four other locations traffic volume actually decreased. Auxiliary lanes, if you drive in this area, you know the auxiliary lanes are designed to make life for comfortable for motorists entering and exiting the freeway. They feel unsafe. They don't attract more traffic. Thank you so much.

**Wheeler:** Thank you for your system. Appreciate it.

**Clerk:** Next up we have diane [inaudible]

**Wheeler:** Good morning, diane. Welcome.

**Diane Meisenhelter:** You might want to do the studies in the 2020 in the middle of the pandemic. I wouldn't quite trust those results. And my name is diane. I've lived in inner northeast for 34 years. And dire predictions issued this spring by the world's best climate scientists indicate that if with do not cut emissions in half by 2030, millions of

people and species will experience unthinkable consequences. Front-line communities suffer the worst. The most recent air toxicity assessment shows I-5 is among the most dangerously polluting highways in the west and it documents the severe health equity impacts from these highways and an overconcentrating of polluting industries in north, northeast Portland. Without expanding the number of lanes and vehicle miles traveled, ODOT could create jobs and take reparative harmless steps, mitigating for earthquake and flood safety and adding efficient electrified free or low-cost transit options and bike pedestrian lines. Expanding jobs for minority contracts and businesses. Each additional mile of highway lane increases CO<sub>2</sub> emissions by more than 100 to 186,000 tons over the time frame we have to get to zero emissions. We need to decrease, not increase vehicle miles traveled as multiple studies show that inducing freeways add to induced demand and does not reduce congestion. Also is the I-5 at the lowest green roads bronze level like the proposed Rose Quarter and if so, why. For the proposed tall bridge interstate crossing the grades are so steep that bicycles will be deterred and cars and trucks will likely emit more emissions getting up the grade which in addition to the new lanes may not fully be offset by the toll as only an investment grade analysis of toll revenue could forecast. We support the Just Crossing Alliances call for alternative option analysis for a phasable lift bridge or a tunnel in the EIS to fully address these concerns and prevent having to go back to square one if the Coast Guard objects and requires an even taller option. There are so many better ways to spend transportation and infrastructure bill monies that could address the needed transitions, reduce emissions and provide more climate-friendly transportation. Now is not the time to expand freeways as outlined in your own climate emergency declaration [Bell] do the right thing to safeguard our future. Thank you.

**Wheeler:** Thanks for being here.

**Clerk:** Next up we have Lynn Hanlyn.

**Wheeler:** Hi, Lynn.

**Lynn Handlin:** It's early. My name is Lynn Handlyn. I live and work in outer southeast Portland. Our window is closing. The climate emergency is already here and time is running out to act. These are words from the city of Portland on a recent document. These are your words. If you really believe this and care about it, why on earth are you considering approval of the interstate bridge replacement tall bridge plan. This is a freeway expansion nobody how you dress it, we're adding lanes. More lanes, more cars and more vehicle miles driven. This is going to add more pollution to the area and of course it's going to fuel, further fuel the climate crisis. Obviously another issue is the height of this thing and I think maybe a close conversation with Chris and his knowledge about what the Coast Guard is doing and has done in the past, I think you are maybe being deceived by ODOT or maybe people are just not sure what they're doing. Because this bridge is going to be crazy tall. And it's going to make it very, very hard for bicyclists to get up and over that sucker. Only the most -- the hardyist cyclists are going to make it other and it's harder for trucks and cars to get over. They're going to be spewing more carbon because of that. Walking might not be super fun either. Why not do it right. Instead of approving this thing now with all of these issues, consider alternatives with the lift in the middle as Chris was saying. And we do need a project. This bridge needs to be replaced. Earthquake issues and we need public transit that actually goes over the river. I'm really glad that you all at least managed to get that in there. That's incredibly important. But we can't be adding lanes. Adding lanes not good. And the height is really problematic. I know there's not a lot of people here to testify today. A lot of people I know wanted to be here but for various reasons they couldn't get here. That doesn't mean they don't care they just expect their elected officials to act on their behalf. And when the city declares a climate emergency and says that more traffic is bad, then we need to actually deal with it. So do the right thing, listen to your own words, the time to act is now. And widening this freeway is exactly the wrong action. We need less lanes of cars become bell ] not more. We need more public transit,

bike and pedestrian options. And if the younger generations and generations to come are going to have a hope in hell of a livable future, it means that you all have to act and not, maybe not listen quite so closely to odot because odot and pbot have been deceptive in the past. The department of freeways is not the department to trust in this area. So replace the bridge but do it right and consider the better option. I would say talk to chris. Thanks.

**Wheeler:** Thank you.

**Clerk:** Next up is noah studder.

**Wheeler:** Welcome.

**Noelle Struder:** Thank you mayor Wheeler, commissioners. I woke up an angry mother today because I can't imagine voting yet on odot's single option freeway widening proposal. Freeway widening is inherently at odds with Portland's first condition of approval on climate environment. We hire you to be our wise surrogates in shopping for public improvements. I'm teaching my children how to shop comparing alternatives to get the best value and outcomes. No one buys anything from a toothbrush to shoes to finding an apartment or house if you're so lucky without looking at multiple options, sizes, functionality and how long it will meet your goals for the future. No one buys anything without knowing the price. And I appreciate commissioner Rubio's question about this earlier. When options are limited, smart shoppers pause and wait until a better selection is available. Despite those words, odot is a known dinosaur. The agency is still in the business of a limited expansion with a focus on moving vehicles instead of people and freight. Until this shifts odot's mo will also be at odds with our survival. So why buy into the single option that they're selling you. You are the customer and the customer has the power to demand quality and look out for the health of the least among us. Freeway widening increases energy use, tailpipe particulates harm communities along i5 and carbon dioxide is a global pollutant. Expand highways and you'll have climate induced deaths on your hand. Please pause and ask yourself three



questions. How could we use our bonding power to retrofit our community Portlanders climate reality the if a more modest bridge proposal were planned. What would a planful advanced society such as denmark and germany that believes in analysis do. And since there's no longer any real division between church and state, what would jesus do if we were in your shoes. For god's sake, for children and all of creation, please withhold approval for the interstate bridge single alternative. Thank you.

**Wheeler:** Thank you.

**Clerk:** Next up we have taylor walker.

**Wheeler:** Good morning.

**Taylor Walker:** Hi, my name is taylor walker. I'm a 16-year-old high school student. I'm also a member of sunrise pdx, which is a youth climate organization. Today I'm here to talk about the interstate bridge replacement, obviously, and urge everyone on the council to vote no on the current bridge replacement lpa and instead push odot and wash dot to push alternatively signs. I don't have all of the technical details but you've already heard them today. Please listen to what my fellow testifiers have been saying on this project. But I will say not less than five months ago I could not legally drive because I was not of the legal age to drive. So I was forced to take public transit, which despite outside opinion, the public transit in oregon is actually pretty bad. I have had an easier time navigating public transit in south korea which I do not speak korean, than I have in Portland where transit is in english. I think that's pretty sad. So people think that good public transit is out of reach or unattainable or not needed. But in fact that is a lie because I have lived in a place where public transit is cheap, fast, efficient, safe and easy to use. Good accessible public transit is not unattainable and it is necessary. Now I'm old enough to drive and I do. I was fortunate enough to have help from my family to pay for a car. But finding a car that wasn't going to pollute the earth and also wasn't \$20,000 was a struggle. But I was luckily able to find one. But that situation was very lucky. And the luck -- the kind of luck that most people don't run into. Most people also don't have

families that can drop thousands of dollars on the spot to help pay for a car. What I'm saying is that most people cannot afford cars. I myself have a car now but have to pay over \$200 a month on car insurance. And the last time I got gas I had to pay over \$80. Unfortunately my family's financial support only went so far. So now I have to work. I worked every chance I got after school in the spring and in the time that I should have been doing my homework. And this summer i've been working all day every day [bell] working myself into exhaustion to make much money to keep up with my car. I'm sick and tired of trying to keep up with a car. We need better public transit. We need transportation that isn't polluting the earth and making people fear for their futures. We need transportation, we need bridges that are actually going to connect people, not stop them from opportunities. [bell] so I ask you, don't vote on any design until it actually meets the needs of your customers. Us. The citizens. Not big corporate car companies. Vote on a design that has less lanes for cars because we don't need more cars. We need more public transit. That is actually accessible. Thank you.

**Wheeler:** Thank you. Appreciate your testimony.

**Clerk:** Next up we have Joseph Cortright.

**Joseph Cortright:** Thank you, I'm an economist with the city observatory in city of Portland. The i5 bridge project is the largest infrastructure project this region has ever contemplated. While they tell you it's a bridge replacement, it's not. It's a five-mile long freeway widening project that will cost at least \$5 billion per and you're being given none of the information you need to make a reasonable decision. You don't know how much it will cost, how it will be paid for, what the level of tolls will be, what an invest the grade analysis will show and you don't know how wide or how tall it is. Let he walk through each of the issues. First of all, you do not have a cost estimate. They've applied an inflation factor to an old project and you will not get a new cost estimate, conceptual finance plan for another six months. We also know that odot has routinely blown through its budget estimates. The typical large odot project has ended up costing

double what odot said at this point in the process. We know this project will be toll but they haven't told anyone what the tolled levels will be. They're mod thing says they get away with 1.35 with but it will have to be double that. As mayor Wheeler knows, the investment grade analysis is the real deal, what the federal government and financial markets will insist on. And what irb is telling you, they will not give you an investment grade analysis until well after you have committed to the size of this project. That is a backwards approach. You should have at least the information investors will insist upon. You don't know how wide this bridge will be. It is advertised as one auxiliary lane in each direction but they say they're going to build 164-foot-wide bridge. This the same scan they ran on mayor adams a decade ago saying they would reduce the number of lanes but keeping it the same width, wide enough for ten or 12 traffic lanes. You don't know how tall this bridge needs to be. And I want to correct a misstatement that mr. Johnson made. Because in response to a question, mayor Wheeler, as who has the authority, it's the coast guard that has salute authority over the height of the bridge and you should reed their letter because they're laying down the law saying it needs to be 178-foot clearance. The faa has no regulatory authority over the bridge. [bell]. It can require navigation lights on the bridge. When they present this as working out between agencies, that's not true. There is somebody who decides it's the coast guard and they've said it's got to be at least 178 feet. And finally, they haven't shown anyone what this bridge will look like. There are no rendering of this bridge showing what it will look like to people on the ground on hayden island and in vancouver. It was a 70 or 100-foot tall bridge [bell] elevated freeway across the areas with devastating impact on the community. And they can't be bothered with a multimillion dollar project to show you a picture of what it looks like. You should vote no.

**Wheeler:** Thank you, joe.

**Clerk:** Next up we have mary [inaudible]

**Wheeler:** Hi, mary. Good do sew you.

**Mary Peveto:** So nice to see you in person. I'm the executive director of neighbors for clean air and I'm also a member -- organization is a member of the just crossing alliance. I don't need to repeat any of the fantastic testimony previously from people like Chris and Joe who are working very closely with that alliance as well as some of the other people. But I do come to you today to try and demonstrate the value of a no vote. And frankly, I'll be honest, we don't have expectations and we aren't interested in stopping this from moving forward. We're not asking for a no vote from the council in total. But for any of the individuals here today that are representing the citizens of Portland, the meaning of a no vote, particularly on the issue of funding. I thought Commissioner Hardesty's statement about money and investments that we make, that this is not how any of us might decide to spend \$5 billion. But I also thought it was interesting that she also talked about vehicle violence. We often don't calculate also the vehicle lanes that comes from the tail pipes. The number of deaths. At the time I started the advocacy work that I do, more people are dying from emissions than they are from accidents. I think unfortunately that may not be true anymore but that isn't because less people are dying from emissions, it's increased in other ways. So we do need to look at transportation investments as an investment in moving people and get out of the mind-set of only moving vehicles through our transportation system. So just I implore all of you today that this money issue, the fact that we do not have an understanding of the cost and investment of this project is not a small thing in terms of the opportunity costs that will be lost when this project exceeds its current funding estimates, if you will, even if we talk \$5 billion. And when the state legislature has to take this up after the time period that the true money will be decided and they have to take up the difficult conversation, if they have no votes on record of concern about making a vote without money clearly articulated for this, then who is going to be responsible for those overruns. That's the biggest concern that I have, is what happens when this \$5 billion project, even at the end of the day of the initial calculations is an 8 boulevard project

[bell] who is paying for that. Whose responsibility is it going to be. Who is going to lose the investments that these going to mean across the state and the region if it looks like this was a fully-supported nonnegotiable discussion to move this project forward. I appreciate the work that has been done to get light rail on this, to consider multimodal and to understand the safety concerns of the current bridge and how important this bridge is. I just think we as citizenry, [bell] deserve on record that our concerns are recorded and known by somebody. So thank you very much for your time. Thank you for your consideration. I know you all have really looked at this closely and I appreciate your work. Thank you.

**Hardesty:** Mayor.

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Mary, before you leave. Sorry, I wasn't quick enough with my button. I want to thank you for being here. And I want to push back a little bit. You asked what happens if this cost overruns, right. We all know we'll have a new governor of Oregon at the end of this year. And next year my expectation, if I still have the privilege of being transportation commissioner would be that we get an intergovernmental agreement signed. We tried to do that with this particular governor who did not have an appetite for holding ODOT accountable. As you know, we don't -- we're not the boss of ODOT, right. They're a state organization that the governor should be holding accountable for the outcomes that we say we want. I also am very confident that the joint legislative committee -- I know representative Pham has been like tirelessly advocating to ensure that equity in multimodal needs are prioritized. As you may already know, the Oregon transportation commission doesn't share that vision, right. So a long story short, there are a lot of entities -- I think the mayor asked earlier, who is the decider. It would be great to say the buck stops here. But the buck stops in many places on this project. But for the city of Portland perspective, as soon as we have the new governor and we have

the ability to sit down and negotiate an intergovernmental agreement, that's how this council will hold the state accountable for what they say they're going to do.

**Peveto:** Thank you, commissioner Hardesty, for the -- and I agree 100%. I remain concerned about, again, though, moving forward with intentions that aren't solidified because who loses when that negotiation later down the road still doesn't produce the results that you want in terms of the agreements, the intergovernmental agreements. There's no promise about the next government. There's questions about the next governor leadership. I'm concerned -- again, I don't need to tell you it is the communities that lose in the negotiations. There's a lot of apologies and a lot of sorry and not necessarily a lot of assurance. Again, having these on record concerns through votes today will help solidify negotiation later. I appreciate your commitment. I know that you've committed. Thank you.

**Hardesty:** I appreciate you being here. Everyone is asking good questions. I'm sorry. I guess we have more testimony.

**Peveto:** Thank you.

**Clerk:** Next up we have joe robe.

**Wheeler:** Good morning, joe.

**Joe Rowe:** You say you listen. Yes, you do listen to environmentalist and then you say love wins. You said love wins 20 minutes ago. Thank you for looking at me in the eye. But I can't believe what you say because I see what you do. Your actions accelerate climate change when you have the power to reverse it. The events were planned by a person but funded by a family, dan. Thank you for looking at me. You are the listening loving family funding this climate murder. The 27 nonprofits are asking for more school shooters. You are literally handing the ar15 and unlocking the bank account. You will be caught off guard and claim you did the right thing today. Today, you are murdering hundreds by failing the systemic plans for murder. If you slap on the propaganda of community values u you are abusive to kill the planet. Let's put your names on this 8-

billion-dollar bridge, let's call the equity bridge. Metro council just noted 4% of the transportation budget goes to transit. You are allowing this. This is a Portland project. You can spend as not a Portland project, but you are lying. You have veto power. You can put a wrench in the plans. It is a lie that [name indiscernible] can't answer the questions because we are in the early stages. The lack of answers and the lack of details is a game we know well. My questions have not been answered in 15 years. David brogan said, you are either lying -- we will sit in silence for the victims of gun violence and climate murder through government projects just like you [bell]. If I can't have the silence for 30 seconds, I will say I for the remainder of my time. I. I. I. I. Carmen. I. Dominguez. I. (silence) [bell] .

**Wheeler:** Thank you.

**Rowe:** You are not welcome.

**Clerk:** Left testifier is brad per kings.

**Wheeler:** Hey, brad.

**Brad Perkins:** Good morning, everybody. Good to see you all. Did you all get a copy of this?

**Hardesty:** No.

**Perkins:** Can you pass them out, please. Okay. Finally, we're here. It has been a longtime trying to get some time with you regarding this issue. First phase we went through we were in the early stages of the high-speed system design. I'm the president ceo. We're in the first step process hereof our future for transportation of the northwest. I'm sure you saw the new york times articles about questions the environmentalist and what oregon and the northwest had because of this project. Well, the highway department in oregon has five thousand employees and there's two or three that are rail planners. That tells you a lot there. I sent 75 e-mails and hundreds of calls out over the years to the people there at ibr program, the legislators, governs, senator, eir study as well it is ignoring alternatives. What we have is a real challenge to them, especially,

when we get to the eis study, and I can't wait for that. What does odot ignore when we have issues that have recently resurfaced over the 2 years. Don't we need a structural change? We're here today no different than ten, 15 years ago. Same old plan. When we have a 6-minute opportunity to get to vancouver on a system that relieve congestion by 30% and co2 levels, can't wait. I just can't wait for the eis study because we have done the first phase of the study. In that, you have to study alternatives, okay. I encourage you, as a city councils, encourage odot to do the same thing. Thing what you are see there, is a bridge, upgrading the bridge with the center -- this is a four-part plan that we want to show to the public as to what we can be looking at half of the cost what would it take to do the bridge at ibr plans. Lastly, greg johnson said that the upgrade is cost prohibited, yet, he has no design and no contract estimate of it. Just like where we are with the cost estimation of the bridge of the ibr being planned. With our corridor and new way of getting around, again, 6 minutes to vancouver without a problem. It is in its own corridor and the rose corridor can be the epicenter of redevelopment of new station there. Appreciate your time. Really do reconsider this. I know it is heavy lift. Odot is a huge department and hard to counter what they're saying. We have kids today that are really concern and I would be too at their age. Thank you.

**Wheeler:** Thank you.

**Clerk:** That completes testimony.

**Wheeler:** Perfect. Thank you everybody who testified. Colleagues, any questions for staff? I have one question. There's some confusion as to what the process is going afford. I know there was a slide that showed the processed going forward. Can somebody from staff, please, give us indication where it goes next? There's a lot of unknowns and we know that. We're taking a vote today with that understanding where do the unknowns get resolved.

**Johnson:** Mr. Mayor, if I can jump in on the question. Once again, greg johnson, program administrator for the ibr program.



**Wheeler:** I'm talking about things for the finance plan and totaling plan. We don't have the issue regard with the coast guard. I appreciate it, mr. [name indiscernible] comments. Where do the issues get resolved and what if not resolved to the satisfaction of the region?

**Johnson:** At this point, once again, at the beginning stages conversation with the coast guard. They have put initial finding. This is not final determination. That is the room for discussion for mitigation plans, for other things that have to take into account other needs in this corridor. So, right now, initial finding is looking at the needs for river traffic and not looking at needs if it is transit or automobile traffic.

**Wheeler:** Right. Sorry to jump in. This is my point. I am trying to get my hands around this. They're looking at one constituency that's river traffic. I understand their mission, but we have multiple goals that we are trying to achieve here as a region through this project if the bridge is too high, light rail will not work with congestion. We talked on earlier item this morning about bicycles and the potential threat to adoption of transportation strategies if looking are looking at a large hill. What happens if the coast guard comes up with decisions that we agree upon as a region not workable, then what?

**Johnson:** Conversations would then probably go to the political arena where there are other folks, such as congressional and u.s senators who are very interested in this project. Once again, will weigh in and make their feelings known on this.

**Wheeler:** Jpeg our primary table as a region for the discussion of these issues? Where's the primary table for the region and where do we as a city fit in the discussion?

**Johnson:** Number of discussions happen at jpeg and sections as steering group and the committee. We have received direction from the executive steering group on which commissioner Hardesty sits that a lift bridge is not alternative that they wanted us to pursue. We are taking that into account. We're also putting together information that will show the tradeoffs if we do go back to a moveable bridge across the colombia river.

What are the tradeoffs? Once again, you don't solve issues of congestion by having a bridge that will create a 5-mile plus back up. Those are things that we are having consistent discussions within a number of forums. Executive steering group will be that forum for this issue. Will have a lot of local input.

**Wheeler:** Thank you. Appreciate it. Commissioner Hardesty.

**Hardesty:** I understand how complicated this is. There's a lot of bodies that will weigh in ultimately when a design and moved on this project. I want to move us back where we are at the moment. Where we are at this moment, we have an agreement between two states odot about a vision for moving forward, right. Once we make this approval and the other governments make their approval, the next step is the environmental assessment portion where community members get to weigh in deeply about what desires and needs are for the project. As we know, the legislator is geared to propose a billion dollars next session. Lots of debates whether a billion dollars from oregon legislator is right move at that time. What I want to do is say we're not going to solve the problems of the bridge replacement at this hearing today. What we are giving greg and the team clear directions what the city values are and what the city bottom lines are. So, I have heard some great comments today and none of them are new because we have been having conversation last year and a half when I got involved and many of the people been around longer than that. I want the colleagues to trust that we are doing due diligence, the decision-making today doesn't commit the city to design at all, right. There will be ample city council conversations, civic engagement so we get community effort in the region around what the bridge ultimately looks like. You have to start with something. What we have development as a region is a very impressive vision about what is possible. I mean a decade ago, if you said light rail would have gone to vancouver, people would have beat you up and made you left the state. When we have leadership in this side of the river and that side of the river this is a smaller bridge with light rail, we are talking about mitigating climate change. In vancouver, they

have invested heavily. High speed bus line. What I see us doing something that we have not been able to do as a region to respect the vision and move cooperatively together to see if it works. There are a lot of ways to go off the rail. It shouldn't go off the rail for the first vote.

**Wheeler:** Thank you, commissioner. I appreciate that. That's helpful perspective. Any other questions before we call the roll to the amendment proposed by commissioner Ryan. Call the roll. [roll call vote].

**Wheeler:** Amendment is adopted, and the main motion amended. Call the roll.

**Clerk:** Hardesty.

**Hardesty:** Our incredible leader, Chris Warner, to make sure we have the info we need to make good decisions when we go into deliberations around this project. This is a huge project. This is a real big deal. I hope we will take a moment after this vote to appreciate how far we're coming as a region to actually address some of the critical issues that we have. I want to thank commissioner, Dan Ryan and asking good questions and providing us with an amendment that is consistent with the values that this city council shares. We will be back here many times to discuss this bridge as it moves forward and what I hope is that we are in the same spirit of reducing climate change, increasing multimodal options, and not over burdening poor people already over burdened with climate disaster and over burdened with a cost of paying toll as pushed to the edges of all about cities. There's a lot of work to be done before the first groundbreaking happens and what I hope is that all of the people that testified, all of the community-based organizations who put their heart and soul into this effort that they stay engaged and involved and connect in the civic engagement opportunities to make sure that I am representing your voice at your tables. It is vital that we hear from the sunrise movement and young people that are terrified what the future would be like. This is a journey that we are on. We're on the journey together. I couldn't think of a better team

to be on the journey with. I want to thank the incredible folks at pbot who put the heart and soul in the program. I'm to vote aye in the first step of moving the process forward.

**Clerk:** Mapps.

**Mapps:** Thank you, commissioner Hardesty for bringing item forward. After listening testimony, I am convinced of the need to replace the bridge. Here's why. First in the event for larger earthquake, the highway i-5 is likely to fail and dangerous. Crashes on the bridges are, I believe, currently three times higher than they're in comparable areas. The third reason why we need to replace the bridge is the fact that the current bridge doesn't comply with the american disabilities act. At the same time, as the commissioner in charge of the bureau of environmental services, I have questions and concerns about this projects impact on our environment. We need to have better answers to questions like how will this project impact natural areas and how will project impact endangered species and better answers what steps to mitigate the impacts. Now, after looking at this project for a longtime, I believe, there's good news and bad news. Ed good news is that if this bridge well designed the project has potential to improve water quality, storm water management and environmentally sensitive natural areas. The bad news is if this bridge poorly design we run the risk of damaging the environment, polluting the river, and killing endangered spacios. Colleagues, it is important that council approve the ordinance today. If the bridge is going to protect the environment, it is imperative that experts from environmental services and bureaus be at the table as the bridge is being designed and colleagues that's why I vote aye today. Thank you.

**Clerk:** Rubio.

**Rubio:** I want to thank commissioner Hardesty and pbot for the presentation and for all of the work. I want to thank everybody who provided testimony today. Over the months I had briefings and meetings with commissioner Hardesty and walking tours of the bridge. For me, safety is an issue. I also want to acknowledge the thoughtful work that commissioner Hardesty, mayor [name indiscernible] and council president peterson

went us to arrive at the point we are at today. I trust them and trust their values in the project. I know it took a lot of work to find consensus and alignment. I am proud of commissioner Hardesty work on behalf of the city. We have had long conversations about this over many months. I'm very supportive of this project and plan to vote yes. I want to share concerns with community members and electives that they have on this project as it moves forward. Several concerns are important to put on the record today. First, it is evident that trust of odot is issue here. It is critical odot has stronger approach as the works continues to develop. As it has mentions, there's need for the design plan and costs of the project. Also, assuring the public that mitigation are giving full consideration in the project at every single stage. Just to respond to you, brad, I want to say, as you know I am supportive of light speed rail. We'll see what happens there. These are critical -- all of these things are critical to informing local decision-making and informing our community and their answers are critical to the projects next steps. Particularly, around climate impacts. I am aware that this vote is one step but an important one among several future ones for this project. I'll be eagerly watching how staff are responsive to the concerns and how community continues to be engaged moving forward. I vote aye.

**Clerk:** Ryan.

**Ryan:** Thank you for the testimony today. You made solid points and you asked questions and numerous testimony through e-mail it is much better when it is live or at least through zoom. Thank you for taking the time to have impact. Colleagues, I want to thank commissioner Hardesty by representing the city in the project. Your persistence and patient is instrumental to see the project achieved in the process today. I appreciate how you allowed us to understand that it will have more dialogue as we go forward to address the concerns we heard earlier. As many of the colleagues on the council, I remember the river project between our two states, that expensive run felt short with safety, pedestrian and important to mention light rail infrastructure improvements that

we see in the proposal today. Safe crossing between the city of Portland and Vancouver, if this key connection collapses, we will suffer great harm. This is urgent. We must play the part to move the action forward. I had the honor to tour the I-5 corridor, for those who don't know the current bridge, while standing on the pedestrian bikeway, I can feel the vibrations of the semi-truck. When there's two that went at the same time, it is frightening. It is a humbling feeling. The staff witnessed how a bridge can disrupt travel in the region. This happened twice. It was clear that a fixed bridge is needed between Oregon and Washington for the community safety, sustainability, and prosperity. The replacement of the bridge cannot only connect the land but built at the highest level of excellence and integrate with urban design and that's why I support the request as the project moves forward with a lens towards aesthetics and beauty. Thank you, Commissioner Hardesty for staying on the focus point. There's no reason to lay the momentum that we have before us today of this decade's long project with much appreciation for the collective work of the partners that share the work with us today. I approve the resolution today. I vote aye.

**Clerk:** Wheeler.

**Wheeler:** I would like to thank Commissioner Hardesty and the PBOT team for the tremendous work on the effort. I want to thank the folks involved in this for years trying to bring to fruition. This is not just a project for the present. This is a project for the future. As we know from the current bridge, whatever we build here is going to be in place for the next century but probably longer than that. There's a temptation to think about what are the needs and interests today as opposed as what it means to the future. As I think about today, the age and the seismic and the adequacy and the current lift span used on the structure. All of these things in my mind justify the project moving forward. The bridge needs to be replaced. That's the beginning, the middle, and the end of it. Now, the question how is it built? What are the characteristics and the impact on environment, wildlife, and surrounding community? Many of the questions are very

much open questions. There's a few things, I think, are inevitable. I think the region will continue to grow. Ironically, I think, climate change will be a factor in driving the future growth of this area. Although I'm mindful of the fact, I'm the mayor of Portland and I have to look out 100 years I look at Portland and Vancouver with suburban cities, Vancouver and Portland are going to become the twin cities. I see Vancouver going through a significant growth over the course of the coming decades, therefore, we need to think about the connectivity of the two communities. I applaud the groups to make sure light rail was a key component of the project and paved the way of the state of Washington to support this project this time around. I want to remind people this is a con coincidences project. Nobody gets to pick the first choice and say this is the way going to be. You have communities and states and federal government playing the role in the final project. There will be good things about the final project and there will be things we don't appreciate about the final project. Our city's goals are being respected through this process. I'm also hopeful about something that hasn't been discussed. We talked about induced demand. We have the debate on induced demand. It is an important debate. I happen to support the economies behind induced demand. There's a great deal of evidence to support it. The question for me, over the long-term, the demand is for what? If we care about the economy, the commerce, the shipment of goods and what they are driving? My hope is to continue to move towards emission. While I expect to be more vehicles in this bridge, I hope they're different than the vehicles we have today. I appreciated the testimony from the young woman who testified about the difficulty she had in finding affordable low or zero emissions vehicle. That's a supply side problem as we seek to achieve zero emissions future. Last but not least, I want to thank my colleague across the river [name indiscernible] who has worked tirelessly to build the consensus on the north side of the river. I don't consensus would move forward. She's a tariff it can leader. Make sure I get it on the record today. Again, I want to thank all of you for putting faith in this project moving forward. It is the right time to move the

project forward. I vote aye. The resolution is adopted as amended. Thank you.

Colleagues, could you read 611 on the consent agenda. I will take care of this right now. 611.

**Clerk:** Amend contract with the city concern to increase amount by 2 million 464 to provide camp site services.

**Wheeler:** I would like to pull back to my office to resolve issues on this issue. 611 we will not be hearing today. We will be go to the second item certain, 610.

**Clerk:** Amend comprehensive plan and zoning map at properties. (reading item 610).

**Wheeler:** Colleagues, I have received a request from the bureau and legal counsel to postpone this item to august 24th at 9: 45 to prepare the legal findings. When council returns on august 24th, at 9: 45 am, council will vote on the findings to approve the comprehensive planning zoning maps amendments as recommended by the officer reducing the properties to 65 feet and requiring safe grazing on the west property without objection. We will now move to the regular agenda, please. Item number 621.

**Clerk:** Pay attorney's fees, settlement from city of Portland barlett litigation in the sum of 2 hundred thousand.

**Wheeler:** Attorney fees filed in january of 2016. Senior deputy attorney, d-e-n-i is here to present the ordinance.

**Dennis Vanier:** Thank you very much mayor and commissioners. I'm deputy city attorney and I'm the city's council in this case. I will address the history of the litigation and the proposed settlement in this matter. So the proposed settlement before you today, stems from a lawsuit involved whether [indiscernible] which is a statute that provides that exemptions from disclosure under the record sunset after 25 years. The issue in the case whether the 25 sunset under the public records law applies to attorney client privilege. This case arose in late 2015 when mr. Barlett submitted request in 1990 memorandum. The city denied the requests, and mr. Barlett challenged the denial



before the county district attorney. In 2015, the district attorney ruled against the issue. Concluded that the 25-year sunset did apply and that the records subject to disclosure because older than 25 years. In earlier in 2016, voted to challenge the decision in court. The resolutions, specifically noted that the intersection of public records law and attorney client privilege, presents importance issues that will be served by judicial clarification. The underlining file was filed. Specifically, the court concluded that the 25-year sunset for exemptions under the public records law doesn't apply to documents protected by attorney client privilege. Appealed file and reverse the judgment of trial court in split decision. The majority designed the issue is closed but the court concluded it does require disclosure of attorney client privilege records when older than 25 years old. The case then moved on to the oregon supreme court and the supreme court affirmed the judgment in court of appeals. In doing so, the court acknowledge the opinion of consequences for public bodies if required to disclose privilege of attorney client communications I want to note a final vote that the court noted, the legislator may issue to revisit of the public records law or statutes to ensure that the statutes align with policy choices and agency obligations are minimized. I note this because it is unusual for the supreme court to include this in a case. The reason we're here today, a prevailing party is entitled to recover attorney fees at trial and at appeal. Intent to seek total of \$405,000. In fact, a little more than that in-attorney fees and costs incurred in the circuit court, oregon court of appeals, and the oregon extreme court. The city attorney office engaged in negotiation and the proposed settlement came out of the negotiations. It would settle the attorney fees and costs and remaining issues in the case, both on trial and appeal for \$200,000 which is substantially less than the combined fee requests. The settlement would end the litigation in the case. I'm happy to answer questions you may have about it.

**Wheeler:** Colleagues, any questions on the item? Strikes me as a complete dog. Any public testimony on this item?

**Clerk:** We have a person signed up.

**Wheeler:** Let's hear them.

**Clerk:** Debra white.

**Wheeler:** Debra, are you on.

**Deborah White:** I am unmuted, I believe. Mark barlett with many Portland citizens, including myself, have been fighting many years. The settlement for the lawsuit where the city of Portland sued came about after the illegal actions taken by the water bureau, the bureau of development services and city attorneys during the land use process for the demolition washington park reservoirs and these unnecessary projects are costing right payers over \$727 million. Issues regarding legal matters with the city, particularly civil rights is complicated and one sided. By testimony about the emergency ordinance is metaphorically. These officials, attorneys, and bureau I cans know that they're reckless, costly, gross, demolition plan is going to happen no matter what. Any obstacle like a law will be run over. Meanwhile, Portland citizens are begging that they stop and hand over public records. First, we were ignored. Then, when the da ordered to release the records they sued to block the release of the records about said we will let the courts figure it out. They knew if releases, illegal actions exposed. The court sided with the public. The court of appeals ruled 9 to 3. So here we are today after 6 and a half years, the power drunk driver in the courts with taxpayer money. Sadly, the damage has been done. And water customers are on the hook for over \$727 million. The settlement is only some compensation for our continued and steadfast efforts to make our elective officials follow the law. Thank you.

**Wheeler:** Thank you, deed. That completes public testimony. Any further discussion? Call the roll [roll call vote].

**Wheeler:** Ordinance adopted. We will take 10-minute break at this point. Thanks to our closed captioner for being patient. We will reconvene at 5 minutes to noon we are in recess.

**Council recessed at 11:45 a.m. and reconvened at 11:55 a.m.**

**Wheeler:** Back to the regular agenda. Agenda item 622.

**Clerk:** (reading item 622).

**Wheeler:** Welcome naomi and jessica, here to present the ordinance.

**Naomi Sheffield:** Good morning, I'm deputy city attorney representing the city in this case. As the mayor said, jessica is also here. Summary of the background and recommendations. The plaintiff filed lawsuit against the city in march of 2020. In connection with the development and the pbot requirements, the plaintiff dedicated to the city 24-foot wide and build roadway and sidewalk on the dedicated property. Plaintiff alleged in the lawsuit, the dedication and improvements, compensation under the oregon constitution and sought for the alleged taking. If plaintiff were successful on the taking claim, the city would be responsible for paying attorney fees for the claim. The settlement of \$300,000 to resolve the lawsuit. They recommend approval of the settlement. I am happy to answer any questions that you have.

**Wheeler:** Colleagues, any questions? Public testimony on this item?

**Clerk:** No one signed up.

**Wheeler:** Call the roll. [roll call vote].

**Wheeler:** The ordinance adopted. The next item, 623. Also emergency ordinance. (reading item 623).

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Thank you, mayor. I have two my two fabulous folks from pbot to talk about the minor change. Steven and ashley, which will go first?

**Steve Szigethy:** Ashley go first.

**Hardesty:** First time at council?

**Ashley McLay:** No. First time today. Good morning commissioners, I'm with the pbot acquisition group. I'm here with my colleague Steve who is going to give background about this project.

**Szigethy:** Okay. Thank you, Ashley and good morning Mayor and commissioners. Steve here, Commissioner Manager at Pbot. I will give information about the project. Project is about 100 feet from where you are sitting. Just south of 405 to Burnside Street. The reconstructing and repaving Fourth Avenue from Lincoln to Burnside, bus, and bike lane where there are buses -- the funding is from the gas tax and development charges, general transportation revenue and partnerships with (audio cutting in and out) -- for the entire project. Going to bid in the fall. Starting in late fall moving through 23 and into the spring. We are moving the holiday moratorium to help businesses -- it is a screen shot of a video on the website if you are interested in seeing that. The West College Street protecting the bike lane and how the buses move through the area through the 1900 and the [indiscernible] public involvement is significant, and this is the mark key project of the plan which is the plan for biking, walking and transit usage in accessibility. We had three open houses before COVID locked down. Since then, the presentations with the working group and the advisory committees and downtown neighborhood association and downtown regional council and we made notifications to property owners and business owners since 2020, 2021 and this year and had numerous property consultation and other general outreach. Just few snapshots of why we need temporary right of way. Reconfiguring several driveways on Fourth Avenue. Reconstruct the (audio cutting in and out). Other example, like in older parts of town, the existing right of way doesn't exist the old sidewalk. Those things have permanent acquisition here to complete ADA corner improvement worth at market. Just another example of Fourth and Burnside, we need easement to consolidate driveways and reconstruct sidewalk. I will kick off to Ashley to go over the right of way process.

**McLay:** Thanks, Steve. If necessary to conduct these property associated with the improvement project, permanent right of way will be needed from property owners. The permanent right of way will allow ADA ramps, assessments are needed for construction support. All of the owners are informed of the needs and invited to the meeting. This concludes the presentation if council has any questions we will be happy to answer at this time.

**Hardesty:** Thank you so much, Mayor. Turn back to you.

**Wheeler:** Any questions? Public testimony?

**Clerk:** No one signed up.

**Wheeler:** Emergency ordinance. Thank you for the presentation. Call the roll. [roll call vote].

**Clerk:** Hardesty.

**Hardesty:** Thank you for the presentation. I vote aye.

**Clerk:** Mapps.

**Mapps:** Aye.

**Clerk:** Rubio.

**Rubio:** Thank you Commissioner Hardesty and team. I vote aye.

**Clerk:** Ryan.

**Ryan:** It is not often that you look out the window and see a portion of the project that we vote on today. With that, aye.

**Clerk:** Wheeler.

**Wheeler:** No one can estimate the disruption the project will cost for a prolonged period of time. Benefits outweigh the cost. This will look terrific and energized the street hard hit over the last couple of years. I need to elaborate. It is due for significant overhaul and sprucing up and it is going to help people drive back to the downtown district as it reaches completion. It is a thoughtful project. I am excited project. I vote aye. Ordinance voted. Next item, 624 also transportation.

**Clerk:** (reading item 624).

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Thank you, mayor. I am pleased to have Andrew present a brief presentation on this project for the council. Andrew.

**Andrew Aebi:** Thank you, commissioner Hardesty. I'm Andrew Portland bureau of transportation. Keelan if we can switch over. I have two slides to share with council this morning. Next slide. The purpose of this ordinance to achieve a consistent street name for northeast hall see street, [name indiscernible] the length of the street -- we have a .3-mile gap around 81st and hall see. What we are seeking today, council approval to rename the street ramp which will increase the length to 13.2 miles and interrupted stretch for the entirety of the northeast hall see street corridor. This little came about, talking about freeways this morning, I-84 constructed in Portland from 1948 to 1954. The 1 section, from 42nd avenue opened on October 1, 1955, what happened at that point there was a portion of hall see street that used to exist when it opened, and renaming did not -- if we can switch to the second and final slide. What I wanted to show council, the renaming is capital project that Pbot has to build a circle at the left side of the screen there, just east of 85th avenue. Build a circle there and the traffic engineer brought to my attention to bring the street name sign, new street sign with the old street name that nobody uses. To make sense to clean up the street naming in the area. The northern hump that you see, is renamed to hall street to the 82nd avenue. The segment and the entirety is Jones street and also have northeast 81st Avenue west to the traffic circle. I notified the property owners and we have received no opposition to the rename. The only address change is for the rescue mission. They have a driveway facility what will come Jones street they're supportive of the address change which will be the only one implemented by this project. Right now, people try to find them on the hall street bridge, they're not on the hall street bridge, they're to the south. This is going to help their mission on people finding the facility because they accept donations of

vehicles to sell the vehicles to provide meals and shelter and housing for people seeking past to recovery. We are happy to partner with salvation army and I support the council to support the ordinance next week.

**Wheeler:** Any questions? Public testimony on this item?

**Clerk:** No one signed up.

**Wheeler:** This is first reading. It goes to second reading. Thank you, andrew, and commissioner Hardesty. Next item, 625, second reading.

**Clerk:** (reading 625).

**Wheeler:** Colleagues, this is second reading. We have heard presentation and opportunity for public testimony. Further business on this item? Please call the roll. [roll call vote].

**Hardesty:** First, I want to thank pbot, Portland bureau of transportation and staff for the work they did on getting us to this corridor iag. Just to remind my colleagues, it has been 3 weeks since we heard this item. This iag is negotiated compromise, so we the city reengage in the project and improve the projects for the city of Portland. It took hours and hours of negotiations and advocacy. Hours and hours with elective officials including counselor and president peterson. Hours and hours working with the mission trust and base advocates and out of all of that, we worked to negotiate an acceptable compromise with the hybrid three covers option. This option will build highway covers that create development land that sustain buildings over i-5 allows to reconnect the albina neighborhood. Covers were not part of the plan. They proposed three and a half acres of bits and pieces over i-5. With hybrid 3, we have gained 8 acres due more than just cover i-5. These acres provide the city grid that other Portland neighborhoods take for granted. They reconnect north flint street and [name indiscernible] amputated by the original construction of i-5. They create a platform where we create buildings and spaces to bring back the neighborhood. With compromise, we have assurance that pbot would work with reducing carbon emissions in the area and gain assurance that the

harriet tube man school would move away from the highway as never built to Portland black middle school. We have commitment with the pbob to transfer development rights and land ownership on highway cover, lands, created by the project and we have accountability. If odot breaks promises, this agreement makes it clear we will walk away. This iag expires in 2024 and limited to the evaluation and preliminary phase. In 2 years, the project will need to come back to city council to make the case that odot has department its promises or not. And deserves to move forward. With all of these elements, this iag is worth supporting. I vote aye.

**Clerk:** Mapps.

**Mapps:** I want to thank commissioner Hardesty and pbob for bringing the item forward. Appreciation who submitted testimony on the subject. I appreciate the briefing that the council had on the item a couple of weeks ago. At the hearing, I learned a lot and I had questions about how the project. At this point in the process, we don't have complete answers to the questions. However, the only way to answer the questions is to approve the ordinance before us today which will authorize city staff to engage in environmental and design work that will clarify how the rose corridor project will impact our environment and our neighborhoods. For these reasons and more, I vote aye.

**Clerk:** Rubio.

**Rubio:** I want to thank commissioner Hardesty for ongoing efforts in getting in a place where we engage with the department of transportation with the rose corridor project. It is a compromise. Reconnecting the neighborhood through these freeway caps and setting the table for albina trust concepts of the area becoming a reality. I was very excited to learn of all of the ways the projects has matured and developed, and the strong community centered approach utilized to get to the place. We will continue to have more places as we move forward. With the elements outlined in the ordinance, I believe iag is important to support. I vote aye.

**Clerk:** Ryan.



**Ryan:** Thank you for everyone who testified last month. The comments helped me to understand the scope and take necessary steps as we move along. When you talked about this at the meeting, you said it would be long meeting to understand the work involved to get them back to the table. Today, we switched the order. Good to listen what you said in the beginning. I respect your firm commitment to what the values are at the table. Pbot, odot, this is just infrastructure. Also, thank you to kaitlyn from pbot and briefing the office on the iag was helpful. There was tensions, as such no one will lobbied -- and for me, the lack of inclusion that I was sensing from [indiscernible] needs to be actively engage and no one understand the challenges of congestion, and this is a well-known pinch point as we know on the bottleneck of i-5. I am voting yes to move along. Pleased to be back at the table and back at the freeway. Let's continue to hold space at the table that restores this precious land that is major intersection and moving goods and services as well. I am concerned, I think, I made the point, it was at the table, and I want to hear more that operate venues that do prevent the traffic. This is a challenging and necessary conversation. I am thrilled with where we are today. I vote aye.

**Clerk:** Wheeler.

**Wheeler:** Thank you commissioner Hardesty for bringing it forward. Without planning and design, this obvious is a significant pinch point in the city. It will be controversial moving forward. No question about it. Move forward, we must with the planning, with the design. I'm happy to vote aye. The ordinance adopted. Next up is item 626, second reading.

**Clerk:** (reading item).

**Wheeler:** Any further discussion on this item, colleagues? Seeing none, call the roll. [roll call vote].

**Rubio:** Thank you for bringing this item forward. I'm happy to vote aye.

**Clerk:** Wheeler.

**Wheeler:** I enjoyed the presentation on this. More than I thought I would. Great presentation. Thank you for due diligent in bringing forward. Thanks to the bureau for the hard work they put in the presentation. As I often joked with commissioner maps, utilities are things that they don't care about until they don't work or not there and then they're the most important on people's minds. These investments and modernizations are critical to make sure utilities continue to function the way the public expects them to function. I want you to know commissioner Mapps, I notice, and I want the bureau to notice as well. I'm happy to vote aye. The ordinance adopted. Thank you, everybody. Next item, 627. Last item for this morning.

**Clerk:** (reading item 627).

**Wheeler:** The enviable task of making it sound more interesting than the title falls to none other. Commissioner dan Ryan, you are up.

**Ryan:** With introduction like that, I love my job. Colleagues, the Portland bureau administers city tax exemption program. Known as the program which provides 10-year exemption for low to moderate home buyers make home ownership attain able for families in Portland. We have jessica joining to present technical change to the code and alignment with the adopted changes to state regulations that would allow the flexibility to consider extending the construction timeline for homes being built under the program that have expired under circumstances and resulting in delays and the project timeline. Jessica, there you are. Welcome. Takeaway.

**Jessica Conner:** Thank you, commissioner, and good afternoon council. For the record, my name is jessica. As commissioner Ryan stated, the program provides 10-year property extension to moderate and lower income home buyers. Under the current program, homes must be built within 2 years. If the home is not completed within the 2-year construction timeframe, the tax exemption removed and not solid as affordable. The housing bureau has come to have the tax exemptions be removed. Ordinance before you today is technical and consider requested to extend the timeline for

construction projects that have phased delays and demonstrate that they have and perform due diligence towards construction. Following the adoption of the ordinance, ph b will update the program administrative rolls and the process according to the bureaus which includes public hearing and request testimony from the community. With that, I will be happy to answer any questions.

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Thank you mayor and commissioner Ryan. My question, jessica, around, we are doing at 100 percent of mf i. We are calling it affordable, and we know it is not affordable at all. It is worker housing. My question. Is this part of affordable housing package or missing housing that we provide house incentives for?

**Conner:** Thank you for the question, commissioner Hardesty. You are correct, the program is set at 100 percent mf I or less. Home buyers need to qualify for the mf I or less. You are correct. Recent changes in incomes that sort of puts what is affordable for certain Portlanders

**Hardesty:** thank you for that, jessica. I don't want people to assume, if we pass this, I'm curious if the housing bureau is looking at how they market these programs, again, if you told me if it was for low-income people and found out it wasn't and it was for people nurses or schoolteachers or city employees, then it would be inaccurate, right. We have had this conversation on what we call affordable as what the public perceives as affordable. Not a question. My other question had to do with how long is this extension? What would be a scenario you would approve an extension for this housing?

**Conner:** Thank you for the question, commissioner Hardesty. Per state statute, would be allowed to extend considering the construction timeline for up 2 years. The approach to consider in a year of a month increments. We are focused on unavoidable delays outside of the control of the developers. Doing in 1-year increments, giving us time as needed to construct the projects. The other thing, to speak to the comment earlier. The project does apply to for profit and nonprofit, in the 6 months of the year alone, we

have removed 30 tax exemptions from restricted units. Forgetting this change and the 3 years of advocacy that took to the state legislator to get this change pass, because of the loss of the affordable portion of the program. Those homes are predominantly developed by habitat humanity. Habitat has a process to save money in botching permits. They take multiple permits at one time. Unfortunate, delays in construction or supply change issues can prolong the hiccups down the chain. To speak to habitat, they have long-term affordability and they do financing with low-income buyers.

**Hardesty:** I will not take a longtime. Thank you for that jessica. Maybe get a list of what we have done in the last 5 years in the various programs and what mf I level. Again, I think you are doing great work. I know that we have used terms interchangeably and they may mean different to different people. I look forward to this conversation. Thank you.

**Wheeler:** Thank you. Public testimony?

**Clerk:** No.

**Wheeler:** Any further questions? Please call the roll. [roll call vote].

**Wheeler:** You know, it is one of the best things about being mayor. I never have to go first. It is great. You have to be the tie breaker sometimes. Thank you it was good discussion. Thank you commissioner for asking the questions. I vote aye. The ordinance is adopted. We are adjourned until 2: 00 p.m.

**At 12:27 p.m., Council recessed.**

## Closed caption file of Portland city council meeting

This file was produced through the closed captioning process for the televised city council broadcast and should not be considered a verbatim transcript. The official vote counts for council action are provided in the official minutes.

Key: \*\*\*\*\* means unidentified speaker.

July 13, 2022

2:00 p.m.

**Wheeler:** This is the afternoon session of the Portland city council. Good afternoon everybody. Please call the roll.

**Clerk:** Good afternoon mayor, good afternoon commissioners.

**Hardesty:** I never hear you in that mask.

**Clerk:** [roll call]

**Wheeler:** And, we'll now hear from legal counsel on the rules of order and decorum. Good afternoon.

**Naomi Sheffield:** Good afternoon. Welcome to the Portland city council. The city council is holding hybrid public meetings with limited in-person attendance in addition to electronic attendance. If you wish to testify, you must sign up in advance by visiting the council agenda at [www.Portland.gov/council/agenda](http://www.Portland.gov/council/agenda). You may sign up for communications to briefly speak about any subject and we also sign up for the public testimony on resolutions, reports, or the first readings of ordinances. In-person testimony may occur from one of several locations including city council chambers in the love joy room in city hall and the Portland building. Submit public testimony at [cc@PortlandOregon.gov](mailto:cc@PortlandOregon.gov). Your address is not necessary. Please disclose if you are a lobbyist. If you are representing an organization, please identify it. For testifiers joining

virtually, please unmute yourself once the council clerk calls your name. The presiding officer preserves order and decorum during city council meetings so everyone can feel welcomed, comfortable, respected and safe. The presiding officer determines the length of testimony. Individuals have three minutes to testify unless otherwise indicated. Disruptive conduct such as shouting, refusing to conclude your testimony when your time is up or interrupting others' testimony or council deliberations will not be allowed. If there are disruptions, a warning may be given in a person being rejected from the meeting. After being rejected, a person is subject to leave for trespass. The council may reconvene and shortly.

**Wheeler:** Thank you. The first item 628.

**Clerk:** Authorize grants from the Portland clean energy community benefits fund for total amount not to exceed 121,964, \$895.

**Wheeler:** Commissioner Rubio. Commissioner Rubio thank you mayor. The Portland clean energy benefits fund has worked hard to get to this point. To reduce carbon and build climate resiliency. We have gone from implementing the \$8.6 million we awarded last year to soliciting community proposals that will multiply our climate inequity impacts of the city tenfold. And while they've done this, the staff has been working hard to improve the program and respond to lessons learned and getting this first of its kind program off the ground. I would like to thank them for their tireless work and seeing that the fund functions with responsibility and transparency to the community and unparalleled accountability. Along the way, we are building this model program from the ground up with tremendous local community support with thumb at the national level and with the support from homeowners like seniors Sammy Lewis -- retro fit paid for will save 40% on her energy bills. This will help her afford to stay in her home and meet her needs as a senior living on her own. But her story isn't unique. Over the last weeks, I've been touring the sites meeting dozens whose lives are better. We will continue to learn lessons and improve the program all while responding community

dollars to contracting partners that make these projects come to life and into the pockets of low income and bipoc households. Colleagues, psaf is helping our city rise and meet the climate change of our community just as Portland hoped it would when they overwhelmingly voted for this. With that, I will turn it over to Donnie Olivera to kick off the presentation.

**Donnie Oliveira:** Thank you, commissioner Rubio. Council clerk, can we get the deck cued up. Good afternoon commissioners, mayor. My name is Donnie Oliveira. I thought we would take a moment to acknowledge the milestone that this hearing represents. Today we bring before you a grand package that represents the city's commitment to the people of Portland to deliver on their vision of climate justice. Just two and a half years ago after voters gave us that direction, we set up a pcef grant committee on what this program would look like and I've been personally privileged to be part of it as we built a system that got guidance and feedback from our partners, subject matters around the city and the country on what it might look like to deliver on that promise. This is a first of its kind program activating a significant resource that our community not just wants, but needs. We're in the middle of a climate crisis and with the lack of federal leadership on how to address climate change, we have a moment in Portland to activate our resources elect the clean energy fund to show not just our region, not just the state, but frankly the nation what it looks like in our communities as we mitigate not just the climate crisis in front of us, but also as the staff prepares to adapt. With that, I turn it over to my colleague, Sam Baraso.

**Sam Baraso:** Good afternoon mayor Wheeler. Commissioners, for the record, I'm the program manager for the Portland clean energy community benefits fund. It's good to be here in person with you all. It's been a while. So, today, I will provide a quick overview of the Portland clean energy fund reminding and the recommended portfolio. So you hear a bit more directly from our grantees and our applicants. We'll then turn over to our invited speakers who will share their reflections before turning it back to you all for

questions. Before I jump in, you're going to see in this presentation, a slightly different number. We're going to be referencing 65 projects and the slightly lower requested funding amount as our projects 2758 withdrawals for reasons not related to the program and I know the commissioner will speak to that later. So we can go ahead and move to the next slide. It's just a quick overview again of the presentation. We'll start with introductions and background and move on to the recommended portfolio and the review process and then we'll talk about the council action item and this specific approval of the \$107 million for funding for 66, 65 grants is what that should be. And then we'll pivot to our video testimony and our comments and invited speakers. Next slide. All right. One more. Thank you. So this is just a quick background in what is pcef. It's about climate action. It was passed by more than 65% of Portland voters in November 2018 and importantly meets the first climate fund measure created in the u.s. So it is a model that folks are paying attention to nationally and it was created with leadership from communities of color, but in a broad coalition of progressive businesses, labor groups, environmental groups and other social related agencies. The fund is going to generate about \$80 million to \$90 million in the city of Portland and this last bullet that's funded by 1% gross receipts charged on Portland sales by corporations making over a billion dollars nationally, \$500 million locally. I mean that to say it's here to stay and it allows us to think long-term about how we make these investments as opposed to the boomerang and other things we've seen from the federal government. Next slide. Now, fundamentally, pcef is a response to decades of investment and climate action that have failed to benefit the rules of communities affected by climate change. It's the ability to reduce emissions and benefit from that should not be limited in well-off households and other entities and one of our recipients of the solar panel system from the African American alliance to power programs power to the people program which was made possible by one of pcef's inaugural grants last year. I wanted to see an initiative of that. Next slide. Now, in this slide, I'm just going to



speaking to the funding allocations. I want to start with this so you understand what pcef can remind the public about this. Now, the largest funding area is 40% to 60%. That's clean investments. Your solar panels, your heating ventilation, insulation. Building retrofits that improve the efficiency of those buildings and this can happen on residential buildings, commercial buildings, school-based properties and other buildings. Next allocation is our work force development and contraction support. 20% to 25%. This is making sure we have our workers, people of color, women, folks with disabilities working on these types of projects. It's not just about the workers, it's also about increasing contract opportunities so that the leadership are benefitting economically and generating wealth is coming from communities of color, low-income folks, folks with disabilities, and women. And the next item is our green infrastructure and sustainable agriculture funding area. 10% to 15%. I generally call this and this is about planting green stuff. So it's about our gardens, our community gardens, our urban agricultural plots. About planting green roofs and other things like that. And last, there's set aside 5% for innovation and this is about projects that do not fall into these categories but are otherwise reducing emissions and creating benefit. And notably absent is transportation projects, they fall in the other category, and that's something that's part of the conversation for our structural improvements conversation that I know we'll be talking about with you later this fall. Next slide. So this is just a little visual on how pcef works. Funding comes through the revenue division and the bureau of planning sustainability where we are housed, we solicit a whole range of community input as we design a request for proposals. What's issued those requests for proposals and we get submissions and applications from nonprofit organizations. Nonprofit organizations must be the applicants for pcef resources yet the work does not happen solely by these nonprofit organizations, nearly all of them contract with for profit and other entities in these projects, but they're the avenue. They're scoring staff members, and we've got our committee. We ultimately make the funding recommendations and

I'll talk more about that in the next slide. And we do the busy work after you all make your decision to execute our grant agreements and. So the pcef committee is charged with making recommendations to you all but is also charged with making recommendations to the code. Now, the committee represents local business owners, trades people. Academia finance and the nonprofit center and by code significant experience. And I just want to acknowledge that committees work diligently over the past two years recognizing that it takes a village. By this measure. Next slide. So, with this, we're going to pivot into talking about the r.f.p., number two funding recommendations and I'll start with a process before speaking generally about the portfolio. Next. What we learned we had opportunities to address arrows of risk for the program. So we built in an additional and I want to acknowledge we do not expect this additional length of time. We'll be building that in at the front end. It's important to acknowledge this time frame and I'll speak in depth about what took place in a few slides. After the additional vetting. Where we made the recommendations and we're here for you today to talk through those. Next slide. Now, this slide here, I just want to give you a flavor for the demand. The demand we have for pcef resources in that investment. Received 162 applications over \$223 million in funding representing these projects. This bar chart is to show where those requests were. Our largest request came in the clean energy funding area, a little over \$100 million. But next slide was our work force and contract development funding area. The main thing I will leave you with this slide is relative to our funding allocation, there's a oversubscribed interest in our funding as well as our innovation and other funding area and I think that in part because it's the catch all. So I think I just wanted to name those two and I'll keep us moving forward. Next slide. So here I'm going to walk you through just the scoring process. So in the first step after we close our applications, we go through eligibility and technical review. In this process, we receive again 162 applications, and we found that 15 applications were not basic. About 144 applications. Staff members in the next part, there's a preliminary

scoring phase. Staff members must score all 144 applications as part of the preliminary scoring and each application scored on anywhere from 10 to 21 criteria and this process resulted in 37 applications receiving lower scores not advancing in the process. The projects went through a financial review as well as additional vetting. And these two phases conducted over 700 hours of scoring exchanged over 300 e-mails with applicants. And I will share we'll get into more details, but I just want to talk to the rest of the scoring so the 82 applications went to our scoring panels and the panels. I. Of our six scoring panels were black and indigenous people of color or nonidentifying people. Scoring and anti-virus training the average of the scores ultimately resulted in proposals being ranked within their funding area and we'll get to the recommended portfolio shortly. Next slide. So, again, a subset of these, all the applications that moved on to either scoring, moved beyond that preliminary scoring phase received financial review and as part of the financial review process, the financial review process is not intended to screen groups out, it was intended to identify risks and create support needed for project success. As part of this, we reviewed the most recent three years in financial documents as well as the age of the organization, the experience of the executive staff of its board and the range of duties there. And, once we do the financial review, we assess what sort of risk mitigation may be necessary based on where an applicant stands. And so potential risks raised during the financial assessment is mitigated through a bookkeeping service we can connect with. We may require submission twice per year as a condition of funding disbursement. We may require quarterly in person or zoom meetings through financial submissions through our project managers. We may require all match funding to be in place. And then another way we may also only allow reimbursement as part as a condition of the grant that no funds are advanced but solely on a reimbursement basis. We take this as part of the review and how we respond to address some of that risk.

**Ryan:** Really, it's wonderful to listen to what you're saying about the financial review. We all know we've been through this once before. It seems like this is new. Is it a new step or a deeper step?

**Baraso:** So in our inaugural round last year, we did financial review then too and financial review resulted in a score and part of it as a score, it's a part of the entire score. So I wouldn't say you couldn't get funded and we looked back at that and said this is not necessarily how we want to treat this. We want to use this as a way to figure out the risk and address that risk, not just simply score it. Of this was built into this year's process. I think the next slide will speak to how we fortified further on top of it as a result of some of the learnings in December and January.

**Ryan:** I probably jumped ahead but I was enjoying what I was listening to especially going back three years and getting to know the level of the staff.

**Baraso:** Thank you, commissioner. So then I'm going to go to the next slide and this will touch on more for you, commissioner. Further addition vetting to this process was this addition. This did add time. And so we -- the process was designed where we screened in certain applications. If they met specific criteria. And so in this instance, 43 applications were flagged for additional review. You were flagged for additional review if your organization was three years or younger as a nonprofit organization. Other organizations were [ indiscernible ] for meeting our criteria and we reviewed board materials, by-laws, board meeting minutes as well as organizational references. If your request for funding was two times or more the average of their prior communities of revenues. In those instances, we requested references of projects of similar size or complexity and then as well, a plan to scale of substantial increasing staffing was included as part of the proposal. 19 organizations for review because the work area that they proposed in their project was outside of the organization's historic work area. So they may have been doing more social services work and then we're going to pivot into developing some sort of infrastructure and we requested for affordable project

experience. And then the last reason you may have been flagged was for budget questions and budget questions, 27 organizations were flagged because of budget questions. And then those several organizations had just multiple flags. And so, many of these elements were part of our scoring criteria and are part of our scoring criteria, but just as a function of scoring criteria out of 100, those didn't necessarily result in a scenario where you would not get funded because you've got a low score here. So we were like how do we address the risk but this not necessarily be a barrier moving forward. 43 applications were flagged and to give you an example. We have a project in here on a particular community asset. This organization has historically not done that sort of infrastructure and work. But the key thing here, the organization revenues are in the recommend of \$200,000, \$300,000 a year. They're doing a one-time infrastructure on their building to make it a reference for community members and reduce their emissions on their property. So we would make sure to check to make sure they had a developer as well as at least a board member or staff member that had experienced managing contractors. So those are the sort of reviews that would have been done in that instance. The outcomes. I'll move to the next slide in a second, but before we do that, 40 out of 43 applications that were reviewed and how we did some of the next ones. Next slide. So once we reviewed the submission and the responses, the board materials, the references, we would decide whether they needed to modify the proposal or not. And out of the 43 that were brought in for that additional review, 31 of them were moved on to scoring panels without requesting modifications. Meaning the information they provided us was sufficient for us to say this risk is lower, it's manageable risk as proposed. So they moved on to the scoring panels. 12 of those we did request modifications. Of those twelve, one applicant did withdraw at that point and the modifications were down scoping that project, lengthening the period of performance in some instances, requiring. Additional oversight and reporting requirements and we were actually adding funds to include specific organizational

development technical assistance support. And, as part of that effort, we met weekly with our community members and co-chair Megan Horst is with us today as well as community member robin wang who's also with us online today. And we talked through those proposed modifications so that we were able to right size and just have external input in terms of what we're requesting as we down scope proposals or made adjustments. So that was the additional process, commissioner, about those added in. I'm going to go ahead and move us on. I suspect they'll be more questions and others can chime in as well too. Let me move to the next slide. This is where we get to the creation of portfolio. So once our scoring panels finalize their scores, applications are ranked within four funding areas. Our clean energy, work force, regenerative agriculture and our innovation and other funding area as well as planning grants. These ranked lists of applications are the basis for the proposed portfolios with considerations given to the funding allocation limits that are in the code. Our staff capacity to manage these grants and then the strength in number of applications received within each of the funding areas. That's the basis for crafting that portfolio. Next slide. And so this is the portfolio. The funding level is about \$107 million. And one project was removed. It's \$107,207,000 across 75 projects. This means the majority of the staff and the community reflect what the community wanted that they serve. And the estimated lifetime carbon emissions equivalent reduction is about 300,000 metric tons of emissions. And so, and this portfolio lines up with the funding allocation limits. Next slide. I share this graphic here. We'd like you to contextualize. It's important to note that the attributes of every project varies including the benefits that are going to come from these projects. However, pcef projects are focused to provide direct economic benefits, local jobs, environmental benefits outside of the green house gas emissions benefits, health benefits as we're improving indoor air quality. Climate resiliency as we add cooling to these homes. As well as just community stability benefits and you'll hear a little bit about that today. And then I'll just note, benefits do not necessarily exist for any of these other projects, but I

wanted you to see where we stood as you start to rank across other carbon emission types of projects. Okay. Next slide. This slide here just provides a visual overlay of where our projects are across to see those that have physical improvements. So, again, work force development projects will invest in people. Not necessarily physical assets, but this is where we're building something and that's nearly the rest of the funding areas. So I think the notable thing to name here is that you're going to see a heavy amount of investment, significant and disproportionately high amount of investment happening in northeast Portland and I think this is in part to where organizational capacity exists. I think this is, you know, also the fact that pcef is designed to be responsive to proposals to us. This is likely just a coincidence of several large projects in northeast Portland. As we are thinking through structural changes that we've previewed a bit, I believe really better addressed some of these geographic disparities and targeted solicitations and I will bring them back up in the last slide and presentation here. And so I want to just note that and make sure you saw that as I suspect there may be questions there. Next slide. And so this is a little bit just deeper dive into the funding characteristics of each of the funding areas. I'm not going to speak to the particular projects but in our clean energy funding, that's 27 projects, a little bit larger and this is where we're largely seeing, this is where a lot of our analysis come around the 300,000 metric tons of co 2 reductions. The average size is \$2.2 million and focused on work force training. Roughly half of those are focused on getting folks into registered apprenticeship programs.

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Thank you, same Let me also just say thank you to director Donnie. I think this is the very first time you've been physically present and council says you took on this new responsibility, so welcome to city council. It's a pleasure to have you here.

**Baraso:** Thank you, commissioner.

**Hardesty:** And, Sam, this is very impressive information. I'm really grateful for what you're laying out, but you brought something up that I've been struggling with because

as I've gone through the application, I also see a lot of people during job development training and I guess, you know, a quick calculation would be that we'd have about 5,000 newly green energy trained people if all these applications are successful. How are we tracking -- how would we track to ensure -- let me think about what my question is. Are there models that we would encourage people to use for training people in green job industries as compared to everybody developing their own green job industry training program? And, if so, where's the process where we will do some analysis of that? And then developing maybe a list of best practices. People have done great things with the resources that we've had. Have you been talking about that or thinking about what that looks like?

**Baraso:** This is an area where there's a lot of room for development. I think that given the scale of investment that pcef and I would say other federal and state resources are going to be driving into these sorts of jobs that there is a tremendous amount of room. It's a core application when we look into the what is the type of credentialing. And, yet, it is an area that we will continue to need to develop locally with regional national partners and others because there are numerous certifications. So this is a core part of what we asked for and what we reviewed. This is one of those areas where we're excited about getting larger cohorts of grantees to get together and working together and figuring out now as you're working through this, how do we make sure all of these opportunities are leading to things and skills that are transferable and recognized within the industries that we're training folks up for. So it's an area of work and there's already a lot of credentialing that we are speaking to in these projects, but it's an area that we will need to continue to work.

**Hardesty:** I appreciate that. As I was going through, I think one of the grantees is starting a new program. They're going to hire somebody to actually develop this program and so, yeah. I wonder about is that a really good use of money as compared



to somebody who actually has a program and putting people in a program that exists. So, you know, those are the things that keep me up at night.

**Baraso:** If I can respond, I think one thing is we are conducting a study currently with eco northwest to see some of these things out that we're going to reduce in jobs. But in the near term, it's been the scale of these investments and the amount of work force that exists is the amount of work force that exists to work on these projects is shallow and so that study will be completed in spring of 2023 and it will be right at that point where we can say now we've been training for these areas, how are we going to start to right size, not right size, but make those adjustments.

**Hardesty:** I wasn't going to name names, but as you mentioned the work force systems inc, there's the example that I was looking at. I thought they don't have the expertise, it's not something they do, but they are getting funding to start doing this and it was just one of those things that just kept going around in my head. Is this really a good -- because you get so much work force dollars from everybody. I was very worried about whether we're diluting our impact locally.

**Baraso:** Thank you, commissioner.

**Wheeler:** Is your presentation completed? No. It's okay. But let's go ahead and let you get through the presentation and then we can take the presentation down so we can see everybody.

**Baraso:** Perfect. Okay. And so just to move through the rest of the portfolio, infrastructure is six projects and I think the main thing that I will name here is the projects are primarily folks and this is where we did get to see our tree planting proposals but we did not receive tree planting proposals. That's the work we are absolutely doing. And innovation and other for projects here in this funding area, average grant size \$1.3 million all of these projects are transportation-focused. All the recommended the projects in this funding area are transportation focused. Lastly, our planning grants this year, notably different from last year as we are recommending

funding fewer planning grants, 16 planning grants about \$100,000 and we're receiving planting for all across our funding areas. Next slide. And then, I think lastly, I just want to name our mini grants and this has been an exciting part of the program because it's in the title and the focus is on small organizations, small projects and in this area, we are recommending last year, you all authorized funding about 400, we are recommending our funding authorization that's in line with the staff capacity. These are a lot of work for fewer dollars, but we receive really exciting proposals and here's an example here where you've got a mini solar power and battery storage for folks working at the Portland indigenous marketplace. So we've seen these sorts of small proposals, smalls and that submissions siting the fund. And that's part of this is to ask for a continuation of another annual allocation at \$200,000. Okay. Next slide. Next slide. So, I'm going to skip this because just because these are the details. You'll see this in the ordinance, but I'm going to move us to the next slide and turn it over to our invited speakers. So I just want to know we're here before. I know the deliberations today and next week, you all will be taking up action on this. Our next time we'll come before you all and anticipate structural changes and updates and this is a whole range of reasons we shared with you last time and we shared with you in response the fact that we've got to think about ways to accelerate funding and ballot measure intent but that our current program structure may not facilitate. So some of what we were thinking to reiterate for you all I suspect is in some of the questions is that on the bottom sort of -- on the bottom left, you see this is a foundation. This is our foundation that we've been built on. This is really a program where we've been responding to community initiated proposals and ideas. So this is what we've done and we anticipate to continue to do this. This is our annual solicitation model. We anticipate this being \$460 million annually average implementation size. And so forth, I just wanted to give you a sense where we're managing about 120 to 140 grants at any given time in our portfolio grants. Now, these next are what we will be anticipating moving forward. This is where we'd have targeted solicitations with r.f.p.s on

a three to five year interval for areas that are going to require long-term and ongoing investment. So to think about those, this is investments in our affordable multi-family housing stock potentially our tree planting team in east Portland. Focusing on community buildings. So where we see the need for ongoing investments, we would create more structured programs where we would do an r.f.p. On a longer duration basis. And, lastly, it's to create a really responsive solicitation framework on a three or so year interval so we have an avenue to be responsive to newer policies or priorities that come up and obviously being informed by communities as well as you all. Or another example could be like a multi-family building financing incentive. So I just wanted to name that. So, with this, we're going to turn our video on here. For a video collage we pulled together. And so I'm going to see and folks have worked on this and we'll see if we can queue this up and then you'll get to hear from our invited speakers.

**Clerk:** We're getting the video pulled up now.

**Baraso:** All right. Apologies. This video does go longer. We will send you links after. Timing of these things. So we're just going to give a little representative example of some of the projects and there's a tremendous diversity in this portfolio. And we're excited to see that. With that, I will turn it over to our chair and we'll turn things over to our next speaker and then the subsequent speakers. Go ahead, Michael.

**Michael Edden Hill:** Thank you very much. Good afternoon mayor Wheeler. Good afternoon commissioners. Thanks for having us here today. My name is Michael Edden Hill and we're of the Portland clean mrg fund committee and I'm really excited to be here and help introduce our \$110 million investment to fight climate change and our most impacted communities here in Portland. A little bit about myself. I'm an Oregon supervisor electrician. I'm a proud member of ibw local 48 and I have extensive knowledge in utilities. Skills of what it will take. Installation from project management and plan review. I have deep ties to labor being a trades person myself and bringing that knowledge and experience of the apprenticeship systems nourny level and I have

been a union organizer I represent all Portlanders. So my community's out there and the numbers hold a special place in my heart. To be a community driven fund. A clean energy fund driven by black, indigenous, communities of color and by economically distressed communities. Grant making that's focused on climate change, but perhaps for the first time. The community generated proposals focus on our communities that have been left out of the green revolution and yet suffer the greatest negative effects of climate change and what a difference it can make. If you'll indulge me for a moment, I can give a personal example. My family's home has roof top solar, 10.2 kilowatts full of panels and we also have a heat pump that heats and cools our home. But we still sit on our original installation from 1967. No real updates there. But we currently by \$10.36 a month for our electrical bill every month. That's just the taxes and the utility use. Our natural gas use is super minimal and from June to June we produced 2.4 megawatts from our house. And still produce more power than we use at home. Imagine the resiliency that that can bring to a home when your energy bills and your transportation costs can be greatly reduced through community driven pcef grant. I did not get a pcef grant for this just in case you're wondering. Imagine healthier homes resulting in healthier lived experiences. The positive effects on the climate and the infusion of financial capital into the communities most affected and suffering from climate change pcef is also working with nonprofit. For the organizations newly acquired building. Specific upgrades include 21.6 kilowatts solar array. An efficient heating and cooling system. Hot water heating system. Lighting installations and heat recovery. At a dedicated installation system. And about \$3000 in annual cost savings from the solar electricity. The proposed project supports climate resiliency for people experiencing homelessness by providing a community center with a backup energy source, improved air quality for high pollution days, hot showers and efficient heating, cooling, while reducing the energy burden. And energy burden for all of us is not decreasing. Pacific power is looking at a 14% rate increase. Pg&e did 7% last year.

Northwest natural is asking for 11% increase in residential energy prices. This energy burden hits everyone and the climate crisis also hits everyone and we know this is going to require billions if not trillions of dollars to address. This portfolio strikes pcef's sweet spot by creating carbon reduction and so many other benefits for our communities left out of the green revolution and it does so at scale. I imagine this is up there in terms of one of the largest investments any city has made on climate and equity. I should rephrase that. I should say climate and equity and make that clear. I also want to remind you that pcef is just a small part of addressing the crisis. It falls to our cities, counties, and our state to continue developing policies and programs that get us collectively where we need to go. The intent of the clean energy fund was to invest in communities historically left out of clean energy and investments and that investment in our communities is what you have before you. A community generated portfolio of climate change solutions. So I hope you join me in celebrating this moment and you're excited forward all the climate justice ahead. Thank you for your time and I look forward to your discussion and questions. I'll pass this off to my pcef committee co-chair dr. Megan horse.

**Megan Horst:** Hi. Thanks. Good afternoon council members and mayor. I'm a member of the pcef and I'm a little emotional after seeing the video. I hope you are too. So I've been on the community advisory committee. I'm also a professor of urban planning where I teach and research about climate action and social justice about planning, urban planning, climate action, and social justice and I have expertise, research and practice expertise which is one of the funding areas of pcef and I have many professional but also personal motivations to being deeply committed to implementing pcef and then on the personal side with permanent disabilities and appreciate that pcef identifies folks with disabilities. So I was involved with getting the vote out for pcef and I remember knocking on doors chatting with strangers in the summer of 2018. And I still have a responsibility to uphold the vision we promised to voters. Who consistently remain

engaged talking to the council about pcef. I'm proud of our committee's diligence over the last two plus years and advising the development and implementation and we're very thorough as you heard sam describe. Application and review process designed to solicit the best and most innovative ideas of community based and nonprofit organizations from long established and new emerging ones who are being developed to meet Portland's underserved residents. We've been collaborating with staff to develop a metrics to report to you all, to the public and to grantees and we'll be moving forward publicly soon. Impacts on climate action, serving a piece of priority communities. Other social benefits. Project completion rates and more. We're also starting in the process of goal setting in which we'll draw experiences with the first few years of funding to identify what types of goals make sense for pcef. For example, in terms of the percentage of affordable units and amount of solar electric generated income areas and more. These projects have my heart because in addition to the green house gas reduction providing healthy foods for house holds in need. In this area, I can imagine if we keep funding this area, administer greenery, and more. A food project which will convert over four acres of glass to a diversified farm, place scape community gathering space. Ceremonial space and restoration areas. I i can't imagine a better project that upholds the values of what pcef is trying to do in terms of green infrastructure. Also, our village gardens which they're going in place project. Will enhance access to garden and urban space and sustainable harvest techniques magnifying food equity. And the third project of the twelve in this funding area as black futures farm, the project is a community demonstration site of net 0 which will convert the two-acre into a pilot demonstration net 0 green house gas reducing farm system that reducing clean energy. That's an example of a project that brings the multiple centrality joys of regenerative ag and green energy together. So in future funding, I look forward to seeing more applications from the green infrastructure side of things like tree planting and for depraving efforts and I know we've gotten to see some cool effects

from the last round. In areas with high urban heat. So like Michael said, today we're bringing the portfolio around \$10 million, and that sounds like a drop of money but it's a drop in the bucket. And pcef can't do it alone. We have a targeted mission and while this amount of funding will fund important work, it's still small compared to the corporate profit and ceo salaries and investments needed to transform our city into a resilient and just city. So pcef is here to focus on our communities that are normally left out of green solutions. So we need all leaders and Portland's business institutions and all levels to share and do their part. Finally, pcef really is a one of a kind program in the nation and I'm uniquely positioned in my position as a scholar attending national conferences and urban network planners across the country and with climate justice activist and scholars and people are looking to us around the world and from around the country. Learning from what we're doing and looking to implement their own project. I think that's pretty exciting and it's a bold thing to do here in Portland and we should be proud of ourselves for having the leadership to do that. So I'm really excited about that and I'm excited to see these projects go forward to benefit pcef priority communities and organizations that mentioned so far including Portland community family and rosewood initiative. So those are my comments and I'm going to pass to robin wang, a fellow community member who I think is joining online.

**Robin Wang:** Yes. Hi, good afternoon mayor, commissioners. My name is robin wang and I'm a member of the Portland keen energy grant fund committee. I'm a finance consultant working with nonprofits, foundations, and economic development agencies. Initiatives, investments, and grant making in support of economic and climate justice. I was also previously the executive director of the Albina communities corps, a nonprofit financial institution that provided fair and affordable loans to minority and women owned businesses unable to secure conventional bank capital. As Sam mentioned earlier, soon after the current r.f.p. Closed, concerns were raised around the review process associated with our heat response grants and after seeking some initial

feedback and directions from the pcef committee, the pcef team proposed a plan that pleasantly surprised me. That's not because of the caliber of the work, but rather in the approach. While major businesses and grant making nonprofits are vastly different. Pcef's mission and the funding both are aimed at challenges rooted in similar issues. And that is how to you deploy capital to higher risk by conventional finance standards and communities who have faced systemic discrimination, racism, and equity. To my surprise, the approach that Sam's team proposed and we eventually implemented was conceptually similar to others throughout the country and we know this works because most cdfis have default rates comparable to banks. In this approach in general involves a two-step process which some of it you've already heard. First, involves identifying and triaging the risk. In this step, staff reviewed all the applications for attributes and the more common examples that were encountered involved organizations that were very young. That would be going too fast if they were awarded the grant and some of the other red flags I should say that Sam previously mentioned. Then step two would be to apply the appropriate risk mitigation strategy to those grants and I say appropriate because different risks require different strategies and some of those strategies included providing additional pcef funded technical assistance or capacity building to show up the organization's abilities. Or it might of meant peeling back or the amount to make sure they weren't biting off more than they can chew. Or it could mean controls that would give the disbursement of funds subject to certain conditions to mitigate implementation risks. All the higher risk applicants in the portfolio have agreed to some risk mitigation modification to their proposal. Is this system perfect? No. Just cities have a few loans that default or go sideways there will be problems in the portfolio that we were presenting you. As you consider these I ask you to focus on two things. First, to under decades to adjust the climate crisis with the urgency it demands, pcef was designed to be and must remain bold and take risks. This means there must always be a degree of trial and error. There are also tremendous lending opportunities and that's



exactly what happened here. We quickly learned and we quickly pivoted and the result is a portfolio that you have in front of you. Secondly, the vast majority in this portfolio will achieve the intended climate justice impact for better or worse without headlines. These are the grants that can exemplify the voters impact. I have confidence in the process that resulted in the portfolio that you're being presented with and ask that you approve and support these grants. Thank you for your time. Unfortunately, I have another commitment in a few moments though I won't be around to stay around for the q&a or discussion, but if you have any questions, I'm sure Sam can connect me and I'm happy to answer any questions that you may have. With that, I would like to introduce you to the next speaker. Thank you.

**Jill Fuglister:** Good afternoon mayor and commissioners. Thank you for the opportunity to present to ya'll today. My name is Jill Fuglister and I'm the healthy environmental portfolio director. Meyers is a private foundation that awards about \$45 million in grants across Oregon and I've been at Meyer for 11.5 years and I've also had some experience as a volunteer grant reviewer for private and public programs over the years. And I wanted to offer a few reflections from that experience in relation to how pcef is developing. In the first reflection, just talked about risk. Philanthropy as it is in the public sector and these discussions often start with concerns about reputation, assets, control around decision-making in the public sector, there are concerns about meeting the legislative intent of the program and the affected use of taxpayer dollars. However, the risk and grant making is actually what makes it such an effective tool to incentivize innovation and collaborations. And, for grant makers, especially those whose goal is to support community change, we must also consider the risk of the status quo. We know that the climate crisis, systemic racism, and structural oppression have caused and continue to cause deep harm in communities. We also know that the institutions and systems that drive our communities were continue to uphold oppression in producing and perpetuating harm. There's a much bigger risk and existential risk in continuing to

do business as usual. I believe that pcef is one of the most important and innovative models for confronting this existential risk in Oregon and in the nation. A long record of overinvesting and community based organizations led by and for front line communities. During my time at Meyer, we came to recognize that this pattern investment undermined our ability to address inequities at their root. So we've been working to correct this by seeking grantee partners from front line communities and this really required us to examine underlying assumptions about what was needed to make grants and it required us to make space for new approaches and adapt our systems to what the community really needed from us rather than what we needed from them. The impact of this shift is notable in the new policies that we see in communities. The leadership. The priorities that have emerged and gained traction in Portland and across Oregon. Pcef being a prime example. In making this shift, we've also learned that building capacity takes time and patient support with as few strings attached as possible. It takes time because the past underinvestment in these organizations mean that they often are small and lack well-developed organizational systems and it takes time because the many layers of trauma, their communities are managing including mistrust of philanthropy and government. This multi of layered policy and shifts burdens away from communities that already face burdens. Providing technical assistance in as many ways as possible. And manage the grant successfully plexing our expectations about outcomes during a life span of a grant. Expanding accountability to acknowledge and correct bias in our own government systems and. Prioritizing and building trust in relationships and emphasizing learning. As I watched, pcef design its grant making program, I've been impressed with its balanced approach while also walking the fine line between the risks required of those of us on the cutting edge of change and the scrutiny that comes with the use of public funding. Given the climate emergency we are confronting, this is the very work that's needed. Thank you. And now I'd like to pass it to carol.

**Carol Cheney:** Thank you, Jill. Good afternoon mayor Wheeler, commissioners. Thank you so much for having me to provide testimony today. My name is Carol Cheney and for the record I'm the ceo of the Collins foundation. I've also worked in the nonprofit and public sectors in the area for 31 years and prior to coming to Collins, I was a program officer and diversity equity and inclusion manager and before that, I worked to advance equitable health policy for the Oregon health authority where I did develop a grant making process to distribute state and federal funds to regional health equity coalitions. So given my experience, I certainly understand the way that private foundations and public entities distribute funding that can be very different particularly when it comes to public accountability. But in spite of those differences, establishing processes are important and the fear of having a grant go sideways must be balanced by the ability to take risks and build true and lasting community. That's even more true when it comes to equity and the fair distribution of resources. It really takes an application of art and science. For example, applying the art of holding relationships with and truly knowing applicants. Piece of grant committees will know more about the viability of an effort than information gleaned from an application. Deeply imbedded in the community gives those conducting due diligence a significant edge on understanding if the strategy will be effective or not. The science of building what we might think is an ironclad project may morph into barriers to developing and fostering healthy trusting relationships in which honesty and transparency are at the core. Innovative solutions are imperative and create ongoing or persistent barriers to equity. Take for an example an appearance I had while I was working at the health authority during the h1n1 pandemic. You may remember that one. Relying heavy on space practices to develop strategies to fund improved education and outreach to more community members to increase the vaccination rates for what we called the swine flu. Yet despite all of the data built strategies and science and public health we employed, we found that the iraqi community here in the Portland area was not adapting the

vaccination protocol. It was only when members of that community let us know that Iraqis who are Muslim felt they didn't need the vaccine because they don't eat pork. That we recognize in spite of our data and evidence-based approaches, we only succeeded when the art of listening and connecting to those helped us change our approach and ultimately achieve greater results. There's no such thing as an ironclad grant making process that I know of. What I do know is in the last two years of grant making funding organizations to the tune of \$41 million which what I would describe as a less stringent approach, I can count on one hand, the number of grant cancellations we've had to make and none of those were due to bad actors. In my experience, that's truly an anomaly. Far more common in my three decades of work for the common good are for the good people of our community who are much more likely to be under capacitated yet still developing innovative solutions and fighting for the communities and the city that's clean, healthy, and livable for us all. I sincerely hope that in our work and partnership to provide funding, we can balance our fears and input from anyway sayers with what is much more likely to happen. That the pcef grants led and alerted by the people who deeply understand the solution that is will work for their communities who will realize the game-changing potential for clean energy, climate justice, equity and improvements that we will all benefit from. We thank you again for your time and attention. I'm not sure what's coming next.

**Baraso:** Thank you, Carol, and thank you, Jill. I think this is back to you all, the mayor and the commission now.

**Wheeler:** Very good. Commissioner Rubio.

**Rubio:** Yeah. Thank you, Mayor. And I just want to thank you Michael and Megan and Sam and Donnie and our other guest presenters for this very compelling presentation on the impact of pcef and the work. This is a lot of work and a lot of applied learning and huge establishment and all our communities and this model and investments are the first of its kind in the nation and something we should really be proud of here in

Portland. So congratulations to you. And, mayor, before we move into questions, I have that amendment that I'd like to introduce and is this the time to do that?

**Wheeler:** This is the time.

**Rubio:** Okay. Great. One applicant named bridges to change has withdrawn its application for this round for reasons unrelated to the pcef program. And, accordingly, I offer an amendment to remove application number 2758 from exhibit a and reduce the total funding request to \$118 million, \$136,986 and this reduction reflects the applicant's funding request of \$3,480,000 and a 10% contingency request of \$348,000.

**Hardesty:** Second.

**Wheeler:** We have a motion from commissioner Rubio we have a second from commissioner Hardesty. I don't suspect they'll be any objection to this amendment given the nature of it. So unless there are any questions I'll called roll on the amendment. Please call the roll.

**Clerk:** [roll call].

**Wheeler:** The amendment's adopted. Before we go into questions, how many people do we have signed up for public testimony?

**Clerk:** We have two people signed up.

**Wheeler:** Why don't we do this, colleagues. Since I sort of messed up this morning and didn't give our closed captioners the break they needed at the hour 30 mark, why don't we take our two testifiers, then let's take our 10-minute break. Give the closed captioners their much needed and much deserved break and then we'll come back for the q&a. Why don't we go ahead and take our public testimony. Three minutes each. Please, name for the record.

**Clerk:** First up we have Stephen Achilles

**Wheeler:** Commissioner Hardesty.

**Hardesty:** I just wanted to appreciate the people that were online. I don't know if they're going to hang out for our 10-minute break after the public testimony is done, but if you could do that before we take a break.

**Wheeler:** If we can do what?

**Hardesty:** Just figure out if they're going to be here when we come back.

**Wheeler:** If you'd like. Sure. Why don't we go ahead and take the public testimony and then do that.

**Clerk:** Okay. It looks like our first person may not be here. So next up we have -- wait a minute. Stephen Achilles.

**Wheeler:** Steven, are you there. Oh, right here. In person, a real human being face-to-face. Welcome. Any of the microphones work. Three minutes, name for the record, please.

**Stephen Achilles:** Mayor and commissioners, my name is Stephen Achilles. I'm the ceo of the non profit exceed enterprises. We are Oregon's largest provider of community and employment abilities for people with disabilities. Everything I'm going to say today, I've talked with Sam, I've talked with Katie, and I'm here to support the recommendations and the good news of pcef that we've heard today. However, we believe that the pcef committee has not addressed and resolved significant issues with the disability community and I do ask you to think about charging them to make changes to include our group here. We are the largest population. Ohsu reports one in four Oregonians has a disability, one in eight as a cognitive disability. Less than a third have a job, and 18% live on under \$15,000 a year. We are a priority population. To date, I am aware of only one proposal from the disability community that's been approved and it was the smallest grant this year at under \$70,000. We have three major issues that we share we believe need to be addressed. While we heard about disabilities just a few minutes ago, there is no representation to the best of my knowledge of our community on the committee or staff. There has been little outreach to our community and frankly

one meeting we did have, I helped arrange and I helped the organizations to including worked out the organization that received the one grant this year. In my opinion, the current rules place organizations that serve people with disabilities are about a 15 to 20-point disadvantage. The rules are well-meaning, but because we're not represented, the rules have a very negative impact on our organizations. If we have time, I'm happy to share that and I have left documents that highlight those potential changes to those rules. Frankly, lack of follow-up. Look, I get it. These folks have a lot of work to do but it's been too in the follow-up has not been as certainly as I would have understood it to be. I will say our organization brings over 30 years of executive level energy experience to bear. We were so excited about pcef. This includes a person of color who's one of the most senior executives on the west coast who sat on our board. Exceed is a support of the promise of pcef. Please understand that. We are really excited about it, but for the disability community, the program is falling short. We stand by, we want to work with pcef to make this happen to create a more level playing field, but the days of ignoring the disabled have passed. The separate classes, the separate work structures that our organization used for decades that treated our disabled Americans as second-class citizens. We hope you would ask and push the pcef organization to create a program that's more inclusive for everyone.

**Hardesty:** Mayor.

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Thank you, mayor. Thank you for those comments. This is a second grant cycle for pcef. Second one.

**Achilles:** Right.

**Hardesty:** I am offended by being told it's a failure to disability communities because honestly we're all only temporarily able and I just don't know how you can declare it a failure when it's the second grant cycle. We're not going to have a debate or dialog about it, I just simply want to correct the record that pcef laid out very clearly who

should benefit and I hope that your organization actually has a competitive grant and helps other people with disabilities do that, but let's not pretend it's a failure in the second grant go round. I reject that notion and I hope you come with a positive attitude about how you can make this information available to other people in the disability community rather than, you know, declare it a failure by that at the gate.

**Achilles:** I'm sorry that you take it that way. I made very clear that we have engaged and tried to engage, but I do think at this point in time one grant raises issues and concerns. And I hear you, commissioner Hardesty, but we do believe in the program.

**Wheeler:** I'd like to see the documents. You said you had some documents you could share with us. I most certainly would like one and I'm interested how the disability community fits into this. I think it's an important question you've raised and I'd like to see what you're proposing. And I appreciate you being here today.

**Achilles:** Yeah. And I have an e-mail I wrote some time ago when I had conversations with Sam and Katie.

**Wheeler:** Okay. If you can just get the documents to Keelan over there. She'll make sure we all get copies.

**Achilles:** And I did e-mail them earlier today.

**Wheeler:** She'll share them with us. So why don't we do this --

**Clerk:** Mayor. I'm so sorry to interrupt. I made a mistake. We have one other testifier online.

**Wheeler:** You made a mistake? Could somebody please record the time and the date. This is a very rare occasion. Good. Let's hear from the other individual, please. Name for the record, three minutes.

**Clerk:** Thank you. Hao Liao.

**Hao Liao:** Good afternoon ladies and gentlemen. I'm from southeast Portland. The changes of threat to humanity's existence in the under privileged. Suffer and consequences the most. Last June, 72 people in Multnomah county died from an



unprecedented heat wave with temperatures in Portland reaching 117°. Temperatures wouldn't be possible without climate change. Low-income Portlanders suffer the most since they don't have access to air conditioning. The clean energy funds grant proposals are aimed to help stop climate change, save lives, and help [ indiscernible ] climate change. By funding apprenticeships and acknowledgements like solar panel installation, the clean energy fund could drastically decarbonize our electricity and usage slowing down climate change. By funding clean energy retro fits of homes, the clean energy fund to prevent deaths during extreme weather and also help residents save money due to increased energy efficiency. The grant will help save lives and uplift support. Those preserving our planet for future generations.

**Wheeler:** Thank you. Appreciate your testimony. Thank you for being here. All right. So why don't we break until 3: 40 p.m. And we will reconvene at that time. We are in recess

**Council recessed at 3:28 p.m. and reconvened at 3:40 p.m.**

**Wheeler:** That was a great presentation. Colleagues, questions. I'll jump in if nobody else has questions to start. Maybe I can -- I know it's been a really long day. I apologize you've come at the end of a long day, was this is a good process. So robin whack said something that interested me tremendously. I'm supportive of the work that you're doing and how you're doing it and I think you have been responsive to some of the questions that we put before you particularly after round one. There was some noticeable issues after round one. We noticed there were refinements to be made, but I really want to highlight something that he said and it gets to the nature of this fund as approved by the voters overwhelmingly. Number one, we are talking about many of the organizations some which are relatively new. Number two, we're talking about some established organizations, but getting into completely new lines of business, areas where they don't necessarily have expertise and, third and finally as has been reported on fairly extensively, there's a number of organizations that are receiving funding in amounts that greatly exceed their annual budgets. And, as I've thought about the

important mission of the clean energy fund, my enthusiasm more the mission has been tempered by the reality as Mr. Wang said, there is risk associated with the way this is done. \$110 million, somebody said it's a drop in the bucket, it's not a drop in the bucket. It is a substantial amount of taxpayer money. It is to go towards an important cause. It is our collective responsibility to make sure that that funding is spent wisely. And so my questions are in the spirit of wanting to not only do right by the community committee that has forwarded these requests to the city council for approval, but I also want to uphold my responsibility to the taxpayers and the residents of this city to make sure that we do a good job of spending these resources as effectively as possible. So my question is this, as you vet these proposals, I noticed and was pleased to notice that you have very clear benchmarks for a number of these proposals, how many households will have an energy upgrade? How many people will specifically be served? What the carbon reduction element will be associated with the particular program, but it's not universally the case. There's some organizations that are receiving funding that might be a multi-step process towards actual climate action and we heard for example about one organization receiving funding to create a facility so that they could create a program to help address climate. On proposals where there aren't specific metrics, how will you ensure that the funds are being spent wisely?

**Baraso:** I think I'll take that one. Mayor Wheeler, as folks put their proposals together, between them putting their proposals together, coming before you all and making the decision, the next step is working on their grant agreements. As part of every single grant agreement, we worked through those details because that's as part of how we track across our work force development projects, our clean energy projects and there's an array of metrics that are relevant to each funding area, we make sure that we walk through and develop those metrics. Now, planning going into the one area where it is the nature of planning is it's more about the actual process steps, but for everything elsewhere it's an implementation grant, we do as part of finalizing the grant agreement,

we have a specific reporting form that we get them to agree to as well as metrics from the outset as part of their grant agreement.

**Wheeler:** Sam, that's a good answer, but let me push just a little bit. I appreciate your response. So we heard a lot today about the process, particularly for I think it was 43 grants that went through the secondary screening process. Tell me about your capacity beyond the screening process. Screening is one part of this and there's risk associated with screening. We could screw up. Get through something that shouldn't get through. Some level of due diligence has been overlooked and we have a problem at the grant-making level. The second part of this is following up on the contracts and making sure the contracts are effectively managed. What specific infrastructure personnel or resources do you have deployed following up on the management of these contracts? You mentioned stage gates, for example, and I'd like to hear a little bit more about that.

**Baraso:** Right. And so we've checked back. I think we currently have six project managers and are currently recruiting for a couple few more project managers. So each manager is going to have 10 to 15 projects coming out of this round of grants. As part of that, each of those project managers are checking in on a quarterly basis and sometimes different things do come up and so I think I want to make sure I answered that question first and make sure I follow up if there's another question there.

**Wheeler:** Well, I have a suggestion and maybe it's a helpful suggestion and maybe it's around bend suggestion but it's important from my perspective. This fund is not a small fund, it is a large fund and it deserves rigorous vetting and contract oversight. You have the funding to create the infrastructure you need to do both and I'm wondering if you are allocating sufficient resources from the fund to ensure that you have a solid vetting process and a solid contract management process.

**Oliveira:** Mayor, excuse me, I'm going to take a stab at that. In regards to the scaffolding of that program, we are already quite aware that the existing staff capacity is good for this round, but the hope is we do this annually. So we'll hope to put out

resources every year along with the structural programs that we're looking at investing different ways. The truth is that there was a 5% cap on the program and as we look at investing in the long-term stability and credibility and integrity of the program, we're going to need to adjust that to ensure the staffing capacity, but the system that is necessary must only just in b.p.s. But also our city wide effort.

**Wheeler:** How do you do that if you want to change the cap? How do you go back. As you indicated overwhelmingly, how do you go back and change that?

**Oliveira:** First of all, we want to connect with our pcef committee to find out what the appropriate range for that so we can put a needs based base out there so we can understand this is what the capacity gap is and we want to achieve the program. This is what it looks like in terms of staffing, resources, software, etc., that the technology necessary to do this well. I think that's the first step and once the committee has their opinion on that and their guidance, then we would come back to council.

**Wheeler:** And we have that authority. And back to robin's comments and I really appreciated his testimony and I'm sorry he had to run off to something else, but he's an important guy and I totally get that. He said, look, this is a bold proposal supported by the voters of this community and it has inherent risk and some percentage of these programs will not be successful. They will blow up. My concern is this, as elected officials, we now know we are on notice from the media that they're not going to hold the committee accountable or the vetting process accountable to the same degree that they're going to hold us as elected officials accountable and that's fair. We're elected officials and we should be held accountable, but in turn therefore, the burden is on us to make sure that the system, the due diligence process, the original vetting, the r.f.p. Process, the due diligence process and the contract oversight process is as rigorous as possible. And so I will be looking to you for suggestions on how to improve both the vetting process as well as the contract management process and what steps you put into place to raise red flags the minute you notice that something is going sideways

and how you intervene to right size that or alternatively cut off the funding and either of those are acceptable solutions as far as I'm concerned.

**Oliveira:** And, mayor, thank you for saying that and we absolutely are up to the task and want to have that level of transparency. One thing we named explicitly, but this round of submissions there's 144 grant requests, we only fund to 65. Even though there was a capacity to fund more, the team and the committee really thought this was the appropriate level not just because we had the money, but these were the right grants at this time. Maybe from a staff capacity. So to our best knowledge and through the review in the process they went through, we landed on the group that we presented to you for your recommendation, for your vote, excuse me. At the end of the day, as we do this process and evaluation, are the staff are working with these groups to refine and ensure that not only are we doing the work that we intended to, but we're taking advantage in leveraging the synergies of the existing grants. But we're also putting resources into the community that needs work force to deliver. So how are we working with community to sync that up. The point is as the fund is evolving and maturing, we're going to see more opportunity to do that.

**Wheeler:** And we'll be asking for that, I certainly will.

**Oliveira:** Absolutely.

**Wheeler:** And thank you for this conversation. I have a question about conflict of interest. And I know that conflict of interest has been raised. I always feel slightly uncomfortable raising it with citizen volunteers who put a tremendous amount of time and energy into this project, but by the same token, I have previously been a volunteer on city and state committees and I have been very clearly schooled on conflict of interest laws here in the state of Oregon and it is my understanding that you have given a rigorous oversight or a rigorous presentation and education of people who sit on these selection committee to make sure they understand the laws in the state of Oregon with regard to conflict of interest and self-benefit, self-dealing, but I noticed something

about your selection process and I may not have gotten it right. So I want to make sure I understand it or have my perception corrected. My understanding is each and every proposal have members of the committee personally vetting those proposals, but then the proposals once vetted by individual members of the committee went to the larger group as part of a package. How do you ensure that somebody voting on the larger package who has not personally vetted the proposal is not inadvertently engaged in a conflict of interest because there's an arm's length there between the people who actually vet and understand the mechanics of the proposal versus the larger group just casting a vote for a pool of proposals.

**Baraso:** When we set up our scoring panels where they'll do smaller scoring, we do share all the proposals on a given scoring panel. With that panel, we request let us know if any of these organizations, you have any actual conflicts of interest. We've had none. When we get to the full portfolio decision-making space. So I want to acknowledge, when individual committee members are reviewing a proposal and scoring of proposal, they will not have a conflict at that stage because we've asked and we've worked through that and we've done all the training around that. When we get to the full committee stage, it is a blind process at that point. At that point, we are sharing portfolio attributes, but not the individual projects in the portfolio to committee members because they've already done all the rankings based on the projects they've seen. So and I've got to look back, but so I just -- does that make sense? They are actually not --

**Wheeler:** No, it doesn't. I'll tell you why. I understand why you're doing that from a vetting perspective. From a vetting perspective, it makes sense, but from a conflict of interest perspective, it does not make sense because I believe it doesn't matter if the conflict is inadvertent and I'd have to refer to legal counsel and they don't have to answer this right now, I believe it's simply the outcome. If it turns out that somebody

has voted for a proepdzal that's self-dealing, it doesn't matter if they knew about it or not, does it, legal counsel?

**Sheffield:** Is Maja on? Maya is the council for this group and she also does the advice around conflict of interest. I wanted to defer to her because she has more knowledge on that.

**Wheeler:** Right. If you don't have an answer today I can take it off the table.

**Sheffield:** She's not on, I'll get you an answer this afternoon.

**Wheeler:** Great. Perfect and we'll share it with the council. That would be helpful. And last question. Looks like commissioner Mapps has a question or two and commissioner Hardesty and everybody else. So thank you all for sticking it out. I was a little surprised that organizations were receiving such large amounts relative to their current financial capacity and as somebody who has previously been involved in the nonprofit sector, I know that's a dicey proposition to expand your operations particularly if you're expanding into a new area that you may not be familiar with or if you're a relatively young organization as some of these grant recipients are. Is there a shortage of experienced nonprofits in this space and is that why the committee has recommended fairly large grants relative to what some of these organizations currently operate on? If so, can you tell us a little more about that?

**Edden Hill:** So I can only address it sort of generally because I don't -- I still haven't seen what the package is, the kind of double blind is still in effect for us. So I don't know who we've actually awarded packages to.

**Wheeler:** As a co-committee chair, you're not familiar yet with the final package.

**Edden Hill:** I am not.

**Wheeler:** That you're asking us to support.

**Edden Hill:** Correct.

**Hardesty:** Because he's supporting the committee's work.

**Wheeler:** I understand.

**Edden Hill:** I would just like to give a quick general thing. So I did see some. So I did clean energy, I reviewed clean energy. A lot of those were way over operating budgets because they're one-time infrastructure. So if you were retro fitting the building doing political takes, that can way exceed your traditional annual because it's a one-time investment. So, for example, when you buy a house, that's far more than your annual income, correct.

**Wheeler:** Sadly, yes.

**Edden Hill:** That one time physical infrastructure and improvement can exceed their individual budgets.

**Wheeler:** That makes sense and you don't know but Sam does so I'll pick on Sam So, Sam, would it be fair to say most of those organizations that are receiving substantially larger grants are receiving them for the kinds of things we just heard describe capital type investments?

**Baraso:** Mayor, absolutely. There's a vast majority of those organizations, those projects that it is major infrastructure capital improvement. I would have to go back to answer that question with specificity. I would have to go back and look at the full portfolio.

**Wheeler:** I appreciate it. Thanks. Commissioner Mapps, then commissioner Hardesty, then commissioner Ryan. I'm sorry. Donnie.

**Horst:** I'll just add to that. As a reminder I think robin and Sam shared about our additional review process. So any time an organization applied for funding that was a certain percentage over the previous operating budgets that were flagged for review, we looked really closely and robin and I sat on the review panel. And we kind of deliberated upon them individually and in many cases it was as Michael described that there was an infrastructure investment. I can say that in regenerative ag space that there would be major investments in a farm that are one-time big investments and once those investments are made, the amount is more about staff maintenance.

**Wheeler:** Got it. Okay. That makes sense. That's helpful.



**Horst:** So if there was a concern, that's something we had that long process about setting up some sort of parameters around that slide and it was really dependent on the projects because all the organizations were a little different, but if there was any concern.

**Wheeler:** That was the stage that Sam was referring to.

**Rubio:** I also want to say isn't it true some of the larger amounts over a number of years are not just a one-year amount. So aggregately, they can appear larger, but they're actually three to five years.

**Baraso:** And that was an important point. Thank you, commissioner. Because you may see \$2 million, but over five years, that's going to be less than \$500,000 a year. So it is important that we may have one-year grants in here, we might have five-year grants in here.

**Wheeler:** Very good. That's helpful, commissioner. Commissioner Mapps.

**Mapps:** Thank you, Mr. Mayor. I want to thank pcef's staff today and all the members of the public who testified too. You know, \$100 million is a lot spread across dozens of grants. I have questions about some specific grants, but I don't think I have time in the hour we have left today to go through the weeds on this one. If it's okay with commissioner Rubio and the staff outlining some of the specific questions I have about some of these proposed grants and if we can get a written response back in a timely fashion which doesn't necessarily mean within the week, but if we can at least engage in that dialog. That would be helpful to me if that is agreeable with everybody around the table. Great, so I'll save those questions for a later moment and instead today I just want to ask a couple of process and programmatic questions. First, if I recall correctly, a while back, the auditor released an audit for the clean energy fund. Where are we with that? First, can you remind me what the auditor said and, number two, can you give me a sense of where we're at in terms of responding to the auditor's concerns.

**Baraso:** The primary critique was around the mismatch between the fact that the code spells out our climate action plan and the climate action plan, the audit focus was on the fact that the goals and the climate action plan and the pcef program and there's a mismatch so there needed to be specific goal development for the pcef program and we're committed within that to do that by June of 2023, but our first phase in doing that would be by July of 2022. We would establish and aprof our metrics. We did so earlier this month with the or late last month with the pcef committee. Next is refining those and based on the project learnings to date selecting more appropriate goals for the program.

**Mapps:** Okay. That is helpful and actually your response leads to my second question which is how did the grants before us today relate to the city's climate action plan. I believe that one of the purposes of this program is to provide funding and oversight to ensure that the city's climate action plan is implemented in a manner that supports social economic and environmental benefits. So how does the funding packages we have today relate to that north star?

**Baraso:** In every single I project, they align. The project action climate was developed by city government. There's 100+ actions in there. The big part of that is the climate action plan is a large document and that's part of our effort to develop more tailored and targeted goals.

**Oliveira:** And, commissioner, may I also offer that the city's action plan covers a broad array of actions. It's a small portion of the current allocation. Also reporting to council that we're going to walk through the priorities for the city at which you'll see a clear nexus between that and the fund.

**Mapps:** And I'm glad you went there because that's one of my other questions. Are we looking at the climate action plan.

**Oliveira:** It's the climate emergency plan.

**Mapps:** So when you were looking at these grants, were you looking at the proposed climate action plan we'll look at next week?

**Oliveira:** There's two things. I know it's hard to think about it this way. And 50% reduction by 2030 and we know where the emissions are coming from and the reductions we have to make to get to those goals. How we get there, what funds it, who funds it. How we prioritize these actions. That's the work plan that comes into play. So the fund is targeting the goals based on the emissions. That's not the only game in town. Does that help?

**Mapps:** I think that helps and it will probably help when I see whatever we have come into council next week. I look forward to that. I'll let my colleagues get in here for a moment and this question deals with funding categories. I went back and looked at the original ballot measures which talked about funding three types of projects. Clean energy jobs and future innovations. When I take a look at the proposals that are before us today, you have those three categories there. You also have a couple of categories I didn't see in the original proposal. One was the regenerative agriculture and clean infrastructure which was interesting and you also have planning grants and I'm just wondering about the process that you folks went through to get to those two things which I didn't see in the original measure.

**Baraso:** The agriculture and green infrastructure are areas funding within the code. It's a long document. It is a funding and I'm happy to just follow up and highlight that. So I'll follow up with that in terms of the planning grants. The planning grants may plan for clean energy project. You may plan for work force development project, so it's not a funding area, it's more of a grant type and at the end of the funding grant, we then go back and say, okay, what was the outcomes of this planning grant and then we categorize funding. So we do still tie up funding areas in the code.

**Mapps:** I might be a little confused now by code. I think I was look at the ballot measure language. So when you say code, you're looking at the implementation some implementing language? Is that what's going on?

**Baraso:** They're nearly identical. The ballot measure language. There's a couple adjustments. Some things are in different places.

**Mapps:** Okay. I'll just follow up with you off line to figure out what's happening there. Thank you very much.

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Thank you, mayor. And let me just say thank you all for what has been a very informative and incredible presentation. It is clear that we've learned a lot since our first grant cycle as we move into our second grant cycle and one of my questions really had to do with and I think commissioner Rubio mentioned it when she said many of the grants are multi-year grants. It is my assumption if somebody has a \$4 million grant over a 4-year period of time, we're not giving them \$4 million today. I suspected there's some outcomes that we're measuring in order for them to be prepared and as I look through the clear measurable outcomes that were listed in the grants that you'll be measuring them too, my assumption would be if they did not achieve those goals, they would not automatically get that second year funding. Am I accurate in that assessment?

**Baraso:** That is correct. None of these grants are disbursed upfront. They may have a quarterly advance basis. So just to mean very clear, multi-year grants, mostly on a quarter year use basis.

**Hardesty:** Thank you for that. And I saw there's some organizations, there's one organization in particular that I saw that as far as I know isn't an official entity yet and that's the official Williams Russel that doesn't exist yet, but they have a fiscal agent and that's one of those projects that made me a little nervous only because I don't know if we're clear about who owns their property yet. And I heard about their proposal and

what their vision is and when they're going to break ground I don't know who's going to be responsible for all that. It's like this phase is not building the building but what they're asking us for is leaning towards a permanent building that's part of this Russel William project. Right. And so, in that case, I'm assuming because they have a fiscal agent now that they would have to come back with some legal documentation at some point when they're not under a fiscal agent anymore. Is that accurate?

**Baraso:** There's a lot that will be worked out with the Williams and Russel community as well as the business district. One thing I just note about that project. We do not disburse funds until the capital stack is secured. And that commitment to us is important in additional funds to be the first money and additional sources coming in. But just to acknowledge that.

**Hardesty:** That is an excellent response because that's what I thought when I was reading some of the proposals that this is listed as seed money so they can go off and find the other financing to do the work. I don't have any more specific questions other than this is a process. We learned a lot in the first front process. We learned a lot more in the second grant process and I suspect we'll be more brilliant in the third grant process. I just want to really appreciate the time. We talked about over 700 volunteer hours reviewing applications and having conversations, that's nothing to sneeze at. Let me just say for me, it's my hope that we have people breaking down our doors trying to partner with the Portland energy fund. Constructing hope and a vision about how they're going to build this training facility moving forward, but the work they've already been doing over the last decade and actually getting people into construction jobs coming back from being incarcerated, I think there's some real potential, but I also think that we at some point, I would love to have a conversation about how do we strategically target. Maybe a year or two, we're only going to fund these types of programs because they help us achieve whatever goals they've set. And I just want to say, don't get depressed. Don't feel like you're not making progress because honestly,

we are so head and shoulders about so many other communities who don't have access about these other resources to make these. I just cannot thank you enough in bringing this program to us today. Thank you.

**Wheeler:** Thank you, commissioner. Commissioner Ryan.

**Ryan:** Thank you. Excuse me. Thank you. I want you to know that I've been talking to my staff a lot and giving them critical feedback to label myself right now because I'm rooting for this and I can tell they've had great dialog. I know I jumped in early. And politely told I might want to listen, and a lot of my questions and concerns were answered and I really appreciate that and I do believe in one year's time this is going the right direction. And, so I have just a couple broad statements to make and I think it's important for me just to remember that we're building something and when you're building, you're innovating and creating. And this is a country that prides itself on innovation and that's why you should support the arts and culture. And I think we know that for the private sector, but we're infusing that in the nonprofit sector who can work with the private sector. So I just love how innovative this is and I liked hearing that people are looking at us in a favorable way because we had to be and Portland needs to be known once again for taking some risk. We've been resting on our laurels for too long and so I'm sitting here getting excited about where this can go. It doesn't mean I'm going to stop being a critical friend. But, commissioner Rubio, in a short period of time with your leadership, you've really embraced this and I appreciate the non-defensiveness and more leaning in knowing that we're on the same team to see what success is like. I know the mayor and I met yesterday and there were a couple questions that were asked that I really appreciated and some were because of my own life experience and I took over as a nonprofit where we were deep in the red and a lot of the blame was that we received a very large grant. And I can go on and on and research and development with the profit sector knows that you're supposed to invest in that or you'll never be able to keep up and be innovative in the sectors that you're in. So I get a

little riled up coming from the nonprofit sector of the cycle and then you add to that climate justice, racial justice, and so let this be a wonderful messy challenging process and let's just keep being transparent with 1 another as we go along. So, are ideally, I do think that the communities that we're, worrying with would have been able to be in robust dialog. We also can't wait too much longer to not have clarity. I get that you're working with a grantor and that's important. But I still wish and hopefully by the next time we see you when they're doing their r.f.p.s and r.f.q.s, they're responding to the grant request and there's more clarity about what success looks like. So one specific question because it was in one of your slides and it was a slide that was looking at 300 metric tons of co2 and how are we measuring that? Because we did take an attempt to put that we were that that's one of the metrics that we're measuring at this time. So I just want to hear what that's like.

**Baraso:** Thank you, commissioner. This is something we did last year, but we refined our process even more. For every application. Certainly infrastructure application, there's a range of forms that we have whether it's renewable energy and we get a whole range of information down to how many square foot is the projected. You may know that information, you may not. So you have different forms when you know the building you're going to work on versus when you don't know. And so we collect a range of information around what's the level of retro fit you're going to be doing. Are you going to be doing the hvac system and lighting and so forth. And we take all that based on the regional measures and we have a mix for specific power and pg&e. We take all that information in and we break it down and actually run projected and they may not know. So we have an average in fossil fuel intensity and we make estimates around the reduction of the energy use and what sort of emissions reductions are going to be associate Wednesday that reduction. So it's a complicated formula, but it's based on what they submit in your applications and that's what they manage them to.

**Ryan:** So that dialog, that's when you establish how you'll be measuring that and you'll help build the capacity with the organizations so they can empower themselves to be able to manage that.

**Baraso:** Measuring green house gas and emissions and calculations is one of those things there's always a debate about how you're doing it and for that reason, we make it consistent within the program. So what we expect from our applicants is you tell us what homes did you go and what did you do in those homes and we take that information in and we do the calculations. If you want this home and you replace the hvac system and you're in pacific power territory, now we know that un-reduced your emissions by this much. So we asked them to give us the inputs and we do the calculations.

**Ryan:** Okay. I look forward to hearing how this all plays out. When you look at the key areas of work force and such, when will you have some clear metrics on what success looks like?

**Baraso:** We've got a -- we just seated our advisory council a couple months ago and this is a body that's going to help us dig into it a little bit more. A lot of the equity has evolved around commercial projects. Some commercial are very different. So with the work with the advisory council as well as the study that we've commissioned with, work systems and cadeo, that's going to help us refine and come to those goals. That study won't be completed until spring of 2023 and we expect. Part of this is we didn't want to just shoot out there with goals that have no relevance to the type of work we're doing. If we took metrics and goals that the city has and the city's working on, it would have no relevance to the sectors we're working with. It's important that we do that study based on what we know of the reality on the ground.

**Ryan:** That sounds more strategic, I appreciate that. Will you bring that to us in a draft form so we can do our best to think out loud with you.

**Baraso:** We'd be happy to.



**Ryan:** Okay. I appreciate it. I look forward to doing some site visits. At least for me, it's really helpful to go on field trips to understand what this work really looks like.

**Edden Hill:** Do you mind if I add to his green house gas answer.

**Ryan:** I would love it.

**Edden Hill:** That was one of the places we improved our process. In the first round, we asked for the nonprofit organizations, our communities to calculate their own green house gas emissions and we know that a lot of our organizations have been traditionally vastly underfunded for the work they do. And then asking to do the math of green house gas emissions, I'm an electrician, I'm really good at math. These fuzzy. So one of the things we did is we took that out of the hands of the applicants and then standardized it and took it in-house for calculating what their projects are going to have, what their green house gas emissions reduction impact is going to be. So we have a standardized way to do it and, b, that burden isn't on a nonprofit that doesn't have expertise in green house gas mathematics.

**Ryan:** Allow them to stay focused on the practices and see what these practices impact.

**Horst:** If I can just chime in on the broader metrics and goal. I'm on the subcommittee of our community advisory committee. And we have our nine-member committee did adopt and approve our metrics at our last meeting and I didn't look at the slides, but I think I remember them. The first one is climate impacts and the other one is investments in priority communities, workers and businesses, program stewardship and other social and environmental impacts are the other big areas. We have lots of sub metrics about where these projects are happening, how much is getting invested. What are the carbon impacts. Which specific communities are being invested in the types of orgs and the workers. Cost savings. A whole plethora of metrics. Down the line, they'll be lots of metrics. And then as to the -- that's a little bit above like a step above the worker-specific one that will be nestled in there, but we have this vision of tracking lots of metrics and we've been tracking them all along. So it's not -- this isn't like a new idea.

We are moving towards the stage of putting them on the public facing, council facing dash board so that it's very transparent and will be updated annually so you can track pcep and now to the goals part having those metrics and like sam saying having two rounds of projects means we'll have a better sense of what's a reasonable goal because we know Portland needs to get to net 0 by 2050 according to the science but what can pcef do. What can their organizations do. What's a reasonable but challenging goal for pcef around all of those. So we're getting there. You'll see that as part of our kind of that came up in the audit response something we committed to and our letter back and our response to the audit was a bunch of actions and we are well under way on that process.

**Ryan:** And that's the challenge. It's great to have a lot of metrics on one hand, but it's also not helpful when you receive an e-mail with tons of metrics and you have no time to digest what you're looking at. It's how to make them digestible. So the community, the people that have voted on this, say it goes back to the voters, they would have a chance to digest what the impact is. That's what the critical front coming in here. We want to see that dash board.

**Horst:** And the idea of having five is sort of the entry level kind of these are the five main metrics and then we have a lot of people who are interested in the drill down metrics too. So it will be levels of engagement for the general public and council may have different interests.

**Ryan:** And how the sub indicators influence these ones.

**Wheeler:** Thank you, commissioner. Commissioner Mapps.

**Mapps:** Thank you. And I'll keep this very short. I appreciate the melt trick conversation. I didn't get a chance to understand. It's just technical. I do believe as part of Sam's presentation, he talked about how many tons metric tons of co2 these grants will pull out of the air. I think it was 300,000 metric tons. I think there was a phrase at the back of that too. Can you just give me, I want to be sure, or I'm not sure if I understand exactly

ma that metric is telling me. Can you tell me with the 300,000 metric tons of co2 removal means how long and what's an intuitive way.

**Baraso:** The car's off the road. Just to name that, it's on the lifetime basis of these projects. If you install solar panels. The average use of solar panels. The recommended projects that are proposed on a lifetime basis what is going to be the green house gas reductions. I certainly understand that people don't necessarily think about 300 metric tons. So we will translate that more relevant and more comparable things. To think that is on a lifetime basis of these projects.

**Mapps:** So we're not measuring the life of the grant, but rather the life of your solar cell.

**Baraso:** Correct.

**Mapps:** That's helpful.

**Horst:** I will say it's an underestimate that we provide because it's hard with the regenerative green infrastructure, the science is even more complicated and it's not an agreed upon metric where we can say this many acres of.

**Hardesty:** Mayor, about 30 seconds if I may. I know we're well over time, but I just wanted to take a moment and remind some of the people who may be tuning in right now that this came from community. The Portland clean energy fund created by community, with the intentionality of making sure black communities and other communities of color who have been left out of the economic engine of the city, state, and region. We're having philosophical conversations. This would not have happened if we waited for the city of Portland to do it. And the state by the way prevents the rest of the state from doing it by doing a preemption.

**Wheeler:** Thank you, commissioner. Commissioner Rubio, anything else before I move on. Any final words?

**Rubio:** No. I just want to say I'm proud to get to work with each and every one of you. This is just ground-breaking work and we should not forget that and any time ground

breaking or different or new happens, there are always people in our ears or critic sizing it's a new thing. But I'm very excited for the potential of this and just want to say thank you for your leadership on behalf of the community. It's exciting to see.

**Wheeler:** Thank you all for the presentation. That was great. Thank you for answering our questions. Thank you for everybody who provided testimony and the video. That was well-done. Thank you for that. This is a first reading of a non-emergency ordinance. It moves to second reading. Thank you. All right. We're going to read the next two together if you don't mind. Keelan, item number 629 and 630, please.

**Clerk:** Authorize grant agreement with five nonprofit organizations through diversity and civic leadership program for fy 2022 to 2023 in the amount of \$736,670 to support civic engagement services for under engaged communities with a focus on black indigenous people of color, immigrants and refugees. And, item 630. Authorize grant agreements with four nonprofit neighborhood district coalitions to support neighborhood associations, the neighborhood small grant program, and for insurance for neighborhood associations and eligible community groups supported through city offices.

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Thank you, mayor. It is absolutely my pleasure to present to you these two agenda items today. I'm going to turn this presentation over to the very capable and able director Michael Montoya to actually start our conversation and I know chuck is here and will provide some additional information. Good afternoon. Thank you so much, Michael, for your patience this afternoon.

**Clerk:** Mayor, and commissioner, I'm so sorry to interrupt. Can we make a quick announcement.

**Wheeler:** Yes. I'm sorry. I screwed up.

**Hardesty:** I was going to do it but he said he was going to do it and did he do it? No.

**Wheeler:** Oh, my god. We're like an old married couple now. Spanish interpretation is being provided for these items and victor will share instructions for how participants in the zoom meeting can enable Spanish translation. Victor.

**Victor:** Thank you, mayor. I'll start in Spanish and I'll go ahead with the instructions in English as well. [speaking Spanish] hello everyone. This item will be offered in both English and Spanish, so please take a moment now to select the language you would like to hear the presentation in today. If you're joining us through our desk top or laptop computer, please click the globe icon with the interpretation located at the bottom right of your computer screen. If you're using the zoom app through a mobile device such as a smartphone or a tablet, press the three dots with the label more. And select the language you prefer to here. If you want to hear the item in English, please select English or Spanish if you prefer Spanish. You can switch the channels at any time to hear the presentation in the other language, but you must select one in order to hear all of today's content. If you have any difficulty, please let us know and we'll do our best to help you.

**Wheeler:** Thank you, victor. Appreciate it very much. And Keelan, thank you for reminding me.

**Michael Montoya:** Great, thank you commissioners. For the record, my name is Michael Montoya. It is so nice to see new three dimension for the first time. Thank you for having me. We will begin today with the ordinance 630 and that is about the coalition program. So if you don't mind, we'll reverse order, we'll do 631th and then we'll do 629 since they were presented as a package, I think that's permitted. Great. I'm really excited to present to you this ordinance for our districts and our district offices. Next slide, please. One moment.

**Shuk Arifdjanov:** That's for 629, Christina. Can you switch the presentation for 630, please. This will be next. My apologies for the --

**Wheeler:** While you're doing that, are we getting any pressure with closed captioning time wise.

**Clerk:** I'll check.

**Arifdjanov:** Yes. Thank you. Go ahead, Michael.

**Montoya:** Great. So I'm really pleased to present our coalition office allocation proposal to you for your considerations. We have seven districts in the city as you know, southeast uplift neighbors west northwest, central neighbors northeast coalition neighborhoods, those make up our nonprofit district coalition offices and then we have three that are run by the city. One is the north office, the other is the east office and the other is the southwest office. This ordinance funds the base funding for the four nonprofits as well as the small grant funding for all seven. It is a two-year proposal with certain funding only for the first year. You'll note in the proposal, we have language there because we're not sure what next year's budget will look like. We wanted to ensure that we could provide as much guarantee of secure funding for our districts as we could without promising a level amount that you yourself have not approved. I am so delighted now to introduce Nancy Chaplin who is the southeast uplift executive director who will drill down into the work that our district coalition offices do. Nancy, are you available?

**Nanci Champlin:** I am. Can everyone hear me?

**Montoya:** Yes.

**Champlin:** Great. Excellent. Thank you, director Montoya and good afternoon mayor Wheeler and commissioner Hardesty, Mapps and Ryan. Thank you. Collectively, we have provided an important linkage between Portland's neighborhood and our city and we are investing in those that are most marginalized in our communities. Thanks to the funding that our coalition offices have received. We've received many roles as educators and networks, we've built neighborhood capacity for civic engagement. We've united communities to collaborate and in know slate solutions that matter in peoples' lives. As

partners, we amplified the needs of our most marginalized neighbors and as funders to the small grants program, we incubated scores of grass roots all throughout the city of Portland. Today, I'll share with you the impact that this funding has had and one little corner of the city in inner southeast Portland where southeast uplifts small and team has been worked throughout 20 communities to build informed, inclusive, and participatory neighborhoods for over 50 years and where all of our work is informed by our commitment to diversity, equity, inclusion, and access. Next slide, please. So now let's take a look at the city's funding translated into impact on the ground and how we emulated the city's core values of anti-racism, equity, transparency, communication, and fiscal responsibility. Next slide, please. The 20 neighborhood associations in our district southeast uplift delivered support and helped build the capacity of these volunteer groups to organize their communities for the greater good. For example, we've provided skill building workshops on board member rules and responsibilities on how to create a welcoming environment and engaging with city bureaus. We've provided opportunities for neighborhoods to participate in the city decision making bodies and to engage on civic matters such as advocating for traffic calming strategies on streets. The insurance that we provided supported community gatherings throughout the district such as clamped cells, ice cream surveys, neighborhood clean-ups and a piece market. We also provided communications and technical support along with administrative oversight to ensure open and inclusive neighborhood association board electives. We also serve as a repository. While a lot of community building happens at the neighborhood level, southeast uplift promotes collective impact when we convene and network with people from all across our diverse neighborhoods to join with us with other nonprofits throughout the district. Next slide, please. We're open to everyone district wide committees on houselessness and transportation. That's developing eleven micro villages with an emphasis on providing a safe place for we also worked with the joint office on houseless, homeless services to support our unhoused neighbors. And for

our land use and transportation committee, our support district wide to encourage p-  
bottom to operationalize the neighborhood initiated safer streets program. We  
recognize that there are members in communities that don't self-organize by  
geography, but instead by culture and identity. And so through partnerships and  
through equitable distribution of small grant funds, we help to resource, grow, and give  
voice to the efforts of those most marginalized in our neighborhoods. Next slide, please.  
Here's some examples of the collaborations that we engaged in over the last year.

Beyond the binary collective. We engaged in the event attendee for the night out and  
discussions around community safety and the impact of those ubiquitous neighborhood  
watch signs. We're currently exploring next steps to replace those signs with messages  
of inclusion and belonging developed by youth and to promote anti-bias training that  
the city provides. We hosted calling the shots an event that promoted vaccine  
confidence among bipoc community members. An exchange market but celebrated to  
take black, brown, and disabled artists and makers which channeled bio resources  
during the pandemic. In collaboration with Portland united against hate and the  
Portland summer program for underserved youth, we delivered a curriculum on civic  
engagement 101. We all rise, we piloted a land use leadership academy that provided a  
stipend and a 10-week curriculum for emerging bipoc leader to learn how elements of  
equity, inclusion, and access relate to coalition building, land use and transportation  
planning and grass roots democratic action. We plan to reiterate on that program in the  
coming year. And now to some of the most rewarding work that we do. The distribution  
of funds that you make available through the small grants program. Next slide, please.

Thanks to the city's support last year, southeast uplift distributed nearly \$62,000 in  
grants that supported grass roots efforts throughout the district in a program that we  
call the community small grants program. Before I share with you some examples of the  
projects that you helped make possible, there's just a few things I want you to know  
about the program. First, these grants are accessible and competitive. Anyone based in



or proposing work in southeast can submit their best ideas and that a diverse all volunteer grant review committee will score the proposals and make funding recommendations to our board. Second, these grants are very low barrier. For applicants that made it, southeast uplift can serve as their fiscal sponsor so that even mace son efforts can get their ideas off the ground. Third, successful applicants have to demonstrate how their projects align with our diversity equity, inclusion, and access values. The groups that you see on the screen in black text represent our most recent grantees, some of whom we recently sponsored. And those listed in orange, our ongoing projects that utilize our nonprofit status to do the fundraising that allows them to increase their community impact. Here is a small sampling of the most recent projects that we've funded through the small grants program. Through educate, they hosted vaccination events and eliminated barriers that Latinx people experience and access health care during the pandemic. Community football training, provided youth of African descent. A place to develop positive social skills and support the costs associated with playing in tournaments. And the Sunnyside neighborhood association to fund a houseless neighbor to run a welcoming community space that hosts a shower program so that houseless folks have access to hygiene necessities. And I just want to close with a anecdote on that as I conclude. Yes, I spoke to the sunny side neighbor. His name is coal and he asked me to let you know just how transformative the small grant program has been for him. As a disabled person unable to maintain regular working hours, the stipend that he receives through the small grant program was a lifeline that has enabled him to secure housing now to help him grow a stronger connection to the community and that recently head to him being elected to serve on the board of the Sunnyside neighborhood association. He will also bring his experience to the houseless action committee. So a deep thank you for supporting this community small grants program. Last slide, please. In conclusion, on behalf of all the district coalition offices, we are all grateful for your past support and I urge you to approve the proposed ordinance

this fiscal year and next so we can continue to uplift all Portlanders. Thank you. I'll turn it back over to Michael.

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Thank you, mayor. Thank you so much, Nanci for that incredibly powerful presentation. Your next to last slide had a couple of organizations on it that I had not heard of before. I'm hoping we can bring that back up because I just wanted to ask. My curiosity was peaked. Thank you. And it was the -- let's see, which one was it? The tin can phone. What is a tin can phone?

**Champlin:** Yes. I'm going to bring up, I have a list of the items that they are focusing on. Hold on one second.

**Hardesty:** No worry.

**Montoya:** While she's doing that, I just want to underscore that this is only one of the seven district offices that this ordinance will fund. If you read only the results of these small grant programs in the community activities funds, you would see that Portland is teaming with people who are doing beautiful, creative, weird, wonderful things to support their neighbors and make their neighborhoods more welcoming and this is just one of them.

**Hardesty:** Thanks for that, Michael. Let me just say that they're all great, but I know so fi's uplift does a job of identifying additional resources outside of what they get from the city to actually supplement a lot of the work that they do. So I absolutely agree with you. A lot happens with that tiny bit of money in our community. Nancy, did you find it?

**Champlin:** I did. And I wanted to make sure I wasn't confusing their work with another organization. But tin can phone received support to amplify the voices of formerly incarcerated students through a podcast about post incarcerated life abroad.

**Hardesty:** Nice there's a voice being given to folks who don't have access to that kind of information. I also wanted to mention, Nanci, you talked about the old neighborhood watch and how some of those signs are still up. I think we ought to just take all those

signs down all over the city because, in fact, we don't have anything that supports those signs. You may remember when Amanda Fritz was here, we started developing a new sign that says, not "we watch you" but "we see you" as collectively. We see all of us as community and so if there are signs up that people expect us to be watching our neighbors, then we're sending a very wrong message in our neighborhoods about that. So thank you for mentioning that. We haven't had that program in quite some time.

**Champlin:** That's right. And we actually did some mapping in southeast Portland and there's hundreds of them and they're all throughout. So we have a google map with them and we want to work with black and beyond the binary collective to work with their youth program to come up with artwork that would replace them.

**Hardesty:** A stupid question, but who owns those signs?

**Champlin:** From what I understand, those were purchased through a national program and then were just sort of installed mostly on utility poles and so there's only a handful that the utility companies say were actually authorized. And so, you know some are on trees, but most are in the public right of way and so as we look to expanding the program, we're going to look at more high traffic corridors where people are going to and green streets where folks going slower are going to see them and feel welcomed and those traveling on the higher traffic corridors we'll see those as well.

**Hardesty:** Thank you.

**Wheeler:** Was there going to be a presentation on the other ordinance as well?

**Montoya:** Do you want to go through that?

**Wheeler:** Yes. We'll push through this and see if there's public testimony.

**Arifdjanov:** Yes. Can we pull up 629 presentation, please. Thank you so much dear council members. Good afternoon. I'm the district coalition office's supervisor and also coordinating the civic program also known as d.c.l. Program. The d.c.l. Program was initiated in 2006 investing in city wide equity and community engagement outreach. As a partnership. As a partnership of community and city government organizations. The

program has a goal of bringing the voices of all Portlanders, particularly our bipoc and refugee communities into the decision that affects their lives. Since 2006, the d.c.l. Program has been providing annual grants to community organizations who use grant funds to design and implement cultural specific I want to emphasize. Culture specific leadership development programs for the communities they serve. Over the years, d.c.l. Has seen grant fund graduates during the leadership skill and conference to run for city council, serve as executive directors of community-based organizations and advocate for social change in Portland. Currently, as you see, our d.c.l. Program cohort consists of five organizations in the community of Portland, Latino network, native American youth and family center and unite Oregon. In a moment, we'll hear testimonies from two cohort organizations, Latino network program and from unite Oregon on a pilot leadership program. Next slide, please. Before I turn to our next presenter, Ana Munoz, I would like to show you the breakdown of \$736,670 on which our bureau is requesting council to approve. Each amount or there's an equal distribution among five organizations at \$147,334. Each amount represents the increase of about \$5,000 from last fiscal year allocations due to c.o.l.a.. The cohort members will use these funds in creating costs. Next slide, please. And now I would like to invite Ana Munoz, director of community engagement and leadership development at Latino network. Thank you.

**Ana Munoz:** Good afternoon. Can everyone hear me? Okay. Greetings to the mayor and commissioners. My name is Ana Munoz and I'm the director of community engagement and leadership development at Latino network. I'm here today to ask that you continue investing in funding and supporting programs that are designed to uplift and increase the number of community leaders that can support in the efforts to build a more inclusive, just, and safe Portland for all. As mentioned before, we are currently five community based organizations participating in the diversity and civic leadership programs through the office of community and civic life. Those organizations were already mentioned, but I'll name them again just so you don't forget. It's Latino network,

unite Oregon and urban league. And I'm sure there are a lot more organizations that can benefit greatly from this opportunity. In the past year, I had the opportunity to manage the purpose of this is to cultivate the power of the Latino community. Grass roots leader and surrounding areas with tools needed to become agents of change and advocates for their community's best interests and to become allies and supporters for other culturally specific advocating groups. Each year, we graduate between 15 to 20 leaders. This year, I had the pleasure to graduate 26 leaders from [ indiscernible ] . As a culturally specific organization, we are always looking for opportunities to collaborate with other culturally specific individuals within Portland in the county. In the past several years, we have been collaborating by including them in and sharing with them what our leadership program offers. Out of the 26 graduates, 15 of them were from [ indiscernible ] -- we offer six monthly sessions starting from January 2022 to June. And the topics we covered were characteristics of leaders, communication strategies, government structures starting from school boards and up, civic engagement and know your rights. Popular education through social transformation and systems of oppression in marginalized groups. In the past six months, academia de lideres participated in the following engagement. On transit service improvement, on the Oregon department of education survey on graduation requirements. They participated in Oregon food banks, on the focus group for Oregon free of hunger. They attended the may day rally at the capital. And many of them share messages on social media to encourage voting during the primary elections. With continued and additional funding, academia lead but the interest was so high. I would like to continue accepting participants without the financial impediment. Also. Some participants are also interested in turning back to facilitate future cohorts and share their expertise. And I would like to offer them the compensation that offers any contracting expert. Academia de lideres would also like to create an advisory committee. It's critical to move that funding forward. Finally, the Latino network has created an academia de lideres. The operation of the database needs

to be supported in order to be effective. Commissioners, these leadership programs are fundamental to show commitment to the people and to consider their voices for the right changes. By funding these programs, you are gaining allies, supporters and constituents that can support you to amplify your message on how you are supporting our communities. I ask you to continue supporting academia de lideres. I'm not sure I'm ready to offer interpretation for them simultaneously and I would like to know if that's possible to do.

**Arifdjanov:** And also, Ana, do you want to advance your slides?

**Munoz:** Yes, please. Well, I think I said all those things.

**Arifdjanov:** One more please.

**Munoz:** I would like to invite Paola Rodriguez. So Paola's going to be reading her testimony in Spanish and I'll be reading it in English for her.

**Paola Rodrigues:** [speaking Spanish].

**Munoz:** Good afternoon commissioners and mayor. My name is Paola Rodriguez, I'm here to advocate for you to advance Latino network academy.

**Rodrigues:** [speaking Spanish]

**Munoz:** I am from Mexico city and I have lived in the city of Portland for more than ten years. My commitment to create a better Portland is so that my children have a better future. I spend a lot of time advocating for my children so they are treated with respect and dignity at school. One of my sons was affected by emotional bullying by one of the classmates. Realizing this, I made the decision to find someone who can help me and guide me to resolve this situation. I had to go down to the school district level so I could be heard. I did that with the support and encouragement from staff and Latino network.

**Rodrigues:** [speaking Spanish]

**Munoz:** This is just one example of how programs like academia de lideres have encouraged me to give voice to experiences of my family. I have encouraged other

parents doing through similar situations and give them a little encouragement to speak up for their children.

**Rodrigues:** [speaking Spanish].

**Munoz:** One of the impacts of academia de lideres is we can collaborate, obtain social justice, advocate for our interests, and support to establish representation for the Latino community.

**Rodrigues:** [speaking Spanish]

**Munoz:** The funding for the leadership programs help us in different ways. For example, I receive gift cards and although it wasn't much, I used it to buy food. I also covered my internet account while I was participating in the program. The sessions were via zoom and it was easier to attend. If they offered them in person, the experiences would have been greater. For example, paying for child care, parking, etc.

**Rodrigues:** [speaking Spanish]

**Munoz:** Please consider to continuing to invest in the leadership program so that more people can take advantage of the opportunities investing in leadership programs that I can academia de lideres. For all. Thank you. Now, I would like to welcome Francisco Aguirre.

**Francisco Aguirre:** [speaking Spanish]

**Munoz:** Greetings city of Portland commissioners and mayor Wheeler. My name is Francisco Aguirre and I'm here to request for investment of funding for the Latino academy of which I can testify of its great effectiveness and great benefit to our community.

**Aguirre:** [speaking Spanish]

**Munoz:** I am Salvadorian by birth and have been living in the city for more than 26 years which I love and defend with all my heart because I consider it a part of me. Here, I have grown in different aspects and I am proud to feel part of this beautiful city of roses.

**Aguirre:** [speaking Spanish]

**Munoz:** My commitment is very clear about working for a better Portland where we can leave irreversible traces for future generations and thus our beautiful city of Portland continues to be inclusive and with open doors for all -- to be part of it with full responsibilities and commitments more inclusivity and opportunity.

**Aguirre:** [speaking Spanish]

**Munoz:** I was interested in participating in Latino leadership academy because I am interested in learning how to get more involved in my community receiving tools that have self-improvement and at the community level.

**Aguirre:** [speaking Spanish]

**Munoz:** The Latino network has a true genuine magnet because of the methodology it uses is to be inclusive above all pop education.

**Aguirre:** [speaking Spanish]

**Munoz:** Participating in this beautiful space helps us to further develop our leadership and in this way, we can help others. Also, we aspire to protect positionings of power where decisions are made. The our goal is to continue opening paths of equality like Portland knows how to do for its community.

**Aguirre:** [speaking Spanish]

**Munoz:** Into the follow up of this leadership development space is very important. It would be excellent to see how the sessions can be held in person since there are more possibilities. But in the same way, there's a great impact on the pockets of the most vulnerable such as the people with whom Latino network works. It would be great help for everyone, not only for the participants, but also for the city if there was some type of support in the expenses for these participants since driving from one place to another is a great effort for many of our community members. I'm sure you know it very well. It is important that you as commissioners continue to grant this beautiful leadership that the Latino network to continue to attract more women who can be empowered, more men and why not young people who are also the future of our communities.



**Aguirre:** [speaking Spanish]

**Munoz:** Thank you for taking the time to listen to me and I hope that we can soon have good news that more funding is designated to continue with leadership programs. In conclusion, investing in leadership programs such as academia de lideres so the community can continue working for the people. Thank you and long live the city of roses.

**Wheeler:** Thank you. Director, Montoya, we're going to have to take a break again because our closed captioners need it. I don't want to lose our quorum. How much longer is the presentation?

**Arifdjanov:** We have about seven, eight, ten minutes. That's it.

**Wheeler:** Why don't we do this? Why don't we take a break. I'll take another 10-minute break and allow our closed captioner to dip their hands in fire retardant because they're probably on fire at this point. And we will reconvene at 20 after the hour, and we must wrap up by 6:00 p.m. Because I know we are losing our closed captioner at that point. So we are in recess.

**Council recessed at 5:10 p.m. and reconvened at 5:18 p.m.**

**Arifdjanov:** Thank you, mayor.

**Vania Lucio:** Like Anna, I'm here today to advocate fund figure are our organizations to continue our leadership program developments. Our program is called pilot which stands for leadership and organizing training. Pilot provides cohort participants with leadership development opportunities through curriculum and workshops that include a variety of topics and concepts such as community organizing and political education and civic engagement. We believe in the value of engagement and leadership development in so doing on a variety of issues in the past years has become much stronger and community members have benefited from increased service provisions to address many needs. So I would like to now share a few data and statistics about our pilot program. After 15 years of have graduated 50 people a year. We are all America.

We have had the opportunity to implement the pilot model in many other states such as Tennessee, Iowa, New York, and Louisiana. This has helped even more people feel empowered across the United States to become advocates in their community. Some notable achievements I would like to share as follows. Organized 50 samolis of Oregon which was a space for dialog that samoli youth are facing one of our participants testified in front of the portion commission. City commissioners leader voted to withdraw from the joint terrorism task force that day right around when covid hit for the first time, our organization working to get out the word of the 2020 census to hard count for communities. Participants turned out 27 African American community members and helped to register 134 people for the Muslim summit event. Finally, in the 2020, and 2021 sustainability partnership with v.p.s., we started conversations about the sovereignty and importance of sustainable for farming and gardening. This jump started the community garden project which provides 20 immigrants and refugees in east Portland. To completely free garden plots to grow traditional foods and medicines. This will also be serving as one of Portland's many pollinator habitats and we are now in close collaboration with a native garden who will also have about two plots in the garden space to grow traditional medicine and we plan on expanding that. It was all possible through the pilot program and cohort participation. So some future goals that we have as we continue to drive our pilot program is to connect graduates to leadership development, further leadership development opportunities that will involve community members in civic engagement. Some of these are boards, commissions, and also our Multnomah county leadership council which works with staff on political advocacy. We also plan to continue to expand our community garden project we want to provide initiatives which serves east Portlanders and we also want to continue our direct service programs that will lead to further community engagement and inform the policy work that we focus on at unite Oregon. Now, I would like to welcome maria who is one of our

amazing pilot cohort members and will be sharing her experience in the pilot program and its impact on her. Next slide, please.

**Maria Zavala:** Thank you. Hello everybody. My name is Maria. I'm double majoring in economics and sociology at Portland state university. During the pilot program, I have gained a wealth of knowledge and advocacy and community engagement that's never been taught to me. Being a first generation student, I struggled to understand the society I live in. Programs like this builds a cultural gap. I am 1 of the Latinas. Many of our participants have never had access to higher education. My sister is also a pilot graduate and a daca recipient. Our family is not educated. Yet it is our right to have access to our representatives, but what if we don't know this. We can't prosper if we don't know our worth. I have changed my career goals. I wanted to work for the state because I thought this was the way to change things that I see educating folks first is how things get done. Educating leaders to raise their voices. We understand that no one is coming. It's up to us to save ourselves. This program has helped me and my family shed our shame and feelings of inferiority. Participants have been continuously asked by united Oregon and community needs and our opinions to inform them on what type of issues to advocate for us. In addition, the program provides small plots of land to participants. Many of us don't live in homes so we never had the opportunity to garden. This is also an economic benefit. So if this helps us, this could potentially help us cut our grocery bill. I ask that you continue to fund this program because it has educated me, but also my entire family and community but also don't forget we bring so much to the city and state.

**Arifdjanov:** Thank you, anna, Paula, Francisco, and Maria. This is two of our five examples I hope we would have enough time to read all five of them, but I just wanted to see the reaction to these examples.

**Wheeler:** Thank you. And thank you everybody for your testimony. It was fantastic and highly illustrative of the success of this program. Before we jump in, colleagues would

you mind if we get to public testimony. I think somebody's been waiting to testify and I want to respect their patience exactly. Three minutes, name for the record. Go ahead, Keelan.

**Clerk:** Thomas Karwaki.

**Wheeler:** Hi, Thomas. Thomas.

**Clerk:** Thomas, are you able to unmute.

**Thomas Karwaki:** Can you hear me?

**Wheeler:** Yes.

**Karwaki:** You know, I wear several hats. Today my hat will be north Portland neighborhood services inc., I'm the chair of an Oregon nonprofit.

**Wheeler:** I'm really sorry to interrupt. Can you just state your name for the record. You can start over if you want. We won't penalize you.

**Karwaki:** No problem. Thomas Karwaki. I'm the chair of the north Portland services inc., an Oregon nonprofit which has been serving the north Portland community for 20 years providing insurance in conjunction with p.c.w., north Portland community works and we have been for that. So that's what I'm doing. Currently, 28 groups which I've sent to you including the 11 neighborhood associations receive general liability, directors and officers and vehicle and some sexual violence coverage plus a \$1 million umbrella. All of this is paid through what would be covering for a neighborhood association. Greenway, boosters Kenton business, overlook house, the historic house and a variety of bipoc groups such as resources, viva la France and neighbors helping neighbors. All of these provide tremendous services and so forth. None of you in the city council would be doing what you're doing if all of your personal resources were going to be financially responsible for anything that the city did. The same thing is true of any nonprofit. So that's why d.n.o. Is really important to get the kind of people we need to have on boards of various different groups and community groups and it's important for equity issues to protect those who don't have the income and resources as well. And the cost to the city

total for us is \$16,000 to provide this and \$4,000 for npcw, but that's going to go away. We will be happy to work with e.p.n. And we would love to work with everybody, but the question becomes one of in the proposal is a \$10,000 number put in. If that's a plug number and the directors can assure us that that's a plug number and it can be changed and I think based on the wording in the ordinance, it can be, that might be something that can be done. One of the other issues and that's the actual amount of money, that's far less than just the g.l., general liability is for our neighborhoods. So that's one of our big issues. We haven't been a part of the whole discussion. And having provided the service we love to have been doing that with the civic life and so that's one of our concerns and that's what it's really all about. We'd be happy to answer any questions, but we want to work with everybody.

**Wheeler:** Thank you, Thomas, thanks for your testimony, and thanks for reaching out. We appreciate it.

**Clerk:** And that completes testimony.

**Wheeler:** And that completes public testimony. Colleagues, at this point, you may raise any questions that you would like if you have any. Commissioner Ryan.

**Ryan:** I have questions on 630 so we can vote on 629 and move to 630.

**Wheeler:** Go ahead and answer your question and we'll take them together.

**Ryan:** Okay. Thank you, director for your time today. This is related to 630. We're hearing from different parts of the city about funding model and fairness of resource allocation. Can you speak a little bit about the funding model and how resources are separated and is each district then equitably funded?

**Montoya:** Thanks for the question, commissioner Ryan. Thank you commissioners and mayor Wheeler for allowing me the opportunity to clarify the funding model. So the formulas that we use to proportion funding for all seven are based on a number of neighborhood associations that each district office uses and the population density. So but they're calibrated currently to 2010 census. We're weeks away from having the 2020

census to adjust our formulas. They're not going to change radically. Most of the growth from the 2010 to 2020 census came in northwest and in inner southeast. So the proportions probably won't be altered that much because we were on target to do that. Plus, in 2019, in January, this council voted to use those formulas to ensure inequitable solutions. It wasn't in the slide and I apologize for that but north Portland has 11. Southwest as 16 they have 20 in southeast. Neighbors west northwest has 12 and northeast community has 12. That won't change, but what will change is the population dense sea. And we will adjust our formulas. That will probably be in the next funding cycle because people needed to have predictable budgets and that's why the amounts that you saw in my slide two will remain the same for that.

**Ryan:** Okay. Then follow-up is after listening to the testimony, last year the city provided air and emission coverage, that's the term, right?

**Montoya:** Directors and offices.

**Ryan:** General liability and general insurance for all the district offices. Will the city provide the same level of coverage this year?

**Montoya:** Yes, absolutely. We gain nothing by not providing adequate insurance to our community organizations and our partners and I want to thank Thomas Karwaki's organization for all the years supporting north Portland groups as he began to list and we have every intention to completely provide the insurance provided. It's general liability. It's molestation, it's automobile, and it's worker's comp.. We added directors and officers and that will be included in the insurance packet that we will be included in the granting that we offer to east Portland neighbors who will be our procurement provider.

**Ryan:** Maybe perhaps because this was just an emergency and people are finding out about it and there's questions coming in. So that's why I wanted to make sure we had this today and I met this moment hesitant to vote "yes" on this today. I'd like another

week to make sure that the different neighborhood associations around the city have a chance to have the engagement.

**Arifdjanov:** May I have the insurance piece, if I may.

**Wheeler:** Yes. Please.

**Arifdjanov:** Can we put the slide back up for 630 and I think it's slide number two where all the numbers are. I would like to visually explain and maybe clarify the confusion, please. Yes. Thank you. Again, there's seven district coalition offices. The top ones in pink, central northeast, these are nonprofit coalitions. When you see their base funding here, all insurance costs sit within these funding already. So all these base fund fundings for each of the nonprofit community based coalitions are alteration costs, training costs, communication costs, and insurance. What you see on the bottom one in yellow, city run, north, east, and southwest so it's not part of this slide, but it's in the ordinance, we've budgeted \$30,000. Of the I would urge you not to get locked in the \$30,000 now because as of this moment, we got that from e.p.n. As a quote, \$30,000. And I equally distributed by three offices. But, eventually, this insurance through the city run offices could use the same proof for all the offices. For example, north office may cost 17 and east office may cost eight. But we got a quote from e.p.n. It would eventually cost \$30,000. Let me say if in the case it would cost \$33,000 we would cover the cost of general liability directors and offices. So the motive here is not to say we're in this 10,000 limit and we're not covering anything else. The motive here is to provide the insurance as last fiscal year. At this moment, this is just the math. \$30,000 is a ballpark we are thinking will be enough to purchase the insurance. But again, the figure is slightly different, we will adjust that. But it's not the limit.

**Ryan:** The insurance is \$10,000 in the ordinance, right?

**Arifdjanov:** Yes. We just spread it evenly among three offices, but, again, this \$30,000 pool city run coalition offices could use in general totally depending how the insurance

cost, actual costs will come true. And, again, if it's less than \$30,000, if it's a little more, we'll adjust it as we go and come back to you at that point.

**Montoya:** Thank you. And the reason we can't give you exact numbers now is because we've added north Portland to the mix. They're no longer going to be doing that. And so rather than prefigure exactly what each was going to be, we made a good estimate and got a good estimate. Last year, we did two, the southwest and the east and that was a \$14,000 bill. So now we're adding a third and their broker says \$30,000 for all of the insurances should cover it. But if it's a little more, we will find the funding to make that possible. Not a problem.

**Wheeler:** Commissioner Hardesty.

**Hardesty:** Did that answer your question, commissioner Ryan? You're still scratching your head.

**Ryan:** What would be the harm in delaying this vote one week so we can -- to the groups that are confused.

**Hardesty:** No one should be confused. Right. Basically, what we're doing is giving certainty to the coalition offices and because for the last few years, there has not been certainty because the budget's been very up and down. As you know, we're about to start a strategic planning process. You know, I hear every time we do something with civic life that we're trying to destroy the system as it exists. We haven't started the strategic planning process. So none of these decisions we're making now are permanent decisions other than finding the things that we have been obligated to fund. So what delaying a week will do is take four to six weeks more to get the money out the door for questions that are really not have nothing to do with what we're doing right now. People have fear because every time you do anything with the neighborhood coalition, there's fear, but we're making no changes. No policy changes, we're just funding what we've always funded and I personally would rather not wait another week to do this



because, again, what that does if we take the emergency off, is that this delays getting the money into community hands so they can use it.

**Ryan:** What if we put it back on next week?

**Hardesty:** Why.

**Ryan:** So there's time for the neighborhoods to be brought along.

**Hardesty:** The neighborhoods have been brought along. Any neighborhood that says they have not has not been paying attention. If you have neighborhoods who don't think they've been involved in the conversation, please let me know. Of because I've talked to anybody who's asked and these last-minute questions about are we changing the system, we're not changing the system. Actually, this is a much more clear about what the anticipation is for the next two years and, of course, we can't commit those city dollars for the next budget cycle I, but at least we're sending a message that this is what our plan is and through that process will be our strategic planning process and then we will know where we're moving. So, you know, that's where I am.

**Arifdjanov:** Commissioner Ryan, if I may add, east, west, and southwest office, these are renewals. And we would provide the same coverage as all 95 neighborhoods have been getting the last fiscal year. So there's no change. We will still provide general liability, auto, worker's compensation, physical abuse, and molestation and we can commit to that. Thank you.

**Wheeler:** Any further discussion?

**Mapps:** I'll just weigh in here on this dialog. I have some sympathy for both commissioner Ryan and civic life staff. I've spent some time over at civic life and it is a complex place with a lot of history so I completely understand why people might be having trouble tracking the discussion today. Frankly, if commissioner Ryan or any of my colleagues need more time to dialog with the community, I'm not offended by that. That's kind of the work that we do. So I wouldn't mind having us come back next week.

**Wheeler:** I'll chime in on this too. These are emergency ordinances so they require you and so if commune.

**Ryan:** Is not ready today then there's no point in having the vote today. I would rather not take that risk, I would move we continue this it to next week rather than have it fail.

**Hardesty:** I'm good. I just wanted the public to know that the repercussions of doing this at the last minute is that it will take longer for these dollars to get out the door. So I'm good.

**Wheeler:** Yeah. You're not wrong about that.

**Ryan:** You're not wrong about that and I wasn't wrong to bring this up because there's confusion in there so it's good we have the dialog on the public record because it's very different than the other item we were discussing earlier. I think it's very important that you continue the communication with some of the neighborhood associations who seem to be very --

**Wheeler:** I think that's all good. We don't need to move this to a time certain.

**Hardesty:** You want to just table it.

**Wheeler:** Well, we'll just continue it. We'll continue then items 629 and 630.

**Mapps:** Commissioner Ryan, are you prepared to vote on -- is there one of these two items that you are prepared to vote on.

**Ryan:** I can definitely vote "yes" on 629.

**Mapps:** I will defer to my --

**Ryan:** But they're connected.

**Wheeler:** Let's go ahead and do 629 and we don't often notice it. Call the roll on 629. Emergency ordinance.

**Clerk:** [roll call]. All Aye.

**Wheeler:** 629 is adopted. 630 is continued. And that completes our agenda for today.

**Clerk:** It does.

**Wheeler:** Colleagues, this was a long day, but we got through it and we did it all right.  
We are adjourned.

**At 5:45 p.m., Council adjourned.**