



## July 12-13, 2023 Council Agenda

5721

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

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

Questions may be directed to [councilclerk@portlandoregon.gov](mailto:councilclerk@portlandoregon.gov)

### Wednesday, July 12, 2023 9:30 am

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**Session Status:** Recessed

**Council in Attendance:** Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Rene Gonzalez

Commissioner Mingus Mapps

Mayor Wheeler presided.

Officers in attendance: Anne Milligan, Deputy City Attorney; Keelan McClymont, Council Clerk

The Consent Agenda was adopted on a Y-5 roll call.

Council recessed at 12:35 p.m.

### Communications

568

[Request of Elizabeth Keaton to address Council regarding downtown and Measure 110](#) (Communication)

**Document number:** 568-2023

**Disposition:** Placed on File

569

[Request of MaryAnn Schwab to address Council regarding ability to reach City staff by phone or walk-in](#) (Communication)

**Document number:** 569-2023

**Disposition:** Placed on File

570

[Request of Marcy Houle to address Council regarding Forest Park urban biodiversity reserve](#) (Communication)

**Document number:** 570-2023

**Disposition:** Placed on File

571

[Request of Patric Reynolds to address Council regarding criminal activity and the Hollywood East Building](#) (Communication)

**Document number:** 571-2023

**Disposition:** Placed on File

## Time Certain

572

[Proclaim July 12, 2023 to be Stephen Zipprich Day of Appreciation](#) (Proclamation)

**Document number:** 572-2023

**Introduced by:** Mayor Ted Wheeler; Commissioner Rene Gonzalez

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

**Time certain:** 9:45 am

**Time requested:** 20 minutes

**Disposition:** Placed on File

573

[Appoint members to the Portland Clean Energy Community Benefits Fund Committee](#) (Report)

**Document number:** 573-2023

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

**Bureau:** Planning and Sustainability (BPS)

**Time certain:** 10:15 am

**Time requested:** 30 minutes

**Disposition:** Confirmed

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

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

## Consent Agenda

574

[\\*Amend contract with Oregon Department of Transportation to incorporate additional federal funds in the amount of \\$3,907,149 for the NW Thurman St over Macleay Park Project \(amend Contract 30007371\)](#)

(Emergency Ordinance)

**Document number:** 191362

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Transportation

**Disposition:** Passed

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

575

[\\*Accept grant from the Department of Housing and Urban Development for the administration of the regional Homeless Management Information System for \\$245,666](#) (Emergency Ordinance)

**Document number:** 191363

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Housing Bureau

**Disposition:** Passed

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

576

[\\*Approve application under the Multiple-Unit Limited Tax Exemption Program under the Inclusionary Housing Program for 30 Units located at 9315 SE Holgate Blvd](#) (Emergency Ordinance)

**Document number:** 191364

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Housing Bureau

**Disposition:** Passed

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

577

[\\*Authorize Intergovernmental Agreement with Prosper Portland in support of the ongoing implementation of housing functions at the Portland Housing Bureau and economic opportunity functions at Prosper Portland](#) (Emergency Ordinance)

**Document number:** 191365

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Housing Bureau

**Disposition:** Passed

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

578

[Approve Council Minutes for August 3, 2022 - December 29, 2022](#) (Report)

**Document number:** 578-2023

**Introduced by:** Auditor Simone Rede

**Bureau:** Auditor's Office; Council Clerk

**Disposition:** Approved

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

## Regular Agenda

579

[Proclaim July 12, 2023 to be the 40th Anniversary of Portland Frontrunners](#) (Proclamation)

**Document number:** 579-2023

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

**Time requested:** 20 minutes

**Disposition:** Placed on File

580

[\\*Authorize Letter of Agreement between City of Portland and Portland Police Association for the Bureau of Emergency Communications extending Emergency Communications Dispatch Trainee Certification Pilot program through the end of Fiscal Year 2023-24 \(Emergency Ordinance\)](#)

**Document number:** 191366

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Emergency Communications (9-1-1); Human Resources

**Time requested:** 10 minutes

**Disposition:** Passed

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

581

[Authorize Price Agreements with Iron Horse Excavation, LLC dba Oxbow Construction, James W Fowler Co., and Interlaken, Inc. for on-call construction services for the Urgent Rehabilitation of Sanitary and Storm Sewers Project for \\$3 million per agreement \(Procurement Report - RFP 00002074\) \(Report\)](#)

**Document number:** 581-2023

**Introduced by:** Mayor Ted Wheeler

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

**Time requested:** 15 minutes

**Disposition:** Accepted - Prepare Contract

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

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

582

[Accept bid of \\$1,987,987 from Doolittle Construction, LLC for the 2023 Pavement Preservation Project \(Procurement Report - BID 00002130\)](#) (Report)

**Document number:** 582-2023

**Introduced by:** Mayor Ted Wheeler

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

**Time requested:** 10 minutes

**Disposition:** Accepted - Prepare Contract

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

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

583

[\\*Authorize Intergovernmental Agreement between Portland Police Bureau and State of Oregon Department of State Police to provide access to the Automated Biometric Identification System](#) (Emergency Ordinance)

**Document number:** 191367

**Introduced by:** Mayor Ted Wheeler

**Bureau:** Police

**Time requested:** 20 minutes

**Disposition:** Passed

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

584

[Declare surplus real property at three Portland Water Bureau locations and request authorization to dispose of properties](#) (Ordinance)

**Document number:** 191380

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Water

**Time requested:** 10 minutes

**Disposition:** Passed to second reading

Passed to second reading July 19, 2023 at 9:30 a.m.

585

[Authorize the Bull Run Filtration Facility Project construction in two phases with two guaranteed maximum prices and update estimated total cost of construction to \\$1,069,000,000](#) (Ordinance)

**Document number:** 191368

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Water

Second reading agenda item 563.

**Disposition:** Passed

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

586

[Authorize the Bull Run Filtration Pipelines Project construction in two phases with two guaranteed maximum prices and update estimated total cost of construction to \\$404,000,000](#) (Ordinance)

**Document number:** 191369

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Water

Second reading agenda item 564.

**Disposition:** Passed

**Votes:** Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

587

[Add Dry Wells and Other Underground Injection Controls Code to regulate dry wells and other stormwater facilities.\(add Code Chapter 25.10\)](#) (Ordinance)

**Document number:** 191370

**Introduced by:** Commissioner Carmen Rubio

**Bureau:** Development Services (BDS)

Second reading agenda item 558.

**Disposition:** Passed

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

588

[\\*Amend contract with Walker Macy, LLC for additional design services for Parklane Park Development for \\$64,316 \(amend Contract 30006991\)](#) (Emergency Ordinance)

**Document number:** 191371

**Introduced by:** Commissioner Dan Ryan

**Bureau:** Parks & Recreation

**Time requested:** 10 minutes

**Disposition:** Passed

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



**Wednesday, July 12, 2023 2:00 pm**

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**Session Status:** Recessed

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

Mayor Wheeler presided.

Officers in attendance: Lauren King, Senior Deputy City Attorney; Keelan McClymont, Council Clerk

Commissioner Gonzalez left at 3:04 pm

Council recessed at 3:33 p.m.

### **Time Certain**

589

[Adopt the 2040 Portland Freight Plan to support the movement of goods and services through the city while meeting goals for a safe multimodal system that supports economic prosperity, human and environmental health, equity, and resilience over the next twenty years](#) (Resolution)

**Document number:** 37624

**Introduced by:** Commissioner Mingus Mapps

**Bureau:** Transportation

**Time certain:** 2:00 pm

**Time requested:** 1 hour

**Disposition:** Adopted

**Votes:** Commissioner Rene Gonzalez Absent

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Mayor Ted Wheeler Yea

Thursday, July 13, 2023 2:00 pm

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**Session Status:** Adjourned

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

Mayor Wheeler presided.

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

Council adjourned at 2:40 p.m.

### Time Certain

590

[Rename O'Bryant Square to Darcelle XV Plaza](#) (Resolution)

**Document number:** 37625

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

**Time certain:** 2:00 pm

**Time requested:** 45 minutes

**Disposition:** Adopted

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

**Portland City Council Meeting Speaker List  
July 12, 2023 - 9:30 a.m.**

| <b>Name</b>                | <b>Agenda Item</b> |
|----------------------------|--------------------|
| Mayor Ted Wheeler          |                    |
| Keelan McClymont           |                    |
| Commissioner Rene Gonzalez |                    |
| Commissioner Mingus Mapps  |                    |
| Commissioner Carmen Rubio  |                    |
| Commissioner Dan Ryan      |                    |
| Anne Milligan              |                    |
| Elizabeth Keaton           | 568                |
| MaryAnn Schwab             | 569                |
| Marcy Houle                | 570                |
| Patric Reynolds            | 571                |
| Bob Cozzie                 | 572, 580           |
| Stephen Zipprich           | 572                |
| Sam Baraso                 | 573                |
| Paul Lumley                | 573                |
| DeAngelo Moaning           | 573                |
| Juan Vildósola             | 573                |
| Dustin Grant Henss         | 573                |
| Jordan Washington          | 579                |
| AnnMarie Kevorkian Mattie  | 580                |
| Marc Poris                 | 580, 583           |
| Biko Taylor                | 581, 582, 585, 586 |
| Scott Bryan                | 582                |
| Derek Newton               | 583                |
| Tom Klutz                  | 584                |
| Sandra Burtzos             | 588                |

**Portland City Council Meeting Speaker List  
July 12, 2023 - 2:00 p.m.**

| <b>Name</b>                | <b>Agenda Item</b> |
|----------------------------|--------------------|
| Mayor Ted Wheeler          |                    |
| Keelan McClymont           |                    |
| Commissioner Rene Gonzalez |                    |
| Commissioner Mingus Mapps  |                    |
| Commissioner Carmen Rubio  |                    |
| Commissioner Dan Ryan      |                    |
| Lauren King                |                    |
| Art Pearce                 | 589                |
| Francesca Jones            | 589                |
| Gabriela Giron Valderrama  | 589                |
| Keith Wilson               | 589                |
| Lynn Felton                | 589                |
| Tom Dechenne               | 589                |
| David Stein                | 589                |
| Pia Welch                  | 589                |
| Bradley Boatwrigthy        | 589                |
| Thomas Karwaki             | 589                |
| Barbara Quinn              | 589                |

**Portland City Council Meeting Speaker List  
July 13, 2023 - 2:00 p.m.**

| <b>Name</b>                | <b>Agenda Item</b> |
|----------------------------|--------------------|
| Mayor Ted Wheeler          |                    |
| Keelan McClymont           |                    |
| Commissioner Rene Gonzalez |                    |
| Commissioner Mingus Mapps  |                    |
| Commissioner Carmen Rubio  |                    |
| Commissioner Dan Ryan      |                    |
| Adrienne DelCotto          |                    |
| Sharon Knorr               | 590                |
| Marty Davis                | 590                |
| Steve Alldrin              | 590                |
| Maridee Woodson            | 590                |
| Bruce Ross                 | 590                |

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

July 12, 2023 – 9:30 a.m.

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

**Speaker:** This is the July 12th, 2023 morning session of the Portland City Council.

**Speaker:** Keelan. Good morning. Please call the roll.

**Speaker:** Good morning, gonzales here, maps here. Rubio here. Ryan here.

**Speaker:** Wheeler here. Now we'll hear from legal counsel on the rules of order and decorum. Good morning.

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

necessary. Disclose if you are a lobbyist. If you are representing an organization and please identify it for testifiers. Joining virtually. Please unmute yourself once the council clerk calls your name. Thank you.

**Speaker:** Thanks a lot. First up is communications. First item 5.68. The first individual please request of Elizabeth Keaton to address council regarding downtown and measure 110.

**Speaker:** Elizabeth is joining us online.

**Speaker:** Hi, this is Elizabeth Keaton. I'm not a member of any individual organization or a lobbyist, and I wanted to testify today because I work downtown and I was heading to an appointment and I noticed that there were five people shooting up to people nodding off from drug use. And when I went to the small business that I was going to windows were knocked out and the person that I was going to see was worried about how they could pay their mortgage. And I was just it's obviously very concerning. And I know that there's been things that have changed since I first submitted to be testified today, but I'm curious to know kind of how this council is looking to support some of the small businesses that are also being impacted by the drug use downtown and just general ideas around revitalizing downtown, which is being significantly hurt with the closing of businesses and also the push to do more remote work.

**Speaker:** Elizabeth, I'll answer your question. First of all, it's the number one issue in downtown Portland right now. So there is no question that fentanyl is playing a huge role in criminal activity downtown. It's also killing the people who are using it. It's impacting the community at large, including the small businesses that you correctly reference. For the record, fentanyl use is now the number one killer of adults under the age of 50. In the United States. And the state of Oregon has the unfortunate distinction of having the highest rates of overdose for youth between

the age of 15 and 19, when using fentanyl. It's up. 988% over the last two and a half ish years, putting us number one on the list in terms of the rate increase.

Meanwhile, we are trying to rebuild infrastructure here that does not exist in the state of Oregon. By design. And I this sounds harsh when I say this, but I'm old enough now that I'm just going to say what's on my mind, which is we intentionally we do not have a behavioral health system of consequence in the state of Oregon. It is by design. It's been called out year after year over decade years, and we've done very little to turn the tide. We only have four residential treatment facilities that are specifically for youth in our state. And so I will pledge and I have pledged to continue you to push from the bottom up. We actually do very little around behavioral health or substance use disorder treatment at the city level. But I want to thank my colleagues. I feel like we've been front and center in really pushing this state to take action and do more with regard to criminal activity on the streets. We've increased the number of patrols, particularly in the downtown area, but not exclusively. We've had our 90 day resets where we do intensive intervention glisan. We work one on one with many business owners and operators in order to address issues specific to their street fronts or their blocks or their local area. We work with the local chamber of commerce on on a myriad of strategies. As you may recall that I was going to bring forward an ordinance a couple of weeks ago to make it illegal to use any drugs openly on the streets of our city. And I withdrew it because, frankly, the legislature in the 11th hour passed a much better statute. We could only under state law, we're we're not allowed to make it illegal for people to possess drugs anymore under measure 110, anymore than we can make it illegal for people to possess alcohol. So we could only go to a use statute. That's what we felt legally we could potentially do. And I stress potentially we would have been legally challenged and possibly, maybe even likely overturned. But fortunately, at



the end, the legislature passed a bill, a law that allows us to enforce possession, which is actually a lower threshold, so it's a better bill. So I withdrew mine in favor of the better legislation passed by the legislature. We will continue to recruit more police officers. I'm pleased to say that we like to talk about everything that's going wrong in the city of Portland, but actually nationally, we're a bright spot in terms of recruiting officers. We were successful in convincing the legislature to increase funding for training academies, which are required at the state level. So we're expecting the back log of new recruits to dissipate over the coming months as those new training academies come to the fore. But I want you to know this. I take this very, very seriously. We and I know my colleagues do, too. Safety is issue number one. It is our number one concern right now in the central city. People write about it, talk about it, think about it obsessively, rightfully so. And it's our job and nobody else's job to do something about it. So that's that's what we're doing. And every every one of us here at the podium is working on this important issue in one way or the other. But I just want you to know you've you've hit center of target in terms of what I care about and what I'm spending my time on. So thank you for your testimony. Thank you. Thank you. Next individual, please.

**Speaker:** Item 569 request of marianne schwab to address council regarding ability to reach city staff by phone or walk in.

**Speaker:** Good morning, marianne. It's good to see you. Thanks Keelan. Just don't want people.

**Speaker:** Good morning.

**Speaker:** Good morning, marianne.

**Speaker:** Don't start the clock until I figure out where to sit here. Okay. Fair enough. My name is marianne schwab. I live in the sunnyside neighborhood. One block south of lawyers playground park. It's been part of my family all these years.

I've seen big changes. I'll not document them or list them. And currently there is I want to address with the constitution here. I gave you copies of it just in case you want a quick reference at at home or whatever. And I want to also start by thanking joe john for putting together the city of Portland communication. My thing is communication. He he went from this is for the people of Portland and you can get the link to this. It is very functional. He's hired 39 people and I'm very thrilled to find out that there in time will have of 39 new trained people on the phone that know the city and will be there 24 over seven. That is wonderful. It took him a long time. A lot of tenacity, many, many City Councils. But he stuck to it. That's what marianne is attempting to do right now. I'm here to petition the government regarding readdressing grievances with the park bureau and also with the laurelhurst park and waymo community center. We have been many, many years in queue waiting for the parks bureau to come to available resource sources that school high school closed in 1996. My son was the last year there. Jimmy carter was here. We have a lot of wonderful history and as hard as we work to use the top stories of that building for condos to rent them, pay for the maintenance of the park, we got nowhere. Fema I went down to Multnomah County and I checked every lot at that turn of the century. Which one was donated in perpetuity. The only one was the parking lot in front of the building. So that's number one on is that the plans are done. I've been here before. Six, six years before the park levy had passed and nick fish says, mary, we can't talk about that pool until we finish the levy. Well, here we are again. Another City Council so busy with our city being torn apart, burned for 100 days. I can't even go there. And where is that on our list? At what point will that serve? 30,000 families? And that's a stat from the housing bureau of the people that have moved in. So I want to know if we could please pay attention to that as a high priority. And the second one is laurelhurst park at the turn of the century, the elms

brothers who designed the parks in Washington dc, I want you to know that they designed ours and they didn't finish it. I've been here before talking about that. I've had the plans here. We studied it. I was on a committee, dan saltzman took half our money away. Our plans are done, but they were never finished. That park is not finished. They're supposed to be a waterway down to the west end of the park. So my coming here today, this is going to be up to the next generation. I'm done. I'm not coming into this building anymore. I am finished wasting my time trying to be heard in this room, respectfully. And the last thing, the west westmoreland golf course. I've seen plans on paper. They want to put housing over there. Oh, it costs too much money to fix the grounds. Do they lower the price so the retirees can even do a half a course? No no. Everything is dollars and cents and there's a dollars and cents. My property taxes went up \$720 to clean up the messes that are left by people in our parks and on our streets. Thank you. And in passing, why can't we go back to and readdress some job skills for our people? We have a huge, huge restaurant in their kitchen. We could train people to be professional cooks and all your senior living. I'm not going to sell my house and eat kale and leftover for tuna fish a week old and get sick and be forced to move. That's happened to a friend of mine. So let's rise up regardless of our color, to help others. That's the end of my statement and thank you for listening, marianne.

**Speaker:** Thank you. And this council supports the bybee lakes treatment center. We actually I can't hear you. The council supports the bybee lake treatment center. You held up the shirt with bybee lakes. I just want you to know we've we've supported it. We continue to support it. It's a great part of it.

**Speaker:** But people don't even know it's there. They don't want to go because they want to give them drugs. Some idiot wanted to call it mental health and give

them more drugs. We're going to get even more people here. We're the number one service of this of that industry. Well, weirdly enough, we agree.

**Speaker:** So I do hope you will come back. Thank you, Mary Ann, it's good to see you. Thank you.

**Speaker:** No commitment yet about my swimming pool and Laurelhurst Park. That's up to Mr. Dan Ryan.

**Speaker:** I don't know much about it.

**Speaker:** So busy. Busy getting the kids back in the park. I applaud you for that. To actually see children and families back in Laurelhurst Park is a joy to me and to hear their voices and the activities we have planned. They were everything was shut down for way too long. I do appreciate what you're doing out in the community. We see you. We can talk to you. I appreciate all of you are busy reading books and Jill from my staff is back there.

**Speaker:** Mary Ann, she wants to connect with you on the other matters you brought up. Thanks

**Speaker:** Great. Thank you. Marion, have a good day. Next individual, please. Five, seven zero, please.

**Speaker:** Request of mercy. How to address council regarding Forest Park Urban Biodiversity Reserve. Welcome

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

**Speaker:** Good morning. I'm Marcy Hull. Hard name to remember. It looks like hula, hula, whatever. Whatever. I want to bring you some highly positive news about Portland, Oregon, that often seems to get overlooked as we're bombarded with the problems facing our city, which I know you hear about. But maybe we just need to stop for a moment and see something right here, right before us that makes Portland not only a shining example in the nation, but in the entire world.

And that's not an exaggeration. In Portland's forest park at 5200 acres is a unique resource and one of the largest parks in the world and located just 20 minutes from downtown in no. No other city in the united states has anything like it in terms of size and the diversity of wildlife, birds, plants and watersheds. It supports essential habitat for hundreds of native plants and birds. Many are the species at risk and at the same time, it extends these critical ecosystem services to our region. It also offers miles of outstanding hiking trails as well. Forest park was born 75 years ago through a vision, and since then it's taken constant vigilance to maintain this gift that we've been given. But what's important for us all to realize is what a spectacular resource this is for our city and it continues to need our protection as well. Some of you know me. I'm a wildlife biologist and an author, and I've studied forest park for 30 years and my appreciation for this natural sanctuary only continues to increase and to help people recognize this amazing urban asset. I've just published a new book that we I'm giving a copy to each of you. Forest park exploring Portland's natural sanctuary shows faces the remarkable features of this place, its ecosystem is unique among all temperate forests of the world and a number of experts helped collaborate on this book, including many city employees from three city bureaus from parks and beaches and water fema. And you really should be proud of their wonderful work that defines how terrific this park is and why it needs our continued protection. And I only wish I could be giving a book to the late commissioner nick fish. I worked with him for many years and he was a champion of forest park and recognized the park's great value and the importance of its incredible management plan. He repeatedly said that wildlife studies and habitat studies needed to be done before there was any change to the management strategy. And I hope they will be. But we have been waiting for 28 years. But people always tell me they moved to Portland for many reasons, but one

of the top reasons is because of forest park and peter sagal from wait wait don't tell me he's coming here next week. And he speaks that his favorite thing about Portland is running in forest park. Well my book also explains how forest park is an exciting model for an urban future. Urban biodiverse city reserve, a concept that would recognize the parks scientific, natural and cultural qualities. This concept is original, but it seems very fitting for the great resource that forest park is. But but it requires a champion. And so I would ask each of you, is there one among you that could help carry this idea to reality and to highlight this great aspect of Portland that makes it stand head and shoulders among all other major cities in the nation ?

**Speaker:** Thank marcy. Thank you. And it's great to see you here.

**Speaker:** It's nice to be back there are a few people who have done as much as you have to highlight the importance of forest park and also educate all of us and your after year after year you have not only advocated, I think you've done a really good job of encouraging enthusiasm and support for the park and I was glad to see that you were going to be here today so I could tell you that you're just one of those incredible community assets.

**Speaker:** And I really appreciate you and I want to thank you for what you're doing. And I'm excited that you've written a new book, and I cannot wait to read it.

**Speaker:** Thank you. And once again, it's just wonderful to be here, to see you and to encourage you about forest park and just be so proud of your city employees. They they are so committed and they help so much.

**Speaker:** And they do. And forest park, as as you have indicated many, many times, is a unique asset. There's always a little bit of a debate amongst cities, but I am confident that it is the largest forest covid fully encompassed park in a city in the united states of America and the fact that you can walk a few minutes from the downtown core and be in what is effectively a wilderness area is remarkable. And

as you know, the ecosystems vary depending upon where you are in the park. So you can you can go back on multiple days and see completely different ecosystems. And I learned that from you actually. You were you were the one who who gave me that insight all those many years ago. And we had the friends of forest park and whatnot. But I just at a time when we are very, very critical of ourselves and our community because we all want better for it, you remind us that we have these rare and unique and irreplaceable assets that make Portland truly special. And I just want to thank you for your continued leadership.

**Speaker:** Well, thank you so much. I'm a lifelong Portlander. I love this place. And forest park is a jewel. And, you know, and I'm so happy to introduce some of you who may not know it. Come take a hike with me. All right.

**Speaker:** I'll be in the parks.

**Speaker:** Commissioner. It's nice to meet you. And I appreciate you bringing the book. I also appreciate you raising this concern. It's obviously a very treasured asset of parks bureau. I'm curious, whom in the parks bureau do you have frequent communication with kendra peterson?

**Speaker:** Morgan she's the natural great supervisor.

**Speaker:** That's good to know.

**Speaker:** Yeah. Yeah. And many in parks were helpful. Some of the experts.

**Speaker:** So as you know, commissioners come in and they're like a chair of the board. They have to focus on strategies and alarms. And so it always helps when we're root ed in what our true assets are. Jill and my team is out there. And if you'd like to connect with her so we could follow up on what you're saying, that'd be helpful.

**Speaker:** Well, thank you so much for this opportunity. Good to see you all.

**Speaker:** Yeah, it's good to see you. Thanks for coming in. We appreciate it. Next individual, please is patrick reynolds.

**Speaker:** Item 571 request of patrick reynolds to address council regarding criminal activity and the hollywood east building. Patrick is joining us online.

**Speaker:** Welcome, patrick.

**Speaker:** Welcome. Good to be here. Thank you for giving me the chance to speak with you today. This is my first City Council meeting in uh, my name is patrick reynolds, and I would like to bring attention to a serious matter involving widespread crime that has been occurring for several years in the hollywood east building, which is a 14 story section eight apartment complex located at 4400 northeast broadway. I've lived directly across the street from the building since 2021. Every day I witness residents of the hollywood east building using drugs in the yard gardens surrounding sidewalk and inside vehicles parked around the building on multiple occasions. I've also witnessed residents selling and distributing narcotics to people on the street. My neighbor neighbors and I have seen people park near the building, fill their pockets and backpacks full of narcotics that enter the building. Several times a day, sometimes with weapons. Residents have said that they have that the top floor of the building houses many drug dealers. And from that vantage point, they are able to monitor the entire neighborhood. Some aggressive dealers have taken to patrolling the street around the building and have tried to intimidate me as I'm out walking around by telling me that they are watching me. When the building first opened, the residents were were protected population, mostly elderly and or disabled individuals that had to pass a background check to move in. About eight years later, the building became a low barrier. Section eight housing and home forward property management, who owns and maintains the complex and has an office inside the building, began housing



drug addicts and active felons among the vulnerable residents who didn't have to pass the same background checks with no wraparound services and no accountability. Many residents have described as systemic caregiver scam going on inside the complex where the homeless addicts are being placed with senior and disabled residents by drug sex and labor traffickers who have led to widespread exploitation of the vulnerable residents. These traffickers place a self-identified caregiver, not a licensed one, in an apartment with a disabled resident, and they are helped by these caregivers to manage their resources. These residents are given ketamine, fentanyl or some other opioid and eventually the caregiver becomes the means for the traffickers to access the residents apartment possessions, bank account, as well as cash their disability checks. Typically, when a tenant passes away, it is common for their apartments to be broken into and looted. My neighbors and I have contacted the manager of the building several times letting them know that what we have seen on the street on may 31st, we got a response from one of the regional property managers at home, ford, and she stated, as for the drug dealing, you mentioned we would have to have solid evidence to enforce the lease. We do have 24 hour security located in the building and they do walk the grounds would continue to continue reaching out to law enforcement. However according to residents, sometimes security does not even show up at all for days at a time because they are not getting consistently paid. But when even when security is present, I have rarely seen them doing these walk arounds and they are never, never visible after dark, after dark, I make 2 or 3 calls a day to police non-emergency and 911 to report the activity that I see. According to police, between 2022 and 2023 over 500 calls to 911 were made from the building. It is appalling that home forward, a company that receives federal, state and city funding, has allowed the building and the surrounding street area to devolve into

such chaos. There are mismanaged, will continue to keep attracting criminal activity and continue putting the safety of the neighborhood at risk. As it stands, home fraud is failing the residents and by extension, failing the community. My goal is to motivate home forward to reconsider their policies and neglectful attitude towards the safety of its vulnerable residents. Because my neighbors and I care about what happens here. Thank you very much for your time, patrick.

**Speaker:** Thank you for your testimony and i'll just be the first to say it's obviously disturbing on the face of it. And there were a number of issues you identified, and I will direct my staff to look into it. I don't I'm not as familiar with this particular contract or this particular building as obviously you are. But the circumstances you described are unacceptable. And so we'll see what we can do about it. Thank you. Commissioner Rubio has.

**Speaker:** Patrick, I just want to also echo that your concerns. My staff will will work with the mayor's staff to follow up on some housing perspectives as well that you raise. And I'm sorry that you had to go through this.

**Speaker:** No worries. Happy to. Happy to be here. Sure

**Speaker:** And mr. Mayor, commissioner Mapps, colleagues, if I could weigh in here. The one city resource that I think might be appropriate for this would be our crime prevention program. These are community organizers who go into spaces like this and help keep residents develop safety strategies. I know that they have been in they've worked with home forward properties in the past that might be a logical first place to start and patrick. Patrick, thank you for your testimony today. And we're we feel your pain on this one.

**Speaker:** I appreciate it. Thank you. Thank you.

**Speaker:** All right. That completes communications. Have any items been pulled off the consent agenda? Keelan

**Speaker:** No items have been pulled.

**Speaker:** Please call the roll.

**Speaker:** Gonzalez. I Mapps i. Rubio. I Ryan Wheeler.

**Speaker:** All right.

**Speaker:** Consent agenda is adopted first time certain item. Item number 572, please proclaim July 12th 2023 to be stephen approach day of appreciation. All right. Our first time certain item this morning is a proclamation recognizing July 12th as steve seven zipper day of appreciate motion. I'd like to pass this over to commissioner Gonzalez.

**Speaker:** Thank you so much for joining us today. As the commissioner in charge of the bureau of emergency communications, I'm honored to proclaim this day, July 12th, to be stephen zipper day of appreciation in Portland for his honor as north America, north America's dispatcher of the year. As I've said. As I've said before, steve an and all of boac's call takers are our city's very first, first responders. 24 hours a day, 350, 365 days a year as stephen and his colleagues are seldom seen, but they are taking calls from the community to get the right response when it matters. As they play a huge role in public safety in this city. While here to celebrate stephen's outstanding achievement tonight and to celebrate stephen not just being calm voice on the line, but an exemplar free voice who relies on his extensive training and brings caring, compassionate and skill to the job. Our entire community is better for it. I know the past few years have not been easy for our first responders and boec call takers sometimes get the brunt with the high call volume and hearing from more and more people in crisis, I want to thank you, stephen, for being a great example of the best that our city can offer our community. We're truly lucky to have you on the team at boec. Now i'll pass it over to director bob cozzie to recognize stephen as well.

**Speaker:** Thank you. Good morning, mayor and commissioners. I'm bob cozzie, director of the bureau of emergency communications. As a colleague recently said to me that our call takers represent the best of us. I want to congratulate stephen for being recognized by the international academy of emergency dispatch as the best dispatcher in all of north America. Stephen was selected in April as dispatcher of the year from among 51 other nominees across north America. The academy is a standard setting organization for emergency dispatch and response services worldwide and the leading body of emergency dispatch experts. This award is given annually to an emergency dispatcher who exemplifies excellence else to be nominated. A dispatcher must demonstrate incredible skill at their job, compassion for callers involvement in improving 911 service teamwork and genuine care for their community. The boec quality assurance team nominated stephen because he demonstrates all of these attributes. He is representative of all the incredible call takers and dispatchers who work at our bureau. His recognition often puts a face to a part of public safety that is often never seen. Stephen brings a positive attitude, deep compassion and demonstrate mastery in our policies and procedures and our protocols. He is well respected by his peers and is an excellent role model for everyone at our bureau. Stephen I am proud to have your skills in service at boec and I'm fortunate that you choose to take on this challenging work in an impactful profession day after day and year after year. You are a leader among your peers and an inspiration for all of us. Thank you for bringing your best to boec and to the community every day. Thank you. Hi

**Speaker:** Hi.

**Speaker:** Thank you, bob. Mr. Mayor and commissioner gonzales, the rest of your commissioners.

**Speaker:** I am stephen zimprich. And I'm normally at our 901 center in east Portland. And so this is a bit overwhelming for me, but I am honored to be here. Um I think just about everybody wants to be able to feel like they're helping somebody at and I am blessed that I get to be able to do that every day. Both of my daughters who are here now, they get to they know that I help people when they need it. And I'm proud to be able to tell them that I do that I'm blessed to have a loving and supportive family. And some of them, some of them are here now as well. And when I leave work, I get to focus on them. It means a lot to me to have been chosen as dispatcher of the year. I was honored to have been nominated and more so that I was picked. It's rewarding for me to know that I get to help people every day. Thank you.

**Speaker:** And I know my colleagues have some comments they'd like to make as well. Commissioner Rubio, you're first up.

**Speaker:** Thank you, mayor. And thank you, commissioner gonzales, for bringing this forward and for setting up this proclamation. And, stephen, I just I know your family and friends are so proud of you and they've given you lots of congratulations, learns about this impressive award. Um, and I just want to not only add to, to my congrats relations to that, but express how deeply grateful we are as a city that you're here. The work you do is a lifeline to people on possibly their very worst days of their lives. And in the moments that mattered to you, you demonstrated compassion, passion. You demonstrated deep skill, well, and calm under pressure, but also strength of character, which is very important in these situations, is when people are really holding on to that lifeline. I want to thank you personally for the work that you do and for choosing to work in our city. We're very, very proud to have you here. I also want to recognize that as a dispatcher, you're exposed to daily trauma and I think that's something that the public doesn't really

recognize day in and day out and multiple traumas at that. And you continue to do the work with your heart and handled yourself as stewards of dignity and compassion and calm. So I just want to lift that up. And you absolutely deserve this recognition today. And we're I'm so thrilled that we're we're here celebrating this moment with you and your family. Congratulations. Thank you. Thank you.

**Speaker:** Commissioner commissioner Mapps.

**Speaker:** Um, colleagues, bob's stephen. Congrats on this incredible achievement. And thank you so much for everything that you do for the city of Portland. I want to say I am delighted to join this council and proclaiming July 12th, 2023 to be stephen zimprich day of appreciation. Now as we all know, zimprich is a senior call taker in dispatcher at the bureau of emergency communications. And as we heard this year, the international academies of emergency dispatch honored zimprich as north America's 901 one dispatcher of the year. That is a remarkable achievement. I will tell you, there are over 65,000 911 emergency dispatchers in the united states and our rise to the top of that mountain is an incredible achievement. I am impressed by this achievement, but I will tell you, I am not surprised, as I think most people in this room know. For my first two years on this council, I had the honor to serve as the commissioner in charge of the bureau of emergency communications. There I saw the critical role, our emergency communications operators play in deliver public safety services to those who live, work and play in the Portland metro area. Our 911 dispatchers are our city's first first responders, our 911 dispatchers work 24 hours a day, seven days a week, 365 days a year. Our 911 dispatchers respond. To about 1 million calls a year. That is just astounding. If you think about it. And I will tell you something because I've seen it with my own eyes. Many of those calls represent please, for help from people who are in the middle of the worst day of their lives. And even in those darkest hours, our staff at 911 always step up, lean in

and come through for the people of Portland, which is why I'm glad to have this opportunity to thank Stephen and our entire 911 team for their service to our city in addition, I want to congratulate all of our 911 operators. Director Kasi and Commissioner Gonzales, for bringing down call wait times at 911 and bringing them down. Dramatic cully. I'll tell you, in the past year, it looks to me like our Boec operators got 28% faster, better at responding to our communities. 911 calls that is amazing. I could not be prouder of Portland's first first responders, which is why I am delighted to join this council and proclaiming July 12th, 2023, to be City Stephen Ciprich Day of Appreciation. Thank you so much, Stephen. Thank you, sir. We appreciate you.

**Speaker:** Thanks, Commissioner. Commissioner Ryan yeah.

**Speaker:** Thank you, Stephen. I'll join the fan club here and just say thank you for exemplifying what a 911 dispatcher can be. Dr. Bob Cozzie said it best Director sorry, I just called you doctor. That's not so bad. Stephen represents the face of public safety that seldom seen. Well, Stephen, you're. You're being seen. And you actually said it's kind of overwhelming and I believe you. In fact, your humility is very beautiful to witness. And I got to say, your children, I'm going to guess your wife, your parents, they're so happy and proud. They were doing this silent clap. It was really adorable. You can do a real clap soon. Okay anyway, good things truly do happen to good people. The city of Portland is really lucky to have you. So I joined Commissioner Gonzales, the Mayor, and all of Portland to say Stephen Ciprich, you are appreciated. Thank you.

**Speaker:** So I'll chime in as well before I turn this over to Commissioner Gonzales, let me just say thank you and. I am mindful that your family's here.

**Speaker:** So I, I will speak in a little bit of code here. But what I've heard from dispatchers is, is this is a job that takes a little piece of you every day. And it's hard

not to take it home with you and I completely understand that. I want you to know that. And I really respect the work you do. I also just want to call this out. I was reading through the notes here and it says that when they were bestowing this rightfully deserved honor upon you, they singled you out for a call in which you helped save a suicidal woman who had intentionally overdosed. And yet she called for help. And you handled it really, really well. I can't even imagine. What's that like? So can I just ask you, what's that like when you're on the phone? And you realize you are the lifeline and it's up to you. How does that feel? Well.

**Speaker:** Well, in the moment, it it I've I've had a lot of training. I've been I've been working for boec for ten years. So I've, I've had a lot of calls and as, as, as I take them, it, it just that that person is my entire world at that in that moment. So I get to focus solely on them and I have a whole lot of tools that I get to use. Yes, it is true. I multitask and do various things in a computer while I'm talking and whatnot. But that person is my world. And for that call went on for about 20 minutes. Normally it's about three minutes is probably an average time. So it's not that long that that a person would normally be. In my world. But being able to I try to maintain a mindset of compassion and empathy for whoever I talk to on the phone because I don't know what what that person is going through. And as commissioner Rubio mentioned, a lot of these people are calling I think it was commissioner Rubio, forgive me if it was someone else going through there, worst day of their life and so because of that, being able to maintain that compassion, that empathy that they matter as a person and that they deserve the respect that that I can give them.

**Speaker:** So, stephen, then you say you saved this person's life after what it was undoubtedly a very stressful. 20 minutes. And then what? And then another call comes in, then another call and then another call.



**Speaker:** I will say that boec does have a peer support team. So in the times that we take calls like that, I don't remember. I remember taking the call. I don't remember what happened afterwards. But we do have the ability to talk to somebody to kind of get the emotions out, take advantage of that and if we feel like we need it and for any any kind of call, we do encounter a lot of trauma on the phone and being able to reach out to a peer support person and just be able to talk and say, hey, that it was really hard and have their support is very helpful.

**Speaker:** Thank you for being so open about that. I appreciate it because I've often wondered what what is that actually like and what level of personal stress does that actually create? I really appreciate you saying that that that you can talk it through with some people and with your peers and I want to acknowledge while while this award is you, because of your specific actions as an individual, it reflects really, really well on all the callers, all the all the call center personnel. Yes. And I just want to say how much I appreciate and respect the work you do. Thank you for that. So without further ado, mr. Mayor, can I jump in?

**Speaker:** And commissioner Mapps and I know this is stephen's day, but I as the former boec commissioner, I can't help myself. I have a question for bob, if I may. Let me place this into context. You know, stephen and his colleagues answer about half a million 911 calls a year, about half a million non-emergency calls a year, I believe. I've come to the conclusion during my time working with this bureau that we really need to get those non-emergency calls out of that building so stephen can really focus in on the kind of life saving calls that we heard about today. One of the things I'm particularly excited about that we heard about, at least in the papers, I think as recently as last week, is that the bureau is bringing on artificial intelligence to help respond to some of those non-emergency calls. Bob, I didn't give you a heads up on this, but I was wondering if you can give us just like a 15 or 20 second

update on how how we're doing using artificial intelligence to respond to non-emergency calls, thus freeing up time for guys like stephen to deal with the life saving stuff.

**Speaker:** Happy to provide a brief update. We were able to test it and the vendor because call so many calls came through that new system. The vendor asked us to turn it off so they could gather the data and determine if it was working and from all accounts, that first round of testing was very successful. There working on some minor tweaks to the system and plan on turning it back on tomorrow for another test, hopefully two hours this time. Not just an hour. And then ultimately increasing the time as we go through the month. My hope is that by mid-month we would be 24 over seven with it. But because that initial round of testing, they asked to do a few more tweaks pbot probably by the end of the month.

**Speaker:** That's great news. In addition to recognizing stephen and all the other call takers, I really want to express my appreciation and admiration for leadership over at boec and commissioner Gonzalez for really helping reinvent emergency dispatch for the 21st century. You guys are really doing a bang up job. Thank you, mr. Mayor.

**Speaker:** Thank you, commissioner Gonzalez. Well, I want to thank each of my colleagues for your kind remarks at the time of crisis in our city is essential that we celebrate, support and protect our first responders.

**Speaker:** I'll now read stephen's proclamation onto the record. I'm going to do it a little bit fast. So we have time for pictures, whereas emergencies require police, fire or medical services occur at any time. And whereas, police, fire or medical response is critical to the protection of life and the preservation of property. And. Whereas public safety dispatchers in the city of Portland's bureau of emergency communications are the first contact for our communities calls for help for

emergency services. And. Whereas, boec dispatchers are highly trained professionals with expertise in police, fire, medical and Portland street response dispatch protocols. And. Whereas, the international academies of emergency dispatch set standards for emergency dispatch and response services worldwide and is the leading body of emergency dispatch experts. And. Whereas, boec senior dispatcher stephen ciprich demonstrated the leadership and positivity when boec implemented new emergency response protocols in may of 2021, which was a challenging transition for dispatchers and. Whereas, stephen showed sophisticated passion and in marrying call taking with protocols used by demonstrating exemplary customer service, compassion and professionalism and. Whereas, stephen hughes uses the protocols appropriately, appropriately to keep callers, patients and responders safe and informed and. Whereas, stephen remained focused on proper procedure while showing compassion until help arrived on the scene in a dramatic incident where stephen assisted a caller who attempted to harm herself and then called for help. And. Whereas, stephen was honored as north America's 911 dispatcher of the year for exemplary emergency dispatching and professional excellence by the international academies of emergency dispatch. And. Whereas, stephen has consistently served as an exceptional role model for his peers, going above and beyond in his role, even under the most challenging circumstance, leases expiring all city employees and setting a standard of excellence for all. And. Whereas we are grateful for the importance and life saving work accomplishments by stephen zimprich and all boec dispatchers, every day, now, therefore, i, ted Wheeler, mayor of the city of Portland, Oregon, the city of roses do hereby proclaim July 12th, 2023, to be stephen ciprich day of appreciation in Portland and encourage all Portlanders to observe this day.

**Speaker:** Congratulations. Thank you. Okay.

**Speaker:** Okay. Okay. Okay. Take care. Family.

**Speaker:** Come on up. We'll do a quick photo of that.

**Speaker:** All right. Keelan will go to item number 573. Also a time certain appoint members to the Portland clean energy community benefits fund committee colleagues, the Portland clean energy community benefits fund committee is charged with recommending the pcf climate investment plan to council, as well as evaluating the effectiveness of the program in achieving its overall goals. Today, council will appoint three new volunteer members and reappoint two current volunteer members. I'm happy to see that two of our three new appointees were able to join us today. I understand that they're going to share some remarks, which is great. Before we hear from them, I'm going to pass this over to commissioner Rubio to share her remarks and introduce the presenters with us today.

Commissioner Rubio. Great. Thank you, mayor.

**Speaker:** Colleagues, as you remember, was passed by more than 65% of Portland voters in November of 2018 who believed that we could invest in both climate and the community and set a new standard for what is possible when we work together. The Portland clean energy community benefits fund is a testament to the power of community, and it's not only a model for inclusive climate action for Portland and our region, but also for the entire nation. The committee and staff have been hard at work these past few years, taking their lessons learned and building a stronger program. And to faith ramphis and ramphis, who are up for reappointment. Thank you for your willingness to continue to serve this city and thank you to maria, megan, robin and michael, who continue to serve the city on the committee as well. Now to alicia, paul and d'angelo. Thank you for stepping up into this critical role on behalf of our communities as we undergo historic changes in our city. Each of you bring the exact voices, perspectives, expertise and lived

experience that we need at the table to continue guiding to fulfill its promise to Portland and its voters. You each bring unique experiences and perspectives on the challenges of climate change and will bring holistic, inclusive and grounded approaches that prioritize the needs and perspectives of frontline communities. As you begin your terms, the task ahead is critical. And I ask you for your commitment to this or I thank you for your commitment to this community. So with that, I will pass it over to sam barrasso, program manager with the Portland clean energy community benefits fund, to share a bit about the committee and introduce our candidates for appointment. Okay

**Speaker:** Good morning, mayor. Commissioners, for the record, my name is sam barrasso. I'm the program manager for the Portland clean energy community benefits fund. I appreciate being here with you all this morning and following up on the agenda item just before. It's a it's a pleasure to be here. I will briefly describe the role of the Portland clean energy community benefits fund committee and share about the recruitment process before introducing your new appointees, alicia chapman, paul lumley here with us in person today, and d'angelo moning, who is on line with us. First, the peace of committee, as the commissioner shared, is a unique body that was designed by measure 26, 201 to bring community represents action and expertise to provide oversight and support in the implementation action of pcef. The Portland clean energy community benefits fund committee has five primary roles. One is to adopt the methodologies to measure the and track and report the effectiveness of to council in the public. Two its to adopt adopt workforce and contractor equity plans for the program. Three to recommend the climate investment plan, a five year roadmap for guiding investments for it's recommending amendments to the plan. And five it's about recommending changes to the piece of code to ensure the program is effective in meeting its

purpose and the voters intent as additionally, the committee is uniquely responsible for nominating new members to the committee. Now, committee members are generally eligible to serve four year terms with no more than two full four year terms and in particular with this recruitment, the committee began their recruitment early this year, which resulted in 51 applicants expressing interest. Of those 51 applicants, which were evaluated and they received a subset, a subset received written questions or evaluated on those, and then a smaller subset ultimately were interviewed through these interviews alicia chapman, paul lumley and d'angelo moning rose to the top as incredibly strong and qualified candidates that complemented the existing committee. Now you all have read their bios, but I can wholeheartedly add that d'angelo, paul, alicia will be critical to ensuring pcef is implemented effectively and in alignment with the ballot measure. Now before I turn it over to paul and d'angelo to share some comments, I will just add that alicia chapman could not be here with us today, but she wanted me to read this statement and i'll acknowledge she's in pendleton today voting with the Oregon transportation commission and regrets that she had already committed to the governor's office before she knew about this meeting. However, she wanted me to share that she is incredibly excited to work with the committee. You all to help ensure there is strong community buy in awareness and engagement going forward. And so with that, I will pass it over first to paul lumley and then over to d'angelo. Morning to share a few remarks.

**Speaker:** Thank you and good morning, mayor Wheeler and commissioners. It's a pleasure to be here today. I am a citizen of the yakima nation and for the record, my name is paul lumley. I have extensive history working with native American tribes locally, regionally and nationally. I'm a former executive director of the columbia river inter-tribal fish commission, where we develop climate action plans

regionally and nationally. Until recently, I was a ceo of the native American youth and family center, where we developed climate actions on the ground and in collaboration with our local partners. Love naya and will continue to support naya currently unemployed for two more days where i'll become the ceo for the cascade aids project. It will be on Saturday at pride festival. I hope to see you all there during these past several months, I've learned quite a bit about this beautiful city of Portland, Oregon. As a commissioner for the independent district commission and I look forward to delivering our final work product before the September 1st deadline. Thank you for your consideration. Being appointed to the Portland clean energy fund committee. Thanks paul. I think d'angelo is with us online.

**Speaker:** D'angelo, can you come on, turn on and share some remarks?

**Speaker:** Absolutely. I'm having a couple issues with my camera. Hopefully I can get it to pop up. There you are. There we go. Sorry. It's a it's a little blurry. I'm sitting at a window, but for the record, my name is d'angelo moaning. Um, I'm honored to be here before you all today. City Council as an appointee and representative for the Portland clean energy fund. I'm a lifelong resident of Portland. We have a long family history in the city tracing back to the late 1800s, my family's been involved in the city in many different capacities, and through the stories and the lived experience of those that have come before me, I've been blessed with the perspective of what has worked for impacted communities, what hasn't worked, what to do, and most importantly, what not to do. I currently serve as the vice president and the chair of economic development for our local the chief of staff and the public involvement coordinator for a local Portland grown construction company and I'm the executive director of an event space which I'm actually at right now in northeast Portland. I've been fortunate enough to make many connections to different groups within our city, and having been a lifelong resident, I've been

directly involved in or adjacent to many different initiatives to improve living conditions for our city's residents, whether that be through policy changes, business development or economic opportunities. I've been able to play a small but impactful role in breaking down a lot of the silos that we have in our city. And so I'm honored to be considered for this appointment and I'm excited and committed to bring these relationships and insights to the Portland energy fund. Thank you.

Thank you.

**Speaker:** Okay.

**Speaker:** And that completes the presentation that completes the presentation.

Very good. Let me just see Keelan. Do we have any public testimony on this report?

We do.

**Speaker:** We have four people saying, why don't we go ahead and hear from from the public testimony and then we'll get back to discussion or questions.

**Speaker:** Thank you both. Thank you. Thanks, sam. Thanks, paul. Three minutes each, please. Name for the record.

**Speaker:** First up, we have juan vildosola.

**Speaker:** Yes, hello. Welcome.

**Speaker:** Uh, I'm going to read off my notes just so my nerves don't betray me. Uh hello. City Council members. My name is juan vildosola and I'm a board member of the st. Johns neighborhood association. I live at the bottom of cathedral park by the river, and I'm originally from mexico monterrey, which is my city, has a dry river. So I'm very grateful to have the willamette here. Uh, monterrey also has heavy influence from the us and our city planning bible is a direct translation of the us highway capacity manual. So when I lived in monterrey, I struggled with transportation since I've never owned a car, I actually don't aspire to ever be a driver for two reasons. Reason number one is because cars produce pollution and



cause deadly accidents. And the second is because I'm sick and tired of individualist solutions to collective problems. Car infrastructure, no matter where I live, has robbed me of my freedom to move around the city by reducing the transportation options to one st. Johns is far from many places in Portland and I once had to take a bus for two hours for a 15 minute meeting and then two hours to get back home. And that would have been a 31 minute drive and until public transit commutes doesn't take the same amount of time as driving a car, we will be living in a structurally classist city. And now I want to focus on a solution. During my time as an agenda board member, I learned about frog fairy. Frog fairy would be a passenger ferry system with a stop in cathedral park right where I live. The current service is very limited down here. Trimet has told me that they can they cannot send a bus down the hill because the streets are unsafe and they need to be repaired first. So frog fairy would be sorry. Yeah. For sure. You can get us downtown in 25 minutes. Uh, and then in downtown, we have many other transportation options, like the max. Uh, it would be down at the river level. So my neighbor james, who is on a wheelchair and has been collecting signatures to get trimet service down here, would be able to use frog fairy to move freely around the city. We're also in organizing block parties thanks to the help of pbem, where we talk about emergency preparedness. And I also learned in the case of an earthquake, when the bridges become unsafe, frog ferry could offer river transportation to and from the peninsula. So these are all the reasons why support frog ferry and I want you to support them as well so that you can partner with them and get federal funding. Having another public transportation option is good climate policy, and it would improve every Portlanders quality of life. You will also be soon appointing committee members and I hope that you will look for

individuals who want to innovate and support ways to serve Portlanders. Thank you.

**Speaker:** Next up, we have jennifer schlomann.

**Speaker:** Welcome, jennifer. Jennifer was going to join us online, but I don't see them as jennifer here either.

**Speaker:** Okay. Let's move on to xavier stickler. Xavier was going to join us in person. Is xavier here? Okay, let's move on to dustin grant hens. Welcome.

**Speaker:** Come on down. Take a seat. Just name for the record, please. Thanks, dustin.

**Speaker:** Again, my name is dustin. Middle name. Grant. Last name, hens. I have some issues with clean energy around here in our in our community down at hollywood east. Also some of the concerns are the inserts being used around meters with foam. As so as you can see, that is still energy in one way or another. And it's not a productive type of energy actually. In fact, it hinders health care in a lot of different senses. Um, so I will be trying to get attention on that type of thing to help stop energy being used the wrong way because there is a system down there that is on purposely using the wrong way and so I believe that rap and music are involved in this type of wrongdoing. And so I'm trying to promote the clean energy, which also has to do with the artificial air. Also so to me, I can I can definitely see that they are planning at points to not give people real clean oxygen levels also. And I've had the thought of writing on the outside of this to maybe possibly some of these board members or commission up here personally to try to stop some of this. But i, for one, support more trees for oxygen level also. And to let those trees grow forever and to stop the cut down of christmas trees, to help sustain oxygen in our cities for a much longer period of time. You know, I know that takes funding and then, you know, it's just a matter of getting a sustainable trees

and it really just stops crime all the way around. I mean you can see that the types of things so this may be short, but I do appreciate and I wanted to say that funding for our police is necessary. No matter if the rap on the side is trying to influence people to try to get them defunded. I truly believe we need the funding for our police. I know that may not be on this subject, but I'm dealing with that on an everyday basis. So thank you.

**Speaker:** Thank you for being here.

**Speaker:** Yeah, thank you.

**Speaker:** That completes testimony. All right.

**Speaker:** Great colleagues, any further questions? Evans and if there are no questions, I'll certainly entertain a motion to accept the report. So moved commissioner Mapps moves. Can I get a second, please? Second commissioner Rubio seconds. Any further discussion? Seeing none, please call the roll. Gonzalez I for acceptance Mapps.

**Speaker:** I want to thank alicia, paul and d'angelo for agreeing to serve on this important committee. I vote I Rubio once again, I'd like to acknowledge and thank all the members of the committee, including our newly appointed and reappointed members, that were recognizing today.

**Speaker:** And to paul d'angelo and alicia, I know that each of you will bring even more dimension and innovation to this work, and I look forward to see how you unfold in this committee. Thank you for your service. And I vote i.

**Speaker:** Ryan yeah, I want to thank you, sam.

**Speaker:** This reveals a lot of hustle on your part to successfully recruit such an esteemed group of leaders to join pcf. Paul congratulations on yet another new role. You have quite a list of responsibilities that you're juggling right now. So thank you. The city of Portland is very grateful for your service and congrats relations on

being the next leader at cascade aids project. D'angelo welcome and your lived experiences needed and wanted. It's really important to have appointments from construction. Alicia as well. I look forward to the work being done by this capable committee. I vote. I

**Speaker:** Wheeler.

**Speaker:** I want to first recognize commissioner Rubio for her bold strategic and community centered leadership that has absolutely been instrumental in pcf's ability to grow as well as evolve. She's improved the way the pcf delivers climate and accountability, as well as transparency, while honoring the original spirit of the initiative. I want to thank you for your work, commissioner, and for bringing forward what I think are really terrific pcf appointees with incredibly diverse backgrounds and perspectives. I also want to thank the pcf committee as well as the staff. You've been hard at work now for several years. You've taken the lessons learned and you're building a stronger program. And I just want you to know I see the hard work that you're putting into it, and I believe it's paying off in spades. So thank you. Finally to our appointees, I want to congratulate and thank paul lumley, d'angelo moaning alicia chapman for joining this committee. I know it's a lot of work. It's important work. We don't pay very well. But we're grateful that people of such caliber are willing to step forward and serve. I'd also like to applaud and thank ron fees. Villatoro and faith graham for their continued service on this committee. Thank you. I appreciate each of you sharing your time and talent to serve our community. Your voices, your perspectives, your expertise as well as the lived experience. You bring better ensures that our city programs meet the needs of Portlanders. I'm very happy to vote I the report is accepted and the appointments are approved. Thank you to the regular agenda item number 579, please. Proclaim July 12th, 2023 to be the 40th anniversary of Portland frontrunners. Our next item

is a proclamation recognizing the 40th anniversary of Portland frontrunner hours. I'll pass this to commissioner Ryan, who will introduce the item. Commissioner Ryan.

**Speaker:** Thank you so much. Mayor I want to first of all, thank the good people of pdx frontrunners for joining us today. It's an honor to address you all and as an out lgbtq plus elected official, this moment is especially sweet to celebrate it. It's a remarkable milestone. 40 anniversary of Portland front runners. Let's take a moment to recognize the extraordinary impact that the front runners have had on our community. Not just the plus community, but the broader running community from its humble beginnings. For decades ago, pdx front runners has grown into a vibrant and inclusive organization, fostering a sense of community and healthy living. We must also acknowledge the tireless efforts of the volunteers, organizers and participate who have contributed to the success and longevity of front runners. I now have. I want to also pause and say, i'll never forget in the late 70s I heard about this book called the front runner and those in the dark ages. And so I was in a bookstore and I was terrified to buy the book because as I was a high school senior. And anyway, i, I got the book like two years later and it was like the first, like book that you could read about the gay world if you will. And I remember, like, I had a shame that I had to hide it like before I'd read it. So we all know what kind of things you usually hide. It shouldn't be a novel anyway, so I assume your name could have come from that, but I'm going to learn more about it anyway. I'm going to bring up the good people from Portland front runners, and please come forward. Welcome. Thank you.

**Speaker:** Thank you, commissioner dan Ryan and thank you every other commissioner and mailer, mayor Wheeler, I appreciate you recognizing us and having us here for our 40th anniversary.

**Speaker:** Dan, you were right on the mark for our name coming from that 1970 novel novel. Well, I read it myself a few years ago. You know, 70s novels does have some dated terms and, you know, might not pass the mark these days, but it's still a very emotional novel and it has a lot of relevance to our organization. And speaks to what we're aiming for finding acceptance in our activity and really finding a space in sports where lgbt identifying individuals can feel safe to participate in a sport and be encouraged by my peers. I also want to give a quick thanks to the rest of our voluntary board. We're a nonprofit, but none of us are paid and they're here today in the back of the room. So thank you. Joe Jenkins, our vice president. Thank you. Chris O'Grady, our secretary, Chris Mason, our treasurer, and Arjun Viray, our communications officer. And my former roommate. I appreciate all of your help. I couldn't do it without you. A little bit about us. We did get our start 40 years ago back in the 80s, as you might assume in the 80s, it wasn't necessarily like we had complete acceptance or, you know, there was definitely a connotation that was kind of obsessed with us. I have spoken to members that have been around since the 80s and still participate to this day and they talk about when they did hood to coast, they were referred to as that team for being different or, you know, not expressing themselves in the most masculine way because that's what you're supposed to do. When sports we were just comfortable being ourselves and encouraging each other. And that's something we still try to do and strive to do to this day. Beyond just our weekly runs that we do. We also put on the annual pride run each year. We just did it last month. We had a tremendous turnout at over 350 people, all poison waters. Was there emceeding and I think she's busy setting records right now down the road. So I always appreciate her, appreciate passion and our ability to work with our community. You know, it's funny, we often joke internally when we're just trying to figure out business like, why are we working so hard? This is just a running group

and we know it's a lot more than that. You know, this is really a place where people can find the way to be themselves, to feel comfortable being active and being encouraged by others. And it's really a place where people can find community, you know, especially in the past few years. I think a lot of people kind of lost track of where they are and who who their friends are and their ties to the community. With covid, everything was so distant. A lot of our business is behind computers now, so having a space where we can all physically get together, share our passion for running, walking. It's really important. I really appreciate everything that we do beyond that, we also like to find an opportunity to give back to the community. So we do our weekly run down at the waterfront and we hold that space dearly. It's a very beautiful waterfront and our way of giving back. We regularly volunteer with solv do cleanups when we can, you know, the area accumulates litter over time. It's on the river. There's stuff coming from downstream and that's one way we like to give back. We've done trail maintenance with forest park conservancy. They're a fantastic group and stewards for forest park and we love to trail run out there. So when we were thinking about our 40th anniversary, we knew we wanted to do something for the community and we had lots of internal conversation of what does this look like? We want something that inspires people to be out, be active and enjoy recreation. So we went to the city. We were throwing around some ideas. We were talking about what can we do down at the waterfront to really inspire people and really speak to our organization and also give back. We had some conversation with parks. They were telling us, oh, we could maybe do a bench. And we were like, oh, I don't know if that's the best idea. We're an active group. We want something that shows that and with some deliberation and figuring out what to do, we decided on doing a street mural that embodies the act of nature and multi-modal nature of the waterfront. And I think we prepared some photos from that. We just

finished last week. Boec our street mural. We're really happy with how it turned out and I hope you all have an opportunity to go down to the waterfront point. Here's a photo with our artists. This is marco ampuero. He is one of our members and we been working on this for a while. It took a while to get all the ducks in a row to make it happen, but we were so happy with how it turned out and we're really happy for all the community members that participated in the event we really hope this inspires people when they're down at the waterfront to really enjoy and be in the moment of being active and doing what makes people happy. So thank you again for recognizing us. And our 40th anniversary on this day. I know this is a small part of your day, so I appreciate your time. Thank you for being here.

**Speaker:** Very good with this. And does that complete the presentation? Yes okay. Very good. With that, i'll turn to my colleagues for any comments they may have. Commissioner Mapps, you're up first.

**Speaker:** Thank thank you, mr. Mayor. And I want to thank our testifier today and commissioner Ryan and the mayor for bringing this item forward. I'm delighted to join this council in proclaiming July 12th, 2023, to be the 40th anniversary free of Portland front runners. As we heard today, Portland front runners is a running and walking club and front runners is one of the oldest gay organizations in Portland. This group was founded in 1982 by Keelan lowery and kenny davis, back then, the group held runs on Tuesdays, and then shared a meal afterwards. As 40 years later, as we've heard, the Portland front runners continues to host weekly runs. I believe there are runs on Tuesdays at 6:00 on terwilliger boulevard and on Saturdays at 9 a.m. On the waterfront. I will tell you, I've looked at that run route. It's one of my favorite in the city. And finally, I believe on Sundays at 10 a.m, they host trail runs in forest park, as we also heard today, forest park is an incredible resource and I encourage everybody to go out and get active and enjoy that. In addition, I



encourage all Portlanders to celebrate the 40th anniversary of Portland front runners by participating in one of their upcoming runs to learn more about the runs, you can visit their website at [pdx.frontrunners.com](http://pdx.frontrunners.com). Thank you very much. Thank you.

**Speaker:** Commissioner Mapps commissioner Gonzalez.

**Speaker:** Well, thank you for being here today. Representing a wonderful group with a amazing story in history and I'm sure an incredible future here in the city of Portland. I've always been a believer in sports and recreation, really bringing disparate folks together in a way like no other. The successes of this group for 40 years really speaks to the strength and bond of this community in Portland and more broadly, we as a city will always have your backs beyond being a place for similar folks to connect. Thank you for the community service that your group provide. Besides making our city clean and healthy, he is truly a team effort so thank you for putting in that work and thank you to commissioner Ryan for allowing us to recognize this amazing group. Thank you.

**Speaker:** Thank you. Commissioner Gonzalez, commissioner Rubio.

**Speaker:** Thank you, mayor. And I just want to also thank commissioner Ryan for bringing this forward today. Congratulations again to front runners for this incredible milestone for more than 40 years, you've providing Igbtqia+ Portlanders with a safe and welcoming space to be healthy and socialize. And you're also what struck me is you're very important because you offer that very different kind of connection than one that's not just about fitness and outdoors, but it's being inclusive of people of all walking and running levels and there's a social aspect that you can't ignore that it's helping to build friendships, but it's also helping to be a support for each other, for and also from what I've understood, even a few relationships since I've come out of out of the group as well. That will last for, for

years to come. So in this way, it's strengthens community in Portland in a very profound and important way. So you know we're gearing up for pride weekend and I just I it just I want to thank you for your long time contribution because you're a part of the legacy of this community and also for continuing to lead the way so and in a way that's also uniquely Portland as well. So for that, I just want to say congratulations again on this this wonderful milestone.

**Speaker:** Very good. Thank you. Commissioner Rubio. Commissioner Ryan. Yeah

**Speaker:** I just wanted to acknowledge you, Jordan Washington as the president, how long have you been the president?

**Speaker:** I've been president for two years. And before that I was doing communications for the group.

**Speaker:** Great. Well, you're making a difference because you can see how the group is definitely doing some direct action service work. And so thank you for your leadership. Portland is in a place where we need all the helpers to come together to do positive change, and you're definitely be a leader. A part of that system. So I really appreciate it. And as your queer city commissioner, I just want you to know I stand firmly behind pdx frontrunners. I did laugh a little bit, commissioner Rubio, because you mentioned anyway, yeah, I ran with front runners a little bit in the 80s. I was happy to hear that. Now you offer walking as well. Okay, great. My point is, those who play together stay together, builds positivity and community and just congratulations for this milestone. It's a big deal. And the next 40 years, we need you to keep going strong. So I'm glad that you're in a leadership position and you have passion and focus. And we appreciate you. Thanks.

**Speaker:** Thank you.

**Speaker:** I really liked your remarks. You know, your are right. We've become isolated and we've lost our sense of community. And that's not a criticism of

Portland. I would argue nationally. I would even argue if you look at some of the international trends today, it's because we've lost our sense of community and we realized over covid that there was a great mythology about all of us. That isn't true. So we're not as resilient as we like to think we are. And the truth is, we need opportunities to reconnect as human beings and come back together. And you offer an extraordinary opportunity. City and I was sort of appreciative of what commissioner Rubio said in a uniquely Portland way because we do love our running here. Sure do. And earlier on, you heard about the trails in forest park, and then you mentioned that as also being something that you appreciate. There's a lot of intersections here and the LGBTQ plus community party is an important community here in the city of Portland and today it's easy to forget the history, the true history. And commissioner Ryan reminds us the true history. You're not given space. You have to make space. Sometimes that's just the hard reality and you've done it and you've held it and you've grown it. And I am so appreciative of not only the opportunity that you bring together for people to enjoy what our community has to offer, and you've supported important events in our community, but you've also brought people together who could feel alone but now know they're not, and that they never were.

**Speaker:** This is a really great thing to celebrate for two years.

**Speaker:** And thank you for everything that you do. And now on on behalf of the City Council and by extension, the city, it's my honor as mayor to be able to read a proclamation honoring this important occasion, whereas for over 40 years, Portland frontrunners ongoing mission has been to promote good health and to provide a safe space for the LGBTQia+ community to socially interact out through physical activity, as well as club events. And. Whereas, the Portland front runners have put their best foot forward by creating a positive social environment that

encourages everyone to find the joy in physical activity. And. Whereas, the Portland front runners have fostered cross-gender relational connection and mentorship, with members ranging in the age from their 20s all the way to their 80s commissioner Ryan. And. Whereas the Portland front runners have built and continue to grow a local physically based community that shares their love for our city in an increasingly digital world and. Whereas, each week rain or shine, the Portland front runners have run and walked routes that highlight the city's recreation amenities, including the vera katz eastbank esplanade, dunaway track, forest park and many, many other locations. And whereas, the organization has actively supported local businesses by hosting post run socials at coffee shops, bars and restaurants continue chatting to the local economy and pandemic business recovery. And. Whereas the Portland front runners have acted as stewards of the trails by hosting cleanups on the waterfront and trail maintenance in forest park. And. Whereas, each year, Portland front runners host the annual Portland pride run, an event that fosters unity, fun and pride in our city and in our people. And. Whereas to celebrate their 40th anniversary, Portland front runners plans to give back to our city by commissioning a piece of artwork to inspire people to be active, which will be painted at the intersection of southeast main street and the east bank. Now, therefore, i. Ted Wheeler, the mayor of the city of Portland, Oregon, the city of roses, do hereby proclaim July 12th, 2023, to be the 40th anniversary of Portland front runners in Portland and encourage urge all residents to observe this day. Thank you. And congratulations to you and your peers. Well done. Thank you. Thank you so much for being here. Item 580, please.

**Speaker:** Thank you. Mayor, will you also check to make sure you're unmuted?

Thanks

**Speaker:** Technology authorized a letter of agreement between city of Portland and Portland police association for the bureau of emergency communications is extending emergency communications dispatch training certification pilot program through the end of fiscal year 20 2324. Speaking of boec colleagues, this is an emergency ordinance to extend the pilot that we began last summer to support boec staffing as well as training needs. With us today are anne marie carvalho and maddie, as well as bob cozzie to present the agreement for council approval. Welcome and welcome back. Actually good morning.

**Speaker:** Well, I'm anne marie kevorkian manning with bureau of human resources labor relations. And I'm joined by I almost said doctor to your doctor calls today director cozzie mayor and commissioners thanks for the opportunity for us to speak this morning. Just an overview briefly. In September of last year, we entered into a pilot program to allow to pay double overtime, both voluntary and mandatory for all operational overtime, and also to increase the full time coach pay premium pay to 14% to provide an incentive for coaches to provide unrestricted training to new hires. That pilot ended June 30th, 2023. So this emergency ordinance would provide a one year, one fiscal year extension of that pilot retroactive to July 20th, excuse me, July 1st, 2023, ending June 30th, 2024. We have an interest in extending the pilot. And i'll let bob speak here in just a moment to provide double overtime pay for all those operational overtime needs. It's proven effective and incentivize paying employees to voluntarily work overtime time, which allows a minimum staffing level needed to sustain the critical training needs. I'd like to further state that the city and the ppa are in current successor negotiations were pretty close to wrapping up our tentative agreement and this is part of that discussion in in the interest of extending the double overtime pilot to continue allowing for those critical training needs to be met, this pilot does provide a

termination clause for 30 day calendar or 30 day written notice to the parties in the event that this pilot is no longer needed. And the exciting piece, I suppose, is the cost for this \$770,000 is the estimated cost for a one year fiscal extension. The cost of the training pilot was not included in the bureau's fiscal year adopted budget. However, the bureau does have earmarked savings vacancy savings for this purpose. Thank you. And bob.

**Speaker:** Yeah, thank you. Good morning again. For the record, bob cozzie with the bureau of emergency communications as mentioned, we're seeking an extension to the current pilot in order to continue the positive traction that we've experienced to of late. Prior to the pilot and due to continually increasing 911 calls, boec was canceling training to the extent that in most weeks we were only providing an average of 62.5 hours of total police dispatch training because we needed those trainees as to not be in training. But to answer the 911 calls. So we were only averaging about 62 and one half hours of dispatch training, which slows the entire pipeline down. Once a trainee is certified in police dispatch, they actually count on the schedule. We can actually assign them to a specific shift. So we had a bottleneck at the time. As a result, little to no progress was being made in police dispatch training and due to the pilot training, time has doubled or even tripled in some weeks and we're now beginning to celebrate routine certifications at police dispatch. Couch. In fact, we have five more on tap over the next couple of months that we're going to be hopefully barring any unforeseen circumstances, celebrating. Additionally, prior to the pilot, employees were being forced to work overtime with the bureau wide average of over 303 hours a week of forced overtime time, forcing employees on overtime has negative impacts to work life balance, health and wellness and of course, employment. Well, after the pilot was implemented, employees volunteer for overtime based on their schedules and the bureau's

needs, which has resulted in half the forced overtime that we used to carry. I believe we're nearing the end of a very long and difficult road in staffing our 911 center. This pilot is helping our nearly 50 trainees get certified more quickly and helps alleviate the burnout that our staff has been experiencing. Ing thank you. Thank you.

**Speaker:** And does that complete your presentation? Yes, very good.

Commissioner Gonzalez, I just want to highlight a couple of pieces.

**Speaker:** This has been an incredibly successful program for boec. We have made significant investments in our pipeline of call takers and dispatchers. With this investment. It is not a small price tag, but it will pay off for years to come. And do appreciate this is essentially a one year extension on with the sunset and expectations on this to x over time. So I recognize the not a small investment but we're getting paid out in the city of Portland and makes our city quicker to respond and safer. With that, i'll turn it over to my colleagues.

**Speaker:** Commissioner Mapps bob, great to see you here again.

**Speaker:** And it's also great that you have so much good news to bring us. We got the north American call dispatcher of the year. As I noted earlier, uh, at least when I look at the I think it was probably may to may number in terms of how long people are waiting on hold and our call wait times are down by about 28. And I think today I just heard that mandatory overtime has fallen by about half. So something really remarkable is happening in this space. And I want to congratulate you and the commissioner in charge for all of your great work. Um I wonder if you could just quickly educate us about the trends you're seeing in terms of call volume over at boec, especially as this summer it's the summer. Summer is always kind of a busy time. How are we doing? Are things calming down out there or do you guys remain pretty busy?

**Speaker:** I wish I could say call volume is going down. It's actually averaging the first half of this calendar year, about 5% increase depending on the month. We had looked early on in the in the calendar year that call volume was stabilizing, maybe even going down a little bit as we started experiencing the warmer weather early this year, calls started increasing in some weeks as much as 18 or 19% compared to the same week last year. So we're still seeing an increase and right now it's averaging about 5. Uh thank you very much.

**Speaker:** I think that's one of the reasons why it's really important for us to pass this ordinance. You know, one of the ways we manage call volumes is to bring on more staff so that we can pick up those phones faster. I know we're trying to get to those calls in a matter of a couple dozen seconds or let's just say a dozen seconds. We're not quite to a dozen seconds yet, but we are getting much, much closer from everything I've seen in terms of cutting call wait times to cutting mandatory overtime to bringing on ai to answer our non-emergency calls, I get the impression this is a bureau heading in the right direction. An so I'm really glad I'm going to vote yes on this. Colleagues and I just want to congratulate everyone who helped bring us to the place we are.

**Speaker:** Thank you, commissioner. Ryan.

**Speaker:** Yeah. Thank you, mayor. Good to see you again. Dr. Bob cozzie, this your. This is your big day, director. I know earlier we saluted and gave a lot of attention to steven because he deserved it. And that was also a reflection of your whole team. So first of all, thank you to your staff. Thank you. And also great news. Everything's trending in the right direction. I'm supportive of this. Just a couple of questions. There's a lot of us are in the constituents are still aware of the backlog. And like when we bring new police officers on board and it takes a while to get them trained and actually on duty, if you will, how long is the training process take for 911?



**Speaker:** Yeah, it takes once we onboard them, once they start the academy about a year and a half to get them fully certified. But similar to police. Yeah it takes a long time once we get them certified in call taking, that takes around six months. But then that magic moment when they're certified in police dispatch is another six months or so. So after a about the year mark, that's when we begin celebrating that batch of trainees certifications in police dispatch training and that's where they actually count on the schedule. Like I mentioned earlier. After that, they go into fire dispatch training and finish things up. Great

**Speaker:** So if we want to keep the momentum going as director as commissioner Mapps just mentioned, we're trending in the right direction. We need this year extension. Yeah. Okay. And so it's helpful to see how those two are connected, correct?

**Speaker:** Yeah, they're absolutely connected. And we are right now we have 22 vacancies and almost 50 trainees. So if you look at at that really about half of our staff is in training, but they're all in various stages of training from brand new sitting in the academy right now, we have nine folks in the academy. We graduated 15 a little over a month ago and that group of 15 has started their call taker training. They're not certified in call taking yet, but the groups ahead of them are certified in call taking and they're in police dispatch training. And we track it through getting into the weeds too much here, but multiple phases in training and once they're in phase four in their police dispatch training, that's where we start estimating a date for their completion when they're completed with phase four, they're basically working on their own with spot monitoring from another coach at and or a supervisor. They have a week in phase five where the spot monitoring occurs and then they're certified.

**Speaker:** I appreciate this dialog. I think it's important. Why? Why we are extending it is actually some of the factors that we're discussing right now. Yes

**Speaker:** Yeah. We don't want to cancel that training.

**Speaker:** Yeah. And then another question I have is it's always a lot of the public really likes also the 311 system that we're building. And so what's the relationship between your callers and 311? Just explain that to the public.

**Speaker:** Yeah, really, a lot of the calls that we take on our non-emergency line really can be handled by the 311 program. And right now there's some duplication of services until we're able to get to a point where we have a robust community education campaign in I've mentioned this before that I would like to see. And again, it's my opinion, it's my vision where 911 is for emergencies. And 311 is for everything else at that point, then if it's a non-emergency that needs dispatch, the 311 call taker can transfer to the caller to us so we can set up a call for service.

Thank you.

**Speaker:** Thank you, director. Having these two factors in the in the discourse this morning I thought was important. So we could see how this transactional vote were taking is connected to a better system that we're building. Yes. Thank you.

**Speaker:** Do we have public testimony on this item?

**Speaker:** We have one person signed up. All right. Mark paurus. Mark is joining us online.

**Speaker:** Yes. Good morning.

**Speaker:** Can you hear me? Yep great. Good morning, mayor and commissioners, for the record, my name is mark portis. I use he him pronouns and I'm with the group Portland copwatch. We appreciate this morning's presentation and your discussion on the letter of agreement you're considering for approval today will increase the amount of money paid for overtime to boec employees represent

wanted by the Portland police association by \$770,000. And as we heard and as exhibit a states all operational overtime work, both voluntary and forced, will be paid at double time. The collective bargaining agreement between the city on behalf of boec and the Portland police association, which, as we heard, is now two weeks beyond its expiration date. And it covers dispatchers and call takers. We're concerned that the Portland police association represents both sworn police officers and dispatchers and call takers and separate bargaining agreements. We also recall that the mayor recently asked to increase ppb's budget for the current fiscal year by half \$1 million for overtime for police officers. And we understand and that boec is shorthanded and you're attempting a temporary fix by offering call takers and dispatchers double time. Instead of doing that harder work of hiring and training more workers. And we look forward to a day when the city prioritizes employing more people to do the work rather than throwing extra money at its already overworked public servants and asking them to work even more. Thank you.

**Speaker:** Thanks, mark. Can I comment on that?

**Speaker:** Yeah, go ahead, commissioner Gonzalez so, mark, I just want to make an observation here.

**Speaker:** The importance of this investment in overtime is precisely to invest in our pipeline of professionals and it is to incentivize making trainers and peer support available to invest in our pipeline. This is a short term investment for long term payoff. So I think your comments missed the mark on that. This is truly to get more call takers and dispatchers into our system. Thank you. Yeah.

**Speaker:** Thank thanks. Thanks for that response. And yeah, I do hope that this really increases. Um yeah the capacity with boec and that this is the last time that

the city ever does have to offer double time for, for city workers. Thanks thank you, mark.

**Speaker:** Next up, please. Five, eight. Chief, we have to vote. Um any other discussion? Call the roll. It's an emergency ordinance, miss gonzales.

**Speaker:** Vote I maps.

**Speaker:** I want to thank staff for the presentation today and broadly, I think we've seen several boec items come before us. I'm really impressed with the work that's being done in this space. I think you point towards a model for how we can write some other programs and bureaus in the city. Some of the things I take away from the boec space right now is the importance of achieving proper staffing levels, technology we're seeing that come online with the non-emergency number training, which is why we have one of the best 911 dispatchers in north America. And also just having really great people like bob and the other folks that we've met at boec today. So I think you're teaching us a lot of lessons you're doing a lot of great work despite the fact that we see our call volumes continue to increase. Really appreciate all the great work being done at 9.11 and I am glad to vote. I reveal.

**Speaker:** I just want to appreciate kate the presentation by anne-marie and director cozzie. I almost called you doctor again. Director cozzie very, very, very promising results from this this stretch of time. I'm very interested to see how that unfolds and I'm glad that we're finally supporting the employees and the way they need to feel supported to do their job because they give so much in this job. So I'm very happy to vote. Thank you, Ryan.

**Speaker:** Yes, thank you, director cozzie and I have to say, your adaptive leadership is appreciated.

**Speaker:** It's seen your vision is really clear and your implementation solid. I'm glad that you we had the dialog about the factors that will allow us to not keep doing this extension a year from now. I vote.

**Speaker:** I thank you. Wheeler.

**Speaker:** Last year, against a backdrop of compulsory overtime and what we heard earlier today, obviously very demanding work, we began this pilot program to incentivize supervisor training. And so I'm glad to hear that the pilot has been successful all and it's proven to be a viable stopgap while training as well as the staffing work is underway. I also want to thank our bargaining team and the people working tirelessly to support public safety while also adding to the ranks. I will also say, mark, this will not be the last time we'll look at at overtime incentives. The bottom line is one of the consequences of the covid pandemic is people are reevaluating their own time and frankly, people value their time more today than they did four years ago. And that is factually demonstrable by the fact that we used to have people sign up for overtime. And the police bureau. So there was a line of people who wanted to work overtime. Not anymore. People who work their hours. And if we want them to come back and serve overtime time, whether they're in boec, whether in the fire bureau, whether they're in the police bureau, then we have to suitably compensate them for that time. That will no longer be the time they spend with their families or time they spend at home or time doing other things. If they're going to be asked to come in and work additional hours, then we have to compensate them for that. And you can shake your head no, all you want. But the bottom line is you wouldn't take the deal either if there wasn't\$ involved that's the reality. This is not volunteer work. I vote I in the ordinance is approved. Thank you. Thank you. You're going to disagree with me on everything today, which is fine. That's fine. Whatever.

**Speaker:** 581 authorized price agreements with ironhorse excavation, llc, dba oxbow construction, james w fowler co and interlaken, inc for on call construction services for the urgent rehabilitation of sanitary and storm sewers project for \$3 million per agreement. Colleagues this price agreement will allow the bureau of environmental services to respond to urgent sewer repair modification and rehabilitation needs in an expedited manner, proactively addressing deterioration in our sewer system will better protect public health.

**Speaker:** Obviously, as well as the environment and it's more cost effective than doing emergency repairs after things have broken. Biko taylor we hope you're here online to walk us through this report.

**Speaker:** Good morning, mayor Wheeler. Thank you. Good morning. City Council. For the record, am biko taylor the city's chief procurement officer on June 15th, 2022, council approved ordinance. 190881 for procurement service to competitively solicit the price agreement for urgent rehabilitation of sanitary and storm sewers, otherwise known as rss in accordance with policy with state city statute. Pcc 5.344. Price agreements for on-call construction services are intended to be used for projects whose specific scope and budget are not predetermined work performed under these price agreements will be authorized via written task orders when projects are identified by the bureau of environmental services estimated an annual cost for these services not to exceed nine \$9 million per year over a three year period. Bs rated the project estimate as moderate from procurement services published an rfp on March 13th, 2023. We had a due date of April 5th, 2023, on March 24th, 2023, there was a notice of intent to award after some assessment at the following contractor ers were selected. One was sent. The first was ironhorse excavation llc, which does business as oxbow construction. Ironhorse is located in troutdale, Oregon and is a state cobid certified contractor. The second was james w

fowler company. James w fowler is located in dallas, Oregon and is not a state covid certified contractor. Lastly, inter larkin, inc. Was selected interlink. It is located in fairview, Oregon and is a state covid contract for the city. The city's equity and contracting aspirational goals for this project is 20% of hard construction costs. Procurement has partnered with each of the selected awardees to ensure that equity is at the forefront of the project and that they will and we have also have good faith efforts embedded with these with these contractors to achieve the utilization goal procurement services recommends that council accept this report and authorize the chief procurement officer to execute the price agreements with ironhorse excavation. James w fowler and interlaken, inc. That concludes my report. Thank you very much, director taylor.

**Speaker:** Colleagues, any questions on this item? Do we have public testimony?

**Speaker:** No one signed up.

**Speaker:** I would entertain a motion to accept the report, so moved commissioner Mapps moved second please. Second second from gonzales. Any further discussion? Seeing none, call the roll.

**Speaker:** Gonzales.

**Speaker:** I'd accept Mapps. I Rubio i.

**Speaker:** Ryan. Hi Wheeler.

**Speaker:** Thank you very much. Director taylor. I vote I the reports accepted. 582 please accept bid. Of \$1,987,987 from doolittle construction, llc for the 2023 pavement preservation project. So this is a Portland bureau of transport's ation project. It's from their pavement preservation project. It'll use various techniques to reduce the need for more intensive rebuilding and reconstruction work around the city. Same theme as the last one, except we're talking roads instead of sewer pipes. Because here to walk us through it, director taylor.

**Speaker:** Thank you. Mayor Wheeler. On April 26th, 2023, council approved ordinance 191253 for this project. The engineer's estimate for the project was \$1.884 million and the confidence level was medium. Procurement services issued the invitation to bid on May 10th, 2023, with a due date of June 8th, 2023. In total, we received two bids. Doolittle Construction, LLC was the low bidder and is the recommended awardee. Doolittle's bid came in at 1.987 million, which is approximately 5.5% above the engineering estimate. Pbot offered context into why the bid came in 5.5% above the estimate. They say the bid came in higher than estimated due to the specialized nature of the work and the current high costs and labor and material. Nils. The bureau finds the lowest responsive bid reasonable and within budget for the project. The city standard 20% aspirational goal does apply to this solicitation. And here's a following break. Here's a breakdown of the utilization. 70% will be performed by Doolittle, 5% will be performed by COBID contractors, 25% non-certified Biko non-certified contract. You note that we did not meet the aspirational goal on this project. If you notice, this is a very specialized type of pavement preservation that's called micro surfacing. On the mayor's report is listed as striping, so I want to make that designation. This is not striping. This is pavement preservation glisan and it is aptly known as micro surfacing. So it's highly specialized work. We are not making excuses, but we do not have many minority contractors that can perform micro surfacing under these circumstances. Doolittle is located in and he pronounces no snoqualmie, Washington. I apologize if I mispronounced that. Nope.

**Speaker:** That's it. That's it.

**Speaker:** And they are not a state COVID contractor. They have a current city of Portland business tax registration in full compliance with all of our contracting requirements. If there are any questions about the procurement process, I'm happy



to answer them. If not, we have pbot project manager scott brian on the call. This concludes my report. Thank you.

**Speaker:** Scott. Did you have anything you wanted to add?

**Speaker:** No, I think that covered it pretty well as as biko points out, this is highly specialized work. Only a handful of contractors on the west coast that do this work. And it's primarily self-performed.

**Speaker:** All right. It seems like a smart idea. Any public testimony on this item? No. Colleagues, any further questions? This is a report. I'll entertain a motion. So moved, commissioner Mapps moves. Can I get a second? Second, commissioner gonzales seconds. Any further discussion? Seeing none, please call the roll.

**Speaker:** Gonzales. Hi. Maps. Aye Rubio, I Ryan Wheeler.

**Speaker:** Just glad to see this. This smart strategy. Thank you for doing it. I vote I if the reports accepted. 583, please. An emergency ordinance authorize intergovernmental agreement between Portland police bureau and state of Oregon department of state police to provide access to the automated biometric identification system. Colleagues, with us today is derek newton from the ppb forensic evidence division to introduce this item. Welcome, sir. Good morning. Thank you for being here. Thank you.

**Speaker:** Good morning, mayor and commissioners, and thank you for the opportunity to represent the interests of the police bureau and the forensic evidence division on this matter. This iga seeks to continue access to the automated biometric identification system or ibis, as provided by the Oregon state police. This arrangement also grants the police bureau access to regional and national biometric databases through the western identification network and the fbi, with its affiliation to win and the contribution from wins. Eight western state members. The forensic evidence division can continue to take advantage of technology that is

critical to providing vital services among these tasks are three specific assigned points that would be adversely affected by an interrupt interruption of services. Works in concert with detectives. Experienced criminals respond to crime scenes day and night in order to document and collect evidence, which includes latent fingerprint. As these prints are then searched against regional and national databases and the results are relied on upon relied upon as direct scientific evidence to be presented in a court of law. Our highly trained and professional tenprint examiners obtain search and identify by fingerprint comparison all subjects in custody and booked into the jail. Members also work in concert with the personnel division to collect and submit bureau applicant and contractor information to osp in accordance with criminal justice information system requirements. The prior iga for this service with osp was initiated in 2013 and will expire on July 30th of this year. The five year agreement was capped at \$91,000, the maximum payable amount to osp under the proposed five year agreement is \$100,080 and would take us to June 30th of 2028, where I would expect to be in front of you to request another five years. The forensic evidence division of the Portland police bureau is nationally known for its proficient in forensic fingerprint identification. Glisan. And in my estimate, glisan no organization in the country does it better. This is due in large part to the long standing relationship with osp and the western identification network. I believe you have in front of you the iga, the requested ordinance for an authorization and an impact statement. I'm certainly will do my best to answer any questions that you may have to facilitate acceptance of the agreement.

**Speaker:** Thank you, colleagues. Any questions? Public testimony.

**Speaker:** We have one person signed up. Mark morris.

**Speaker:** Yep. Good morning again, mayor and commissioners. For the record, my name is mark paris. I use he him pronouns and I'm with the group Portland copwatch. This item as presented to the public, lacks the detail for us to understand just how much personally identifiable information the city state and the vendor western identification network or win who allows the Oregon state police to subcontract our system? Has there are no exhibits attached to this item since the last time the city entered into an agreement with osp slash win, the company expanded its services to include the reading, digitizing, matching, storing and retrieval of other biometric data. We understand that this agreement does not extend to other biometric services at this time, and if the police bureau wants to explore those additional unnamed biometric services, they will need to come before you again for approval. We also understand that pbem will not have access to facial recognition or similar technologies. It's unfair to drop an emergency ordinance that deals with biometric data on a Friday and ask the community to digest this information and provide feedback on the following Wednesday. Fortunately we keep extensive records and have based our testimony today on testimony that we sent and some that the aclu sent in 2013. We appreciate that it appears there is little additional intrusion into people's privacy. However, the new functionality that ppb could potentially ask for should cause council to examine this contract more closely. We encourage a review by smart city pdx as was done with the drone program and analysis based on the auditor's review of the criminal intelligence unit simply because technology affords the opportunity for greater, greater data collection does not necessarily mean that it's a good idea. We urge you to think critically about why additional information might be needed and what protections should be in place before that happens. Thank you.

**Speaker:** Thanks, mark. Any further discussion? This is an emergency ordinance. Call the roll.

**Speaker:** Gonzales hi, maps.

**Speaker:** Hi. Rubio

**Speaker:** I want to thank staff for answering all our questions about this item. And I want to emphasize for the public that the data collected and accessed by pbem is solely limited to fingerprint and palm images. And the records here too. And this this does not include any facial iris or any other sort of identifier information. Again, it's solely the continuation of the ongoing partnership with osp. And this is critical for our forensic evidence division. So I'm happy to vote. I

**Speaker:** Ryan Wheeler thank you, mr. Newton, for being here and presenting this agreement.

**Speaker:** Clearly from my perspective, this service is integral to the work of law enforcement agencies in the normal course of business is at a time when public safety and crime are in the forefront of all of our minds. In fact, we started our day with discussions from the community about it. We have to maintain these critical services and partnerships to help identify offenders and bring accountability to victims of crime. Mark, I appreciate your public testimony on this. You you raised good thoughts. There is always a balance between new technologies and identification as well as protecting the rights of the public at large, who are not engaged in criminal activity and I believe that this proposal does that very well. And I appreciate that. The success of the pilot thus far, the arrangement thus far. Happy to vote. I the ordinance is adopted. Thank you. Thank you.

**Speaker:** Next item.

**Speaker:** 584, please. A non emergency ordinance declare surplus real property at three.

**Speaker:** Portland water bureau locations and request authorization to dispose of properties. Commissioner Mapps colleagues, this item comes to us from the Portland water bureau.

**Speaker:** This ordinance authorize eases the water bureau to declare three parcels of land owned by the bureau to be surplus property. This ordinance also authorizes the water bureau to sell these properties as the water bureau does not need, nor does it want these properties. Other city bureaus have been consulted to see if they have a use for these properties. They do not. Revenues from the sale of these properties will be returned to the cities or the water bureau's construction fund, which couch will in the end result in overall cost savings to the bureau. And here to tell us more about this ordinance, we have tom klutz property acquisitions and service manager with the Portland water bureau. Welcome, tom.

**Speaker:** Thank you. Thank you, commissioner Mapps good morning, mayor. Good morning, commissioners. My name is tom klutz and I'm the property manager for the water bureau for the record, just a little background and you all are familiar with the surplus disposition process that the city has before. You are three properties that are no longer needed for the water bureau's use to bringing water to the citizens of Portland. We like commissioner Mapps had said, we've offered those to other bureaus and other entities with no luck. No one needed those for any other additional services. We've also worked with the mayor's office about the emergency housing needs for the city and those the size, as i'll identify to those here pretty soon. We're just not right for what what was needed. We we've sold many properties over the years. Some have been used for various things. Some have been given given back or sold to other bureaus. And this is in this case, none of these seem to fit that bill. The three properties in question are that are on the on the agenda today. They are first of all, is the era wood pump station. The era

wood pump station is in southwest. It's a property. It's about less than 1000ft<sup>2</sup>. It was built by the bureau of waterworks back in 1964. And it's been out of service for decades. We have it's encumbered on three sides by right of way by the neighbor next door to it is interested in buying it. And the approximate value is about \$1,000. It's really a remnant type of property. It's located on southwest 34th and southwest stevenson street. And of course, it's been disconnected from the water system. Um, the second location is buddington tank. It's about a 10,000 square foot property. It's located on an unimproved street at 5126 southwest buddington street. It's got a land and a and a tank on it. So whoever purchases that property at some point will have to decommission or take down the tank. We've decommissioned and we'll end up decommissioning and disconnecting the piping to the water system. It's been out of service for many, many years. It was acquired in 1980 by the capital highway from the capital highway water district at third one is the woodward tank. It is located on the northeast corner on the back side of kelly butte. There's two parcels there. Each one parcel is about almost a little over half an acre, and the other one is an acre. It is very hilly. There are two tanks on this property. It was offered to other bureaus. Like I said before, and no one wants to acquire it. The water bureau acquired this property in the in the early 2000 from the powell valley water district annexation approximate value is 225 to 400, but it's zoned o. S so there's not a lot of things that people can do with that property. But there are some neighbors who are joining neighbors that are interested in keeping it and doing some things with it to keep it in the system. That's that's really all I have on these properties. This is just a reminder, this is the first reading and I request that you authorize the declaration of surplus and then that we can dispose of these properties in the coming months. This completes my presentation. Are there any questions, colleagues?

**Speaker:** Questions? Do we have public testimony?

**Speaker:** No one signed up. All right.

**Speaker:** This is the first reading of an emergency ordinance. It moves to second reading. Thank you for the presentation, glisan. Next item 585. Also a first reading authorize the bull run filtration facility project construction in two phases with two guaranteed maximum prices and update estimated total cost of construction to \$1,000,000,069 million.

**Speaker:** A point of order. Mr. Mayor.

**Speaker:** Commissioner Mapps.

**Speaker:** I think this is a second reading. Yeah I'm confused on this.

**Speaker:** Is it is.

**Speaker:** Okay. Sorry, i.

**Speaker:** Yeah, but we still have to read it. Yeah got it. Any further discussion on this item is the second reading? It's already we've heard a presentation. We've already heard public testimony. Any further discussion? Seeing none. Call the roll, Gonzalez.

**Speaker:** I will vote I on this. I continue to be concerned about the substantial capital outlay for the city of Portland. I hope we can continue to evaluate all options. As do appreciate staff's explanation of the compliance obligations here. This is essentially an unfair added mandate from the federal government. That is, taxpayers in the city of Portland will be paying for years. At this point, it feels like we have no choice, but we just encourage our collective team to look at viable options to contain the cost. With that, I vote. I maps, i.

**Speaker:** I appreciate and share the commissioner's concerns about the cost of this project. I also want to reassure my colleagues on this council and the people of Portland that we will do everything in our capacity to bring down the costs of this project, that we continue to look at value engineering and we will be working with

our federal partners to find resources to get this important public health project done. I vote aye.

**Speaker:** Rubio I want to appreciate the comments that my colleagues have just mentioned that this is something that we have no choice but to move forward.

**Speaker:** And I'm I'm satisfied and assured that staff will continue to look for other sources of funding as as we're able to I Ryan. I will support this as well I have we all have the same concerns and we're hoping that when the infrastructure bills passed by the good colleagues in congress and signed by the president that this is exactly what they would fund.

**Speaker:** So commissioner Mapps I'm rooting for you and anything we can all do to help, um, to get some help from the federal delegation because we all know that it started out, I think in when was it first brought up? It was in let's see, I dug in a little bit yesterday, 2017 of August. It was a different project as a water treatment facility at 500 million. And now we're at 1.8, almost 1.85 billion. And so we're all looking at this and saying, and this is pre dig. So so and the factors that we're dealing with in the construction right now aren't favorable to our concerns about bringing down the cost. So to me, it seems like we're chasing some revenue that's hopefully ripe fruit and that's that's something we all want to focus on. Also, I want to say that there's nothing more important for the people who live in this area than having long term clean water. This is our most precious asset we have, and we're fortunate to live in Portland, Oregon, near bull run. And we got to do everything we can to bring this one home. It's important for the long term. So I'm supportive with all the caution that we talked about. And I do believe it's a focus for the entire council to work with you to bring in, to bring some of those investments to the city of Portland. Typekit I Wheeler, I want to thank you, commissioner maps and director silver, as well as the water bureau for their work on this important project.



**Speaker:** As I mentioned last week, I've directed ogre to assist in identifying and helping to pursue additional federal resources for this project, something that this council is aligned on. I'm concerned that the public will continue to bear the skyrocketing cost of the bull run filtration facility. Given that this project is a mandate by the federal government, I believe that they should also help us to offset the cost of that mandate. I vote i. The ordinance is adopted next item 586 second reading authorize the bull run filtration pipeline project construction in two phases with two guaranteed maximum prices and update estimated total cost of construction to \$404 million. Any further discussion, please call the roll Gonzalez.

**Speaker:** I vote I maps i. Rubio i. Ryan i. Wheeler

**Speaker:** Same comments. I vote i. The ordinance is adopted. 587 please. The second reading dry wells and other underground injection controls code to regulate dry wells and other stormwater facilities any further discussion? Seeing none, please call the roll.

**Speaker:** Gonzalez Mapps I Rubio.

**Speaker:** I want to thank matt russell for presenting to council a few weeks back. I vote I Ryan a Wheeler the bureau of development services needs clearer regulatory authority to regulate dry wells and other stormwater management facilities that are not regulated by bts.

**Speaker:** That being said, I vote i. The ordinance is adopted. Our final item for this morning, 588 an emergency ordinance amend contract with walker macy llc for additional design services for park lane park development for \$64,316.

**Speaker:** Commissioner Ryan.

**Speaker:** Thank you, mayor. Colleagues, this ordinance will amend the contract with walter macy for the expansion of the current five acre five acre site to a 25 acre site. The specifically allow for a design consultant to draw revisions needed for

the final design approval, notably some of these design changes will equal a cost savings by accommodating stripping materials on site. Here to join me is Lauren McGuire and Sandra. Sandra, that's who's here. I had a list of four people, but you're the only one I see. Sandra, I'm glad you're here. Take it away.

**Speaker:** Okay. Thank you. Good morning. Um, yeah, the contract for Walker Macy to finish. Kind of finish the design work on this project. We need to have an amendment that takes us over the 25% threshold. So we're requesting as an emergency because it's critical to keep the project on schedule. The value of the original contract. Was \$1,189,848. And this will be the fifth contract amendment. The specific design changes included are engineering for an additional restroom building and cost saving earthwork changes that Commissioner Ryan just mentioned. The four earlier additional services as amendments. The contract amendments. Totaled \$297,342. They can be kind of characterized as right off the bat. We added about \$106,000 to add an architect to the design team because early in the public process it became um, apparent that the public wanted cover out there. So we needed to add them for community gathering area and then we had another 163,000 something to add. Well, a lot of additional technical site investigation as the project became went into design, it became obvious that we needed to do some more testing, reporting that included methane gas and irrigation. Well, as assessment hydrogeological evaluation and a higher level of construction, administration services would be needed. Then we had a third amendment that was \$27,409, included some design changes for a play area and skate park grading to reflect some additional fill soil lid coordination and redesign and planting and tree changes. Additional cost estimate and reconciliation of that at 90% to align the estimated costs with our project budget, we had another amendment. Number four, it was a no cost change, but we had to replace the

electrical engineering subconsultant because they closed their firm without finishing the scope of work. So that brought their the contract total. To \$1,487,190, which is just under the 25% threshold. And we had to recently request that additional services beyond those first four amendments that that we needed to add an additional permanent restroom facility that came out of our bts building permit review code requirements. So we had to add the building and provide all the utilities to it. And then we had the design changes to accommodate the site. Strippings which saved us about \$300,000 in construction costs to not haul them off site, instead create some mounds that would take these strippings just be able to use them on site. So the this last amendment I just mentioned is 64,316 and that'll bring the total contract amount. To \$1,551,506. That's around a 30% over the original contract amount. And the project budget does have contingency to cover this.

**Speaker:** Can I ask a question? So help me understand why this is coming to council. Why by what requirement does this come to council when we already fund contingency? Yeah, we we're in an inflationary environment. Are we expecting all of our contracts to come back to council for a second run?

**Speaker:** It's only because it goes over the 25% over the original contract amount. That's our limited authority to do without coming back to council. I see.

**Speaker:** Okay. That's helpful. Okay. Thank you. Any further questions? Public testimony. See, no one signed an emergency ordinance call the roll, gonzales.

**Speaker:** I maps i. Rubio. I Ryan.

**Speaker:** Thank you, sandra. Hi, Wheeler.

**Speaker:** Yeah, thanks. Thanks for the presentation. Thanks for the explanation. I vote I the ordinance is adopted and we're adjourned. Thank you.

**Speaker:** Linly.

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

July 12, 2023 – 2:00 p.m.

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

**Speaker:** This is the Wednesday, July 12th, 2023.

**Speaker:** Afternoon session of the Portland City Council. Keelan. Good afternoon. Please call the roll. Good afternoon.

**Speaker:** Gonzalez here maps here. Rubio here. Ryan here. Wheeler felt like I never left.

**Speaker:** Still here. We have one item today. This afternoon. I don't have the agenda in front of me. Could you please read the item? Oh actually, I forgot. Legal counsel. How could I forget the rules of order and decorum? Good afternoon.

**Speaker:** Good afternoon. Forget the lawyers.

**Speaker:** Welcome to Portland City Council to testify before council in person or virtually. You must sign up in advance on the council agenda at [w-w-w dot Portland.gov/council/agenda](http://w-w-w-dot-Portland.gov/council/agenda) information on engaging with City Council can be found on the council clerk's web page. The presiding officer preserves order and decorum during City Council meetings. The presiding officer determines the length of testimony individuals generally have three minutes to testify unless otherwise stated, a timer will indicate when your time is done. Disruptive conduct such as shouting, refusing to conclude your testimony when your time is up or interrupting others testimony or council deliberations will not be allowed. If you cause a

disruption, a warning will be given. Further disruption will result in the ejection from the meeting. Anyone who fails to leave once ejected is subject to arrest for trespass. Additionally, council may take a short recess and reconvene virtually. Your testimony today should address the matter being considered when testifying. State your name for the record. Your address is not necessary. Disclose if you are a lobbyist. If you're representing an organization, please identify it for testifiers joining virtually. Please unmute yourself once the council clerk calls your name, thank you.

**Speaker:** Thank you. We have one item, item number 589, a resolution adopt the 2040 Portland freight plan to support the movement of goods and services through the city while meeting goals for a safe, multi-modal system that supports economic prosperity, human and environmental health, equity and resilience over the next 20 years. Commissioner Mapps.

**Speaker:** Thank you, mr. Mayor. Colleagues this item comes to us from the bureau of transportation, the 2040 Portland freight plan. Update notes and expands the city's current freight master plan, which was adopted by this council in 2006. The updated plan before us today took over three years to develop. This plan was shaped by input from community members and stakeholders. These stakeholders include representatives from the freight industry, business leaders, freight and delivery drivers, warehouse workers, communities impacted by freight, environmental advocates, industrial land developers and brokers, partner bureaus and agencies and public advisory body members. The 2040 Portland freight plan is a guide that will support the movement of goods and services through the city. This plan also helps the city meet our goals for a safe multimodal freight transport system that supports economic prosperity. Human and environmental health equity and resilience. The plan envisions a Portland as a vibrant city with a thriving

economy that connects people, goods and services within Portland and connects Portland to regional, national and international markets. The 2040 Portland freight plan also provides a roadmap to building a freight system that is greener, safer and more equitable. And now I'd like to invite everyone who's going to testify or present today to come up. We have I believe we have some folks online perhaps, and many people in the room. Um, let me just briefly introduce denver igarta, a supervisor and planner at pbot. Hey francesca jones, a project manager at pbot. Gabriela herron valderrama, an urban freight coordinator at pbot and of course, art pierce, director of planning policy and projects at pbot. Welcome, team pbot we're very excited to hear the plans that we have before us today. Great mayor and City Council.

**Speaker:** Again, my name is art pierce, director of policy planning and projects at pbot. I'm really excited to bring this plan to you today. A culmination of many years of work and many years of fundraising to then, before even doing that work back and really proud of the product that we've brought and have ready for your deliberation today as the commissioner mentioned, this is an update to the 2006 freight plan, which at that time was was nationally, if not internationally lauded as a really great example of how a city can really form its energy and attention towards supporting its freight and goods movement. And this plan takes it a level further and really focuses in on the urban freight and mobility component that really is crucial to the way pbot services the freight industry see the one of the key elements of this this plan also responds to the council's climate emergency work plan directive, as well as our transportation decarbonization resolution. And in recent months, by producing actions that that directly respond to the objectives of both of those council actions. This includes eight goals and 56 actions and over 55 capital projects that will bring change to the way freight and freight systems work here in

Portland. And so we're going to start out with a video, give you some summary background. There was a number of these videos produced for through the plan, and so this is one of the highlights that we, I think, really helped with our public outreach and feedback. Give it a moment to cue up here. 2040 Portland freight plan is about how will the efforts were made.

**Speaker:** But it's really about so much more. It's about supporting our economy. And ensuring our system is fair and resilient. It's about how we move freight while also making all other modes of travel safe. When you think about breaking Portland, ami, what do you appreciate or value free. Freight is all a vibrant, sustainable economy. And. How do we make sure our great structural racism. How can our freight system meet our vision? Zero goal of eliminating traffic deaths and serious injuries? How do we maintain our roads so that our greatest. Never mind. 2040 freight.com to learn more.

**Speaker:** Hi, I'm francesca jones, senior planner in the policy and innovation for regional collaboration team at the Portland bureau of transports ation. For some reason our video, when we play it through zoom, makes the volume of the music really loud and the speaking really quiet. But if you watch it at 2040 8.com, you'll hear everything. Instead of having to read all the captions there. I'm also the project manager for 2048, our 2040 Portland freight plan and I'm going to drone the freight coordinator in the complete street team, the Portland transportation today is my actual two year anniversary since I joined the bureau, so very excited to be here.

**Speaker:** And the internal subject matter expert for our 2048 Portland freight master plan.

**Speaker:** So gabriela and I will provide a brief intro to Portland freight. I'll discuss our planning framework and gabriela will touch on the plans, tools and recommendations as. Portland's growth and development has been shaped by the

movement of goods it's in our name, Portland. But when examining this history through an equity lens, it reveals a fuller picture compared to how it's been discussed in previous plans by public agencies. Before colonization and the original people of the land engaged in trade here among them Multnomah and clackamas. Bands of the chinookan people in the 19th century european colonizers arrived and utilized the area for shipping and trade, both with native people and other settlers. But colonization inflicted significant harm on the native people, resulting in casualties from wars, foreign diseases, displacement and relocation to reservations. Then Portland's railroad connection to the east was completed in 1883. Over coming significant obstacles tunneling through the cascade mountains, development of the rail lines was on the backs of exploited skilled immigrant labor, especially chinese labor. The workers were exposed to extreme conditions, including risking death and serious injury from dynamite at heights and dangerous equipment. This immigration led to the establishment of Portland's old town chinatown, where this photo from historic Oregonian archives was taken in the early 1900s. At this point, goods could be moved by water and by rail and at the beginning of the 20th century, over local roads and bridges in 1940, the Portland international airport added to Portland's economic advantage as a center for goods trading construction of Portland area freeways in the 1950s and 60s brought the next big evolution in trade. But it came at the expense of many vulnerable communities. It is well known that i-5 in particular, devastated the heart of Portland's black community in the albina neighborhood, the center of Portland's african American culture, businesses, schools and religious institutions. By beginning to acknowledge this past harm and history, Portland may begin to look to a more inclusive future that considers freights impacts on community in pursuit of a more equitable city. This plan strives for through its tools and recommendations.



Today, Portland is a west coast seaport and distribution hub like Los Angeles, the San Francisco Bay Area and Seattle, Tacoma. These metro areas serve as gateways for international trade and as distribution hubs for the west coast. Portland is a trade based city, 13th in the nation for exports as a share of gross. Gross domestic product. We are an economy, more freight dependent than most and is deeply rooted in our place. \$28 billion of goods and services are exported from Oregon annually. The urban freight system is a complex system that supports the movement of commercial items, goods and services to, from and through the city, a critical flow to everyday life. Although we tend to associate freight with trucks in an urban area such as Portland, freight moves by all modes of transport ocean including marine, air, rail and heavy and medium trucks, as well as small trucks, vans, cargo bikes and handcarts. Not all goods or services can be transported using the same mode or vehicle type.

**Speaker:** The freight industry is a source of jobs economic activity and a key for meeting the needs of the city. Residents for commercial goods and services, freight related occupations employ at least 15% of Portland workforce, those without a high school diploma are employed at almost double the rate in the freight sector than any other sector. When control for education, freight jobs are proportionally higher paying for those without a high school diploma. This really highlights the importance of these jobs for upward mobility for workers with limited education. In the same time, the freight transportation system is vital for both event and community recovery. Now natural disaster or human caused emergency can cause significant damage to the transportation infrastructure, further hindering the ability to provide essential goods and services for communities in need to mitigate impact to local and regional businesses and reestablish crucial lifelines such as water, electric city and communication. Moreover, when it comes to seismic hazard, there

is an extensive overlap between the freight districts and earthquake vulnerabilities in our city. Therefore, it is crucial to incorporate resiliency into the analysis and planning of freight system, to identify vulnerabilities within the network and prepare for future events. On the other hand, the system is also a source of negative impacts for community and environment are disproportionately burdened by residents of low income and BIPOC neighborhoods and communities that are located near a main freight corridors. These communities are particularly vulnerable to air pollution due to its proximity to sources of pollution, including factories, railroads, major roadways and ports with diesel truck operators. Actions in Portland, many neighborhoods are located adjacent to heavy freight, heavy freight activity and have shared their concerns through our engagement. Through our engagement process about the conflicts arising from the interaction of those two. Land uses, including conflict with vulnerable transportation users, pavement damage, health impact noise pollution and disturbances from nighttime operations. Another community impact. Oh sorry is related to block rail crossings in the city of Portland. Freight roadway tracks cut through the middle of several neighborhoods, so several Portland industrial areas and neighborhood associations have voiced concerns related to safety, efficiency, economics, transit service and emergency response impacts associated to these blockages. One of the ways of addressing seeing these impacts is to support to the transition to a cleaner and more efficient commercial fleet to mitigate diesel and vehicles, mile travel or bmt. The public sector needs to develop a strategies to support and regulate green and last mile technologies and their supporting infrastructure for from electric and alternative fuel commercial vehicles to the required charging infrastructure to how are we going to meet the demand that it requires electric from alternative fuel to regulation of auto mated and connected vehicles to research and evaluate of last

mile micro delivery solutions and devices such as drones, micro hubs and cargo bikes. Another big shift that we have seen is all the package that are being delivered to our doorsteps from online shopping, the growth of e-commerce and changes in customer behavior have disrupted traditional operations, has fragmented the demand, placed a significant pressure on the freight system, causing a variation of the commercial fleet. We have seen a rise in smaller trucks and vans and influx of those vehicles in local streets within our commercial districts and residential neighborhoods. The changes in the last mile operations has also increased the demand for the curb, therefore improving the ability of those vehicles to quickly find adequate spaces helps limit pollution, reduce congestion and minimize safety risks with vulnerable users. This helps reduce unauthorized parking operations, idling and vmt that comes for those vehicles circulating, trying to search for adequate and available spaces. How however, the ability of cities to develop ways to address the diverse and evolving needs of freight operators, particularly related to the last mile logistics is often limited by the scars and incomplete databases addressing this data gap is key to expand our understanding to better inform our policy resource allocation and project development. The this slide is covering some of the main activities we accomplished in our planning and engagement over the last three years.

**Speaker:** The Portland freight committee is the city's ongoing committee with industry and agency partners. Our community advisory committee for the plan was made up of businesses and industry leaders, freight workers, environmental organizers and communities impacted by freight. Our technical advisory committee was made up of experts from within our bureau, other partner bureaus and partner agencies like metro Multnomah County, the port of Portland and the Oregon department of transportation. We engaged with stakeholders at their

meetings, hosted a public survey to learn about locations of concern and priorities. We conducted stakeholder interviews with industry, community and policy leaders and issued technical report. We hosted focus groups with people who live in or near and or work in freight related occupations or warehousing jobs who spoke russian, chinese, vietnamese and spanish, as well as for accessibility and ada focus, we hosted a focus group with industrial land developers and industrial land brokers to learn how we might unlock underutilized industrial land for generating jobs. We engaged with our bicycle and pedestrian advisory committees and hosted a big prioritization workshop in person in the fall, and that's how we got here. All of this work, plus more rolled up into one enchilada cover to cover the 2040 Portland freight plan is 212 pages. So we can't possibly present on every detail, but we do want to help orient everyone to what is in the plan before we dive into key aspects, chapters one through three are important. Background and context. The plan's new tools and recommendations begin at chapter four. This includes the 2040 freight vision statement eight goals and implementing strategy with over 50 prioritized action years to advance the goals and vision, while impossible to provide all the in-depth project development that will be needed for the future of freight. At this one time in history. 2040, freight does identify the need for 55 freight related projects totaling over \$812.6 million, and identifies 14 of those projects as highest priority to the tune of 265.5 million, for which this plan does not allocate funding. Nor does it have direct, immediate financial or budgetary impacts. But because this is a 20 year plan, we're still going to need to support ongoing project development over time to meet the needs of freight in our transportation system of which there are many which these 55 projects cannot fully address, which is why we also include a priority freight infrastructure needs assessment tool. We call the to develop to support Portland's ongoing and dynamic project development over time. So we may

continue to get our systems freight needs addressed. There's also a policy framework 23 potential industrial clusters that may benefit as local improvement districts. This five street classification change recommendations to better reflect current and expected street uses and a map of industrial areas not served by fixed route transit service to help guide future work to increase equitable access to these critical job markets and reduce vehicle trips and carbon emissions. The public process we went through resulted in this collaborative, collaborative vision statement. We envision Portland as a vibrant city and thriving economy that connects people, goods and services within Portland and to regional national and international markets. Our vision for a low carbon future advances safe, equitable and efficient urban freight movement for enhanced health, prosperity and quality of life for all. Portlanders these are the eight goal areas articulated in the plan that shape the tools and recommendations. Economic vitality, efficiency, access, safety, environment, equity system condition and partnership and knowledge. Couch now I'm going to highlight some of the key pieces of the plan that francesca just mentioned.

**Speaker:** First, the policy level actions we listed 52 policy level actions and prioritize them based on current pbot and other agencies efforts and the feedback that we collected from our committees and public engagement. These a comprehensive list of actions. Look at the whole freight system from intermodal facilities, infrastructure improvement in key freight corridors and industrial districts. Last mile operations and innovation, herd management, clean technology, energy access improvement for industrial workers, project development and equity issues. While these actions have been prioritized, it is important to note that this is a 20 year time frame. So it's a very long time for an industry like freight, where technology and practices can evolve quickly, which means that priorities can shift

and we will need to be flexible with our approach to implementation. This also involve further detailed planning and consideration to ensure fema that each action is well defined, clearly understood and aligned with the overall objective of the plan. Another piece is the freight related projects on prioritizing freight related needs. In the 2006 freight plan, many projects were identified both at the local and regional level. Since then, more than half of them have been finalized. The 2043 plan updates the current list of freight related projects, including the relevant projects that haven't funded yet. Since 2006. New projects listed in plans adopted by City Council. Since that last freight plan was adopted and few new projects that were identified during our process, including restricted bridges and bridges in need of resiliency, improvement or replacement. The 2040 freight plan acknowledge the need and importance of inter-regional coordination and support for regional infrastructure improvements to proactively address climate change, improve access, mobility, equity and support other desires. Outcome aligned with local county and other regional plans. This piece doesn't just focus on major capital projects, but it also highlights other key strategies for these improvements, including quick build projects, local improvement district projects and the final tool that we develop to support the project development and use strategies. Next, the freight district and street classifications changes as the master plan established the street classification system that help guide freight related traffic management. Road design maintenance requirements based on the nature of the freight flow on those roadway segments and the function that it fulfills. This plan only includes five changes, three downgrades, two of which are due to mapping errors and a third one north decatur street. The carter street, which the plan is proposing to downgrade its current classification as a freight district street to a local service truck street. Following the recommendation made on the north Portland greenway plan

that was adopted by City Council back in 2003 to recognize the importance of two segments, two segments for freight movement flow in and out of key origins and destinations within the freight district to help unlock industrial land. And at the same time address safety improvement needed for conflicts between heavier modes and vulnerable users. We propose the upgrade of two sections of the system one in the 33rd drive on marine drive. Finally the transportation strategy for goods and service movement expanding on the transportation plan system policy 9.7 we introduced a nuanced approach to planning for a variety of freight needs. Seven principles built on existing urban fringe challenges and existing freight related policies, as described in the Portland 2035 comprehensive plan being identified to develop a framework to guide the city's approach to planning for goods for movement of goods from decarbonization of the commercial fleet, to including a resiliency lens into freight planning. For example, one of the key principles focuses on prioritizing the right size mode of freight is not a mode, but a system of. Francesca just pointed out many modes can be used to move those goods and services. Therefore before we develop to prioritization approaches in accordance with the different with two different freight operation scales, the regional heavy cargo and supporting economy, supporting economics of scale and local scale fragmented volumes in dense urban areas, meaning industrial, intermodal versus commercial and residential land uses prioritizing the right mode ensures that that mode aligns with the available infrastructure and the land use patterns, as well as to better inform safety considerations to reduce conflict with vulnerable users of these corridors. Moreover, prioritizing the appropriate mode based on the operational requirements such as shipment size and trip distance enables the optimization of the system, reduce the operation costs, trip consolidation, bmt reduction and mitigation of environmental impacts. Great

**Speaker:** So today we have invited testimony from three folks. We have Keith Wilson, 2040 freight community advisory committee member, president of Titan Freight Systems, LLC, Mr. Keith Wilson was featured in one of our five featured perspective videos as a series we accomplished in our planning process to help illustrate the range and diversity of ways goods move in our freight system and their diverse needs. For a system that meets all of our goals. Lynn Felton is with the Parkrose RJ Opportunity Coalition, who collaborate with us in a unique and meaningful way in the final stage of our plans. Development and Tom Duchaine is a local industrial land broker who served on our community advisory committee, is also a member of the Portland freight committee and participated in our engagement to help us unlock underutilized industrial land before they're invited up, I hope. I also want to acknowledge important contributors contributor others who are here to provide testimony virtually or in person, including David Stein, former chair of the Portland bicycle advisory committee and member of our 2040 freight community advisory committee, Pierre Welch, a current member and former chair of the Portland freight committee. Ellen Wax of the Working Waterfront Coalition, who is a member of our Portland freight committee. And on our plans community advisory committee and who supported our main project video of Thomas Karwacki of the Universe City Park Neighborhood Association, who, with his North Peninsula neighbors, engaged us on issues of resiliency. And Barbara Quinn with Friends of Baltimore Woods, who engaged with us on a street classification change. She will speak to. Thank you.

**Speaker:** Great Chief Lovell. I'm going to see it complete the presentation.

**Speaker:** Yes, excellent. Colleagues, any questions at this particular time.

**Speaker:** I don't.

**Speaker:** We certainly do have invited testimony. Mr. Ram okay.



**Speaker:** And how many people do we have? Just the just the three. Okay. Why don't do you want to go ahead and orchestrate that for us and call the people up? Okay. Thank you. Good afternoon. Good afternoon. I don't know if you have a particular order you'd like to go in, francesca said to start off so we'll go for my left to the right.

**Speaker:** Well, good afternoon, mr. Mayor. Good afternoon, City Councilors. It's nice to see you once again. My name is keith wilson and I'm the president and ceo of titan freight systems. Also, as francesca noted, a community advisory committee member. It was an honor to sit on that committee. And I do want to just take this moment, commissioner Mapps, and just highlight your staff. Francesca and gabriella in particular. They were extraordinarily to work with always ready and engaged us. And it was a wonderful opportunity. So there was I was one of 24 on the committee. We did a deep dive into all of the city, if you will. It ranged from a diverse group of users of the system to experts in the system. And over that period of time, we reviewed the infrastructure, freight and how it really works with our economy and our city. But over the course of that period of time, we really did focus on the guiding principles which were advancing equity and reducing carbon emissions. And i'll really focus on, at the end of the points, what I wanted to focus on is my story. So the way a community looks without a 2040 freight plan is how I grew up and lived on north fiske and willis boulevard is one of the most depressed areas of the city. We had also a tremendous amount of emissions zones that were around that vulnerable communities were really isolated in that area. I had an interstate highway on the east of me, a rail freight corridor on the west of me on columbia boulevard in that area. We had heavy industry garbage dump, salvage yards on the south. We had heavy manufacturing superfund sites. And so I really had firsthand what it looks like when we don't manage our infrastructure and our

freight system as a whole. The irony of that is that my family's you know, I'm a second generation freight operator. My father was one of the first to begin delivering luggage from the Portland airport over that 50 year span. Now I have a trucking company, transportation company. And while he was one of the first with luggage in the small items, now titan is one of the lowest carbon footprint carriers in the nation. So we're fossil fuel free. So it's a really accolade to us. And how do we now deliver that across a larger market in Portland. In particular, the projects while there were hundreds we reviewed and it's been whittled down to 55, I won't dwell on that other than one particular project in my neighborhood on 33rd drive that road is now cut off. It's been blocked and that's a flyover onto columbia boulevard. It's the fourth highest priority that you're going to consider for. So I'm a user both as far as the freight goes, as well as a resident. And that is a bottleneck. It's a dead end now on a major artery. And we're pushed that traffic onto Portland highway. And if you've tried to take a left on Portland highway, it's a significant safety issue now. So those are the items that you're going to be looking at. And I won't go too deep into that. I really want to focus on is the emissions part of your plan? It is heavy as far as focus and as far as our community members. When we had our meetings, we really focused on equity and emissions. You know, you think you're going to talk about freight a lot, right? But it is something that we were all very aware of and it was our priority when we were talking about that. My advice to you from the committee and I hope I speak for you, tom, as well, is to be aggressive. And some examples that I'd like to just show on policy guiding markets. This are what commissioner Rubio you just introduced last year with the update to the renewable fuel standard. At the time that you introduce it, that policy and council passed it and my congratulations for doing that. There was one supplier of renewable diesel which you envisioned to replace petroleum diesel. Today there

are five and each of those providers offer the product at \$0.20 less per gallon than petroleum diesel. It's a premium product. While you stuck your you put your neck out there, you are now an economic driver to our city where we're lowering costs and we're improving our freight network with emissions reduction because renewable diesel delivers about 80% reduced emissions, extra ordinary opportunity. The second part of that is really commissioner maps the us dot smart cities, low emission zone. That's a bold move because you're saying that we must only have electric trucks in a particular area. I was looking at a forecast last week for 80% of all medium duty trucks by the year 2030 are expected to be evs and Portland is a driver in that market. And we just passed a rebate program through the Oregon legislature three weeks ago. So while you were bold in that move, you're being constantly reminded that emissions reduction is an economic development plan. And that's what we're here to talk about with the 2040 freight plan. I want to encourage each of you to continue to move forward aggressively with emissions because it doesn't just focus on white collar jobs or blue collar jobs. It's green collar jobs. When you think about freightliner being based in the market, we have a huge opportunity. We their titan has received two innovator of the year awards over the last two years. My hope and my focus is with our city and with the 2040 freight plan is, is that our city transportation system can be the most innovative in our nation as well. And show the light and show the way for other cities. And so thank you for this opportunity and thank you for allowing me the opportunity to be on that advisory committee.

**Speaker:** Good afternoon, mayor. And commissioners. My name is lynn felton. I'm with the rj terrace neighborhood association and the parkrose rj opportunity coalition. I want to thank francesca jones and gabriel eron for drama for their work. I want to express my gratitude that when neighbors came to them with questions,

they created the space to listen and integrated our lived experience into the final report. Even though they were in the final stretch of writing the plan and could have easily said to busy no time, they didn't. They chose by their actions to live up to Portland values. They were contacted by Portlanders in rj and parkrose. Because we face a proposed prologis freight warehouse that's being built in our residential neighborhood. At one, two, 350 northeast sandy boulevard and a failing freight warehouse that is built two blocks from residents at 4600 northeast, 138th. We all know the movement of goods is fundamental to a healthy, growing economy. We all know the world of freight is changing very fast. Our clients expect goods to appear faster than ever before, but we all know how building a potential 24 over seven freight warehouse in a residential neighborhood 15ft from where Portlanders live and a block from the playing fields of parkrose high school is wrong. We all know that when the block group in the census tract adjacent to these developments is 60, people of color, Portland's environmental justice and equity goals are shown to be hollow. So you are right. Commissioner Mapps when you stated, quote, no one should need extreme wealth or political connections to protect the well-being of their families and communities in environmental equity is a basic human right. Further, in Portland, the highest concentrations of diesel exhaust from heavy duty trucks and construction equipment occur in low income communities and communities of color. This is also noted in the 2040 freight plan. I believe on page 16. Yeah a comparable traffic impact study says some 2400 daily trips, majority of them diesel emitting vehicles, will be coming into rj terrace with these two new developments. We do not have wealth if we do not have political connections. This is the result. Commissioner Rubio, we know you have a very heavy lift of trying to reform Portland's permitting system, but we need some of your attention. Commissioner Mapps commissioner Rubio, the community

continues to invite you to a listening session to hear our hopes for this site. We hear over and over more private property cannot do anything. Then we see the city of Portland by a parking lot for \$8 million private property. You see what we know in rj terrace and park rose is that we have beautiful neighborhoods. We know that this land has been used for thousands of years by native peoples as they harvested the columbia slew. We know this is the land that immigrants farmed and created the first Portland farm to table movement about a hundred years ago. We know that immigrants from all over the world come and begin their lives and live the American dream in these neighborhoods. As we know, our neighborhoods, potential and beauty, we just wish the politicians who represent us did to thank you. Mr. Mayor.

**Speaker:** Council members, thank you very much for the opportunity to speak. I'm really, really appreciate that. My name is tom duchaine. I'm an industrial commercial real estate broker here in Portland. Since 1979. Basically and what we do are try to provide opportunities for companies to grow and expand to move when they have to move. And that's our job, is to find the right spot over the years. Oh, I was on the original. I've been on the Portland freight committee trying to give my input. Not that I'm a transportation expert, but on the ground input. So I've got four things I'd like to say. Number one, in regards to the freight plan, that's a very extensive full blown plan. It's like any plan there are probably there are good parts, great parts, others that need maybe some tweaking and stuff. I won't go into a lot of detail, but the other point I wanted to make is, as you guys as leaders, as decision makers, is look at what happens to not just freight, but the transportation is back science. And I believe strongly that balance is the key to a successful development ongoing for our not only the city of Portland, but the metropolitan area that it balance becomes important to me. And thirdly, I'd like to talk a little bit

about industrial lands and what do we look at? What do we look to for the long term future. So getting back to the freight plan itself, if that is takes a little studying, I hope you all read it very thoroughly, at least, if not at least the summary, get the gist of it. And it isn't. It isn't like this came about in the last few months or the last couple of years. As somebody noted here earlier, 2006, I think the Portland freight committee was 2 or 3 years old then, so to speak. And not being a transportation expert, I would look at that, gosh, I don't know what jpac is and what, you know, one of the funding sources are, but it's pretty obvious no matter if it was 20 years ago or today, you know, there's 100 million bucks or probably \$1 billion, I think francesca mentioned on tap the planned cost. If we had all the money and we didn't have to worry about it, it'd be 860 million bucks, you know, slightly under a billion. That's a lot of money. And where do you prioritize? And I think the freight plan helps you do that. Overall, I think, you know, what I've seen the plan was made revised. Oh, let's we'll get to it next year. Pretty soon five years goes on and we have to do something. I think that's the biggest complaint. I have, is we study it to death. That's not just the city of Portland, but, hey, do the best you can and pass it and let's go. If it isn't right, we can always make another plan. But I think that's the part I see that is the most important part of this plan is to, you know, if you have disagreements, go back and we may have to change something. But that's flexibility has always been there. But but decide vote on it. Do go to the next point. I wanted to talk a little about balance because I think this is so important when it comes to land use planning, when it comes to how do we get around, whether you're walking, whether you're driving a semi truck, trying to park downtown town, those are all those are challenges. And we all understand that. But I think sometimes we put the blinders on when we're talking, oh, we're a city of Portland, we're pbot, we're going to do this or that. Not bad. What I'm saying is that it's so easy for us to

get focused on one thing. I go out and I talk with the client and they say, I don't care what county I'm going through, I just want to get to a to b, I want to be able to park. I want to be able to take my trucks. All the things that we think, well, of course. But to get bogged down in the rules, it does not give us a good light for people coming into the area. The growth aspect. And I think that that balance between the city, we're not just the city of Portland. We know I mean, we're the driving force, of course, we the city of Portland, the businesses here and so on. But this metropolitan area is in couch, two states. Oh, boy. Great. We want to make things simple. It's not one state. It's two states, four counties, including clark and the other three people in my industry. Anyways, they're looking to what's the most efficient is their land available to build? Can we get this warehouse or or business park or whatever? Can how long does it take for us to make that development? So the balance of not just the geographic areas, what are like 25, 26 jurisdictions means if you go to, you know, in some parts of the city. And so I think that that's a very important point that you folks should be and I'm sure you are. But it needs to be emphasized and reminded again that, hey, this is not just Portland. Is this you know, is the columbia river crossing that affects about in the west coast. Everybody knows that. But when it comes to getting things get out of balance and one of their balance balancing act I've seen over the last about the time we moved here was the urban growth boundary concept build up, not out. And as an industrial broker for the first 1015 years, no problem. We had land two bucks a foot for. Do you want five acres? No, I want 20. Oh okay. Great. Go out here. Hillsboro. Go you know, there's plenty of room. As we have grown that building up, building out is. Oh, okay. Yeah, that's a good idea. We're big into planning, but what happens? You've got to adjust for those transportation, whether you're walking, whether you're dealing, sharing. And we're not delivering in close in southeast industrial area. In 1983,

when I first started getting my first properties to lease, we now have mid and basically high rise mixed use. It's great, it's good. Now we have to accommodate that and I think that the freight plan, I think it does it. I mean there's you say is there anything wrong with it? Oh yeah. If you want to really get into specifics. But we're far ahead there. Finally on industrial lands, we are short and I don't think this is any news to anyone, particularly of us in the development availability, etcetera. We're short relative to our size of developable lands and try to find a ten acre piece near a freeway in the city that that could be developed within two years or less. Good luck. It's hard, you know, and they say, well, let's let's keep firms here in Portland or close in so to speak. Let's provide the transportation because we don't want distribution centers moving up way north and we want to where they can use our labor force and to do that, you think, okay, what what areas are there and what are the hurdles to open up that ten acre piece of near i-5 that, you know, we know that it could be, but there's too many restrictions. We've got to be careful of that so that getting back with balance, the industrial lands, I would encourage you very much so if you if you agree with this, it's been in the works since 2006. Francesca gaby mentioned that you know, this plan started in 2020. Let's cobid that's tough. But but that's three years and we ought to be able to plan and adopt it. And go. And I would strongly encourage you encourage that. Finally our long term view when we moved here and we still are we think this is the greatest place in the world. We didn't know it until we moved here because we didn't grow up here. But it can still be that way. You guys have or we all have a lot of problems to solve. No question about it. But in so doing, I would encourage you take a really good hard look at how this can help us move, move that freight out and do it economically. We've got to compete in the market. You know, we're market driven down on the ground. It's policy is part of it. But anything you can do to encourage that, I think will make Portland continue to



make Portland be the greatest place in the world. But we have to work at it. So with that, I will be quiet if there are any questions. But but again, thanks so much for taking the time to listen and consider these points. Thank you.

**Speaker:** Thank you, all three of you colleagues, any questions for the panel? Commissioner Mapps no questions.

**Speaker:** But I do believe we have other people signed up to testify. All right.

**Speaker:** Very good point of clarification, commissioner Ryan, I'm just curious, we're all three on the same committee.

**Speaker:** Tom and I were. Yeah we are. Okay. She's a committee member. Yeah, great.

**Speaker:** It was refreshing. You used the word balance. It was quite balanced in your point of view. So we usually don't have it divided testimony like that. Thanks. Thank you. Thank you.

**Speaker:** Yeah. Thanks very much, Keelan. How many folks do we have signed up?

**Speaker:** We have six people.

**Speaker:** All right. Three minutes each. Name for the record, please.

**Speaker:** First up, we have david stein online. Welcome david.

**Speaker:** Hi. Thank you, mayor Wheeler and commissioners. My name is david stein as francesca noted earlier, I'm former chair of the bicycle advisory committee, currently a member. I was also on the 2040 freight community advisory committee. I'm also on pbot bureau and budget advisory committee. That's a mouthful. Um I'd first like to start by thanking francesca and gabriella and the entire pbot team for all of their tireless work on on this plan. It is a good plan and you should approve it. Um there are some things I wanted to point out first. Um, the strategy for goods and services movement for last mile operations that francesca referred to earlier and the overlap with the transportation strategy for people movement and on top

of both of those are people walking and people biking and something big to call out is that at our freight network currently is really centered around trucks and they are generally dangerous to people walking and biking and this plan acknowledges that and it calls for a lot of separated infrastructure and that infrastructure is not free and we also have plans that that talk about expanding pedestrian and bike infrastructure. And so I encourage you to work on implementing the pedestrian and the bicycle master plan. These are both well-established. They're important and um, especially with the bike master plan, we're failing miserably. Um we need to reduce single occupant vehicle usage. This is critical. One of the big complaints that we got during the cac meetings was that freight is stuck in traffic. Well traffic is largely single occupant vehicles and if we can get more people taking transit, biking, walking, working from home or otherwise reducing vehicle miles traveled, that's going to benefit everyone, and especially freight. We also have a lot of plans. I mean, we have a climate emergency. We have a climate action plan. We have vision zero, where we're supposed to achieve zero deaths and serious injuries by 2025. That is a year and a half away. Actually, not even. And we're on pace for 60 this year. And no one's batting an eye. We need to prioritize this. And prioritizing means more than just platitudes. It means money and something that has historically not happened is an actual funding of pbot from anything resembling discretion funds. This means is the general fund. It means the utility license fee, um, over the last 37 years, that fee which was supposed to deliver 28% to pbot, has delivered 0, 17 times or I'm sorry, 22 times that is part of why we're in the hole that we're in. And so I encourage you to provide the funding to pbot so they can implement this and other plans that we say are important and finally, for mayor Wheeler, I was here 364 days ago, so. And you took the meeting challenge. The invitation is still open. If you would like to attend a bicycle advisory committee meeting, we meet the second

Tuesday of every month at 6 p.m. Thank you so much, council, for your consideration and thank you for hopefully approving this plan.

**Speaker:** David I would be happy to attend one of your meetings. Could you do me a favor, please, and call my office and they'll schedule a slot that works. Be happy to do that. Thank you.

**Speaker:** We'll do thank you. Yeah

**Speaker:** Next up, we have pia welch. Hello hello.

**Speaker:** Good to see you again. Good to see you, too.

**Speaker:** Thanks for being here. Sure thing.

**Speaker:** Mayor Wheeler and commissioner, my name is pia welch. Thank you for providing time to speak about the proposed 2040 freight plan and thanks to everyone for the time spent on the plan. Having been around for the first freight plan and as a member of the Portland freight committee, have lent themselves to providing comments on this draft plan. First is freight advocacy. Where is the advocacy for a critical element in our economy? Where is the affirmation and consideration for an industry that provides the most family wage positions? Why is this not a priority? Is there a slanted perspective that is blocking a robust plan where the benefits of the freight industry explain detailed and promoted include stiffness? Let us be inclusive. Freight is not just about deliveries to a person's home, although that's what everyone wants to think about. There is business to business deliveries, international volume, significant movement by barge and ship manufacture depends on the airport for both international and domestic movement of their products to the market. This area needs to maintain its competitive ness as the city has a major airport, time and effort needs to be spent to understand the rest of the state's needs for accessing Portland and the movement of their products. I have a major count that I'm familiar with that's in

southern Oregon and they have a lot of concerns about the transportation in this area. The majority of air cargo moves out of Portland to travel to its final destination. What is the economic impact and emissions impact of not keeping the volume local? Is this a trend that is desired, reliable in getting to the airport is a concern, especially out of Washington county projects have been discussed. However, there has not been any movement forward in this area. Environmental concerns. There is a prevailing thought that freight is bad, bad, bad, bad for the environment. However, there's little notation of improvements that have been made in current fuels and the lessening of emissions. There's no existing infrastructure for electric truck charging stations. A program does not exist to assist companies to obtain better equipment. There's a lot of smaller and middle. Type of companies that need assistance as income too is associated economic factor and is a contributor to public health. It does not just revolve around transportation future, the future of freight, where the plans for maintaining and proving capacity and reliability with drive times where the support for products that will improve freight capacity. What is the status of brownfield cleanups and where is the support to not continue to add costs to the movement of freight ? Thank you for your consideration and time. Thank you. Sure.

**Speaker:** Next up, we have bradley boatwright online.

**Speaker:** Hello, mayor and commissioners. My name is bradley and I come as a resident of the parkrose neighborhood. Also sit as the land use and transportation chair of the parkrose neighborhood association. I wanted to highlight a few things in the 2040 freight plan pertaining to the parkrose and rj neighborhoods to questions. The freight plan asks and to be remembered. Will it address structural racism? Will it reduce carbon emissions? Some background information from the plan. Portland has some of the highest rates of diesel emission exposure in Oregon.

In fact, Portland area residents are exposed to diesel emissions at a rate 5 to 10 times higher than the Oregon health based particulate exposure standard on road diesel vehicles, such as heavy duty trucks account for about 15% of total diesel emissions in the Portland area. What of some of these neighborhoods on map three incremental daily truck volume park rose scores 9 to 10 map for non ramp locations with significant truck delay. Park rose scores 9 to 10. Map five existing daily truck volumes. Park grove score 9 to 10. All so from the report, the park rose and rj terrace neighborhoods are faced with risks from diesel emission due to their proximity to interstate 84 and interstate 205, both massive regional corridors for freight and passenger movement. There are also adjacent to an industrial area north of sandy boulevard, based on diesel pollution data. The residential areas of these neighborhoods experienced diesel pollution that is 4 to 6 times that of Oregon's health benchmark for diesel particulates. This is a major equity issue for the city because the school district and the parkrose neighborhood has approximately 3000 students, of which 70% are nonwhite in a community where large shares of residents under the poverty line, freight emissions are especially harmful to children as exposure to diesel pollution can cause permanent damage to lungs that are still developing and can lead to reduced lung capacity that persists through adulthood. So I'm having a hard time seeing how a new diesel freight warehouse in between two neighborhoods and across the street from middle and high schools already facing significant pollution and truck traffic fits not only with the 2040 freight plan. And the two questions from the beginning will it address structural racism? Will it reduce carbon emissions, but also how that fits with the 122nd avenue improvement plan to reduce traffic and to improve pedestrian access? The community has been continually told that there's nothing members of the council can do about the development, but that's because they've written

themselves out before even beginning the very least, the members here could do is to visit the proposed development site or hold a listening session with the community to hear our concerns and invite them to do so. Finally, to quote commissioner maps when we get parkrose right, we get Portland right? Well, we certainly are not getting parkrose right. So we must certainly not be getting Portland, right. Thank you.

**Speaker:** Thank you.

**Speaker:** Next up, we have thomas kowalski.

**Speaker:** Hello. My name is tom kowalski, chair of the university park neighborhood association. And I want to thank francesca. Um, I've worked for 14 years in the city on neighborhood and community engagement issues, and I have never found a project manager as good as francesca in terms of engaging the community and responding quickly, even if it's a late moment issue. So we have hundreds of people in north Portland who have been very engaged trying to get either long bard over the railroad cut or in other way on columbia boulevard at north Portland way, um, to be fixed so that we can actually get in and out of the city, away from our neighborhoods, and again, from the critical energy infrastructure area hub where for all kinds of dangerous substances will be coming if there is an earthquake and it can be a west hills earthquake, not just a cascadia event and that actually superfund folks have been telling me is actually more of a problem. Um, so that's one of the big issues. And so we want to thank her very much for that. We ask you to look at page 34, which is an exhibit a with map eight that shows you what I'm talking about, where the bridge is over the railroad cut fastened in, which is where the new aquatic center is going to be. Also high diesel area in your maps and also big high safety issue for pedestrians in the freight issues. And then north columbia boulevard, that intersection that little bullet point

is where actually will be the one of the ones that has to be done. All of those are really critical. And we're asking you as City Council members to give verbal, at least a emphasis to the pbot staff to actually engage their partners to make sure that these are high priority, the highest priority items. So that we can actually make sure that people can get in and out in case there's an emergency here in north Portland. Thank you. Thank you.

**Speaker:** Next up, we have barbara quinn.

**Speaker:** Hello. Council members. Thank you so much for allowing me to give input today. My name is barbara quinn. I'm with the friends of baltimore woods. I am the current chair. And I'm also with the cathedral park neighborhood association on the board there. Um, I would like to encourage you to accept the 2040 freight plan. Um, we have been working with both francesca and gabriella since pretty much the beginning of this project and advocating for north decatur to be. Reclassified from a freight district street to a local truck, street local service, truck street. And the reason we've been doing that is in order to be able to get funding for decatur as the greenway trail alignment and also as a 40 mile loop alignment. So my hope is that you can take into consideration that both the cities, part bureau of environmental services and parks has spent a great deal of funds acquiring the baltimore woods corridor, and we would really like to see it used as an amenity on the trail on decatur and the reason it hasn't been able to get funded for the trail is because it would have to be built out as a full truck street in its current classification. Glisan so we're hoping that this reclassification can help us get a one street in the st. Johns area where people can go with their kids on their bikes or walking and they do not have to worry about freight. Maybe they might have to be mindful that we are going to allow local pickups and deliveries. But there's really only one one site on that section of street that is going to have that

going on. And it's not very often. So. That is basically all I need to say. Um, we support this and we've been involved in the process in this both greenway are our partner organization. We're both nonprofit community organizations advocating for both the trail and the baltimore woods corridor. We've been working on this together. We did the survey. We did, I think, some of us went to the open house. Um, we have been involved in the process and francesca and gabriel gabriela have both been very good at helping us be involved in the process. So I would encourage you to say yes, thank you very much.

**Speaker:** Thank you. Mr. Mayor.

**Speaker:** Commissioner Mapps at least on my.

**Speaker:** Did we lose our timer? I'm not seeing it. No, it's right here.

**Speaker:** Okay. Thanks. Keelan.

**Speaker:** Is that it?

**Speaker:** And complete testimony.

**Speaker:** Very good. Colleagues. Questions I have a couple. First of all, thanks to everybody who testified. That was a great testimony and certainly shed a lot of light on on the different perspective lives. So I understand this is a plan and we all know that plans can change depending upon certain instances changing their. There is probably no area more likely to change rapid and fundamentally than this area. And just and totally I keep reading lots and lots of articles that make two important comments about freight. Number one in that it is the single largest employment sector for non college educated men in the united states. That's sort of fact number one. I keep hearing reported fact. Fact number two is the industry that is most likely to be automated completely in the near term. Is this industry. And that raises a lot of questions in my mind. Socially as well as economically and also in terms of infrastructure planning. And I'm just curious to know, I'm sure you've heard exactly



the same things and read the same things that I've read. And how does that shape your view of this plan?

**Speaker:** Well, I think you're completely right. And there are so many unknown questions as my presentation many mentioned, we have a huge data gap.

**Speaker:** It's not only on how the commercial vehicles are behaving, but also how the future is going to look like in the industry that is rapidly changing and that is going to be more automation as we move forward. We put in the plan we wanted to highlight not just the movement of goods, but this is also a really important industry that relies on that workforce. So first, for immediate short term timeframe is providing better access for those workforce. That is a low income that might live farther away and we don't want those jobs to go away. Our city boundaries. And then second, as kid was mentioned, is how do we make that transition as we move forward to more green or automated technology? And how do we prepare that workforce to move ahead and we train them. So we listed in the plan highlighting that automation glisan in the workforce and our responsibility to work with the industry and how do we prepare those workers. But also we integrated actions related of how we're going to support employers in doing that transition, transition to the employees that need to prepare for a new kind of job. Do do you agree that technology is a significant existential threat to this sector? I mean, there are still many unknown questions. I think that would be a really hard question to answer, even when the time frame is really going to change. But we have seen some changes in warehousing. I have entered amazon warehouses. When you see that robot and you're just putting the packages on the shelf, but you have the robots moving through the aisles, bringing you the package so that definitely reduces the amount of workers that are there. And we're talking about autonomous vehicles. That's also going to reduce the need for truck drivers. So how do we better allocate

the workforce that we need in other jobs? That's definitely something that we need to start looking at. Okay. Thank you.

**Speaker:** That's that's helpful. Colleagues, other questions you might have commissioner Mapps mr. Mayor, it's a it's not a question.

**Speaker:** It's more a claim. I mean, it comes from me more than it does from pbob. But I do want to take this moment to point out the important role that freight plays in our economy. We mr. Mayor, you in particular, but everyone else on council, especially in recent weeks and months, have been struggling with what the city can do to essentially fight inflation. And we see people moving out of Portland for lots of reasons. I think one of the reasons why they're moving out are high cost, which raises this interesting question what can local governments do to fight inflation? And it's this is an interesting and a little bit obscure question. For the most part, we think of our federal governments as being kind of the key players there in terms of fighting inflation. But since we have since we were actually engaged in the budget debates, one of the things I've been trying to research and learn more about is what can local governments do to make living in the city more affordable? And frankly, there are not a lot of levers that we have available to us. But one of the levers that we actually do have at the local level is to is to promote the movement of goods in in our city. And that kind of makes sense. I think that's one of the reasons why this is important. We have a robust freight movement system. Actually. It gets goods to people in places where you don't have a robust system to get goods to people. Prices tend to go up. That's one of the reasons why I think this report is so important at this time. I also want to thank everyone who worked hard on this. I know this project has been going on quite literally for years and we are the our current operating plan goes back to 2006. I was just sitting here trying to remember where I was and what I was doing in 2006, and I can literally cannot remember. I'll

have to go back and look at my calendar and try to remember when my kids were born. But I think it's even before that. So this I believe this update is long overdue. I think it actually very much speaks to the moment. I also want to thank and congratulate Keith for the innovative work that he's been doing to bring clean, green freight to the city of Portland. I also am very excited about some of the work that Commissioner Rubio has done around bringing cleaner freight fuels into our system. I do think that this space is very much in flux, but it's also in flux in a way which I think is going to very much benefit the health of our community, the economic vibrancy of our community and the livability of our community. Thank you very much, Mr. Mayor. I'll hand it back to you.

**Speaker:** Thank you. Commissioner Ryan. Thank you, Mayor.

**Speaker:** And this is interesting. Great presentation. I'm going to try to put this into one question. So we sit up here and we talk about our deferred maintenance a lot. So hold on to that thought. And then we all know when we're on a topic like this, the current infrastructure we have is not the infrastructure we need going forward. So what was the dialog like about how you unpack the old infrastructure to build a new infrastructure future? And then this gets to the point of another plan without any budget. So so I'm trying to marry those two thoughts. Maybe I could speak Commissioner, to the fact that this plan identifies a whole bunch of projects that are needed, but when we do projects, when we do plans and they come up with, you know, this deep analysis to understand what should be a priority city, we still need to do the work of updating our transportation system plan, which is a 20 year vision for the future.

**Speaker:** And when we update the transportation system plan, we will be again looking at how much what are our financial forecasts are. So what we can afford and could expect to afford over the next 20 years. We take all the priorities that

come from the various planning efforts that we do and we relook at criteria. We have to filter them out. When we compare their against all of our transportation systems priorities, cities in order to figure out the most important places for us to invest first for our our system wide needs. So this is an input to a deeper process that will come forthcoming as we're beginning our initial planning stages for a future transportation system plan. Update but maybe i'll jump in to add many of the projects that are listed are are actually involving the reconstruct of aging assets.

**Speaker:** A lot of them are where where it's outmoded. You know, even 100 years old. Bridge for instance. And one of the keys is prioritization. So the process that they went through with this, they narrowed the lens down to what are the most critical moves and really did a strong prioritization in that already resulted in one federal grant because we knew we thought was the most competitive project. So I think we're going to see more of that with the amount of federal funding that is possible right now, having really deep consensus from community and from the freight industry on what are the key moves allows us to be more competitive with our project selections. And so I'm while it's a daunting scale of need, this type of work allows us to be most targeted and frankly, more successful than we would be otherwise. And if I may add, I think it also helps us shape the new way that we're seeing freight needs from 2006, really understanding the new trends and also what the federal government and other agencies that might provide those funding are looking at this issue.

**Speaker:** At so the increase of e-commerce resiliency, sustainable city, all those needs we are including to expand and to have a better lens of how we're looking at these needs compared to the previous plan.

**Speaker:** Commissioner Ryan, if I can jump jump in here, I think the question and the responses are really important.

**Speaker:** One of the things that plans do, as I think staff did a great job of pointing out, is to plans help us to set priorities. And I'll tell you a little bit about my personal journey with the freight plan. I remember when it was out there in draft, I was looking through it. And, you know, one of our, I think, top priorities in terms of freight bridges out there was the burgard bridge. And which is an important freight bridge. I believe, in north Portland. Um you know, we believe that this is the most important thing that we can do in terms of, of, of fixing our bridge portfolio to help freight. And one of the things that I'm incredibly proud of is frankly, frank, I believe that we have been actually able to secure some federal dollars for that. And that's one of the reasons why we're able to secure federal dollars for that, is we went through this years long process to identify our top priorities. Once we identify our top priorities, we go after resources to actually make those priorities real. The burgard bridge is a great example, and one of the things that I expect us to do over the next several years is to kind of work down through our priority list from the most importance to some of the things that we wish we could have. Thank you. And I think you also had more questions, so I'll turn it back to you. Commissioner Ryan.

**Speaker:** I'm trying to stop myself because we're in a boiling ocean type conversation and we have time constraints. I think the last thing I'll end with is the crosswalk of public transport, public transportation, trimet and as long and maybe just a statement, as long as ridership continues to go down in my opinion, because of safety concerns, it's going to be really hard to make gains because that's why people aren't taking light. Rail and busses. Instead of getting out of their cars. So you have to focus on that so we can then focus on what people want, which is goods and services moving around the marketplace because everyone wants their goods and services to arrive on time. And but it's going to be hard if we continue congest all of our transportation systems with single occupancy cars, which people

increasingly take because they don't feel safe on transit. That was just a statement. And thank you for the way I can tell you're engaging a lot of different stakeholders. It's really obvious. I appreciate it. Yeah any further questions?

**Speaker:** Very good. This is a resolution. Please call the roll.

**Speaker:** Gonzalez Mapps.

**Speaker:** I just want to thank everyone who testified today and I also want to recognize the dozens and dozens of folks who participated in this planning process over many years. I earlier today I talked about why I think this plan is so important. I think it will actually help livability. It will help our economy and it will help our overall transportation system by basically setting priorities is how you actually kind of move systems forward. I'm very proud of the work that's been done on this plan. I'm in addition to all the staff who have been involved, all the volunteers who have been involved. I also want to recognize the many consultants who helped contribute to this work. I look forward to implementing this plan so that we can go about reducing carbon emissions in our system. We can bring back, bring around more good jobs. We can actually promote livability in our neighborhoods and we can make our roads and our community safer, which is why I am glad to vote I on the question of whether or not we should accept this report, I do. Romeo

**Speaker:** I want to thank commissioner Mapps and the team at pbots for bringing this item forward. Our city relies on efficient freight mobility and I appreciate that this plan supports the safe and efficient multimodal system. I'll also making sure that we put a lens on equity and climate impacts and the resilience in all facets of transportation planning. We need to make sure that we're planning for our future in a way that shows that our investments reflect our vision of what a low carbon future actually looks like. While also encouraging in industry to be a full partner with us in this vision and as commissioner in charge of bts, I'm really supportive of

the expanded definition of freight to include vehicles that are relatively easy to electrify or and or have a small carbon footprint, especially for the that last mile of the delivery trip. I also want to highlight the emphasis of right sizing vehicles and modes to decrease carbon emissions as well and to use our streets more efficiently. Um, with the significant increase in e-commerce that is here to stay the staff at bts is looking forward to working with pbots to mitigate the negative environmental impacts to our vulnerable communities that we talked about and also manage these delivery drop off vehicles at the curb and support the transition to zero emission delivery vehicles as well. And just a note, speaking to some of the things that were raised in testimony regarding prologis, my office together with the chief sustainability officer, Vivian Satterfield, and bts, as well as staffs from commissioner Mapps office, commissioner Susheela Jayapal's office at the county. We've all been diligent working together with Parkwood school leadership as representatives of community and prologis to work on facilitating a good neighbor agreement that has some solid pieces in there. So we will be announcing more as that takes shape. But it's just important that important that the public knows that this is happening. And that said, I also want to be clear that about how our future plans can involve community at critical junctures. And that's something that is really in alignment with your plan as well. So that can help inform future work as well. But overall, I'm just really again, I applaud the team for all your great work and I look forward to continuing collaboration between our bureaus to advance the items and appreciate the way in which you engage community. And I want to echo commissioner Ryan's comments about it felt very robust. Just so thank you for that. We need more kinds of these opportunities. So happy to vote. I Ryan yeah.

**Speaker:** First of all, thank you for your leadership and it starts with you, commissioner Mapps and pbots, our friends and Gabriel really good report. You can

tell you you're working with a lot of different stakeholders. It's not just a one point of view that came to the dais anyway. Like any good report, when you spend some time with it, you tend to have more questions and answers and that's why it's important that you bring these to the dais. I know we have a lot of really tough decisions to make and eventually that's what we have to do. So we have to prioritize and we do have to eventually figure out how we align with the resources from all different aspects of government and as grateful to hear commissioner Rubio, who talked about all the different, uh, stakeholders that are in other local governments that we have to work with. So anyway, I'm not in this space as much as some on the dais, but I'm really grateful and appreciate it. And I just keep thinking about what it's like as we adapt to new infrastructure. And I know my question wasn't a gotcha as I'm talking to myself about the complexity of this and how we have to continue to struggle, a good struggle with how we rethink what that infrastructure looks like. And I think sometimes I have a tendency to look at replacing what is there that we're not replacing exactly what is there because we're evolving to a new place and sometimes it's hard for me to catch that when I'm in one of these reports anyway, good stuff I got.

**Speaker:** I.

**Speaker:** Wheeler yeah. I really appreciate this presentation on there's the hundreds, actually thousands of hours you've put into this. Definitely shows commissioner Mapps thank you for bringing this forward and thanks to our terrific pbot staff commissioner Ryan I loved your comment earlier that a good report causes reflection and raises more questions than it answers is that's certainly the case here with me. It's a great report because you've you've really considered covered all angles of this. And the more I think about it, the more I realize freight is really at the intersect of everything that is happening right now. And unfortunate



none of us has a crystal ball, but I think about the technology changes us that are taking place. I think about the workforce development challenges is that this industry is experiencing and what that means from a technological development perspective of and of course, as you've mentioned, this certainly has an impact on our climate goals and definitely gets at some of the questions, the social questions around equity and employment and who has economic opportunity and by definition, who does not have economic opportunity. This sector fascinates me for a bunch of reasons. There are non-crazy people who realize that our nation has slowly moved backwards when it comes to investments in critical, large scale transportation infrastructure. And there's a lot of smart people out there betting that we're not going to be able to solve the problem. Um, and so there's non-crazy people actually looking at moving freight robotically through the air. And that sounds like, you know, crazy right at the moment. But it's not if you actually look at where they are with the development of these technology cities, you realize, gosh, you know, at least at a small scale in the near term, this could be a thing I'm really intrigued by what Powell said during her testimony, and I appreciated her reminding us that even though we're talking about the Portland transportation freight transportation freight mobility plan, we're, you know, we're a cog in a much, much larger wheel. And we've been talking about some of the same bottlenecks for as long as I've been in public office, which is longer than I thought it would be and probably longer than some people wanted it to be. But in our back yard, within a stone's throw of here we have the rose quarter. We've been talking about it and talking about it and talking about it, and I'm kind of like, dan, you know, transportation has never been my priority focus as a commissioner. I've never been the transportation commissioner, but it it's briefly it but it's what we talk about regularly. And yet we're not really moving forward with any alacrity to address what

is a major issue. And pierre's point that it doesn't just matter what's happening here, we're connected to what's happening. I've certainly been down to medford and spoken to the people in medford about the importance of us having good regional transport infrastructure here so that if they're moving goods farther north, they can actually do it in an economically competitive way. But I've even heard that as far as far eastern Oregon from farmers trying to move goods and so that that is interesting to me. And then last but not least, uh, we're doing this in the middle of a social shift and I think several of my colleagues here mentioned that people are buying a lot of stuff online now. And the expectation of delivery has accelerated rapidly. Only in the last few years. And I made a comment that probably landed poorly with my friends out in parkrose. And I certainly didn't mean it to be a snub, but the reason we're replacing bricks and mortar stores with the transportation distribution centers is because our purchasing habits have shifted during the pandemic. And so I would be remiss if I didn't just say, hey, where you can buy local support your local stores, go out there and let your local retailer know you care, that they're still located in our community and you want them to be successful and thrive. And maybe that can also help us to some degree. Last but not least, we didn't mention port facilities and that also shifted during the pandemic. And I'm really grateful that we have a strong port commission and we have a strong port leader. And curtis robbins, old but you know, when I was a kid, the port of Portland was fundamentally different than what it is today from an economic competitiveness perspective. And I would even argue that the port of la, long beach, that area, they're now seeing competitive pressures from all across the planet. And yet we fit into that again, as as a cog in a much bigger, bigger wheel. We have to think about that too. So there's a long way of saying it's a great plan, planning is everything. Plans are nothing. The great quote, I think holds here, I

predict that we're going to pivot multiple times over the course of the next 20 years. I don't even think we can imagine what the transportation or freight mobility world looks

**Speaker:** So anyway, excellent work, commissioner, excellent work peabot. Thanks to everybody who volunteered on the committee really good testimony today across the board.

**Speaker:** I'm super happy to vote. The resolution is adopted and the report is approved. Thank you very much for your hard work.

**Speaker:** And guess what? We're adjourned.

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

July 13, 2023 – 2:00 p.m.

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

**Speaker:** All right.

**Speaker:** Good afternoon, everyone. Welcome to Portland city hall. This is the Thursday, July 13th, 2 p.m, afternoon session of the Portland City Council. He Keelan. Good afternoon. Please call the roll.

**Speaker:** Good afternoon. Gonzalez here, maps here. Rubio here. Ryan here. Wheeler here.

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

**Speaker:** Welcome to the Portland City Council to testify before council in person or virtually. You must sign up in advance on the council agenda at w-w-w dot. Portland.gov/council/agenda info on engaging with City Council can be found on the council clerk's web page. The presiding officer preserves order and decorum during City Council meetings. The presiding officer determines the length of testimony for individuals generally have three minutes to testify unless otherwise stated, a timer will indicate when your turn is done. Just adaptive conduct such as shouting, refusing to conclude your testimony when your time is up or interrupting others testimony on council deliberation or council deliberation will not be allowed. If you cause a disruption, a warning will be given further disruption will result in

ejection from the meeting. Anyone who fails to leave once ejected is subject to arrest for trespass. Additionally council may take a short recess to reconvene virtually your testimony should address the matter being considered when testifying. First, state your name for the record and your address is not necessary. Second, disclose if you are a lobbyist. If you are representing an organization, please identify it. Third for testifiers, joining virtually, please unmute yourself once the council clerk calls your name, thank you.

**Speaker:** Thank you very much, colleagues, we have one important item to consider this afternoon. Keelan item number 590. A resolution. Rename o'brien square to darcel 15 plaza. Very good. We'll now pass this to commissioner Ryan to introduce today's item and today's presenters, commissioner Ryan. Thank you.

**Speaker:** Thank you, mayor, and good afternoon, everyone. It's really a special afternoon and it's great to be joined by family, by friends and community members in honor of walter cole. Hello meredith. Is that you there? Meredith not here yet. Okay. We're hoping meredith is almost ready to join us. Okay. And and that is walter's daughter. And we're hoping that she will join soon. Point is, I'm really humbled and honored to bring us a proposal that's really close to my heart and close to the hearts of many Portlanders, one that embodies the welcoming and the hospitality. A hospitable and the compassionate spirit that is the city of Portland. As your parks commissioner, I'm delighted to report that renaming has been enthusiastically received, and I can give you some additional context on this. When it became official, I would be the parks commissioner in January of this year, and I knew that we had to renovate o'bRyant square. I asked, may I suggest a rename darcel 15? And I was told, commissioner, is it darcel alive? I said, well, yes. And then I was told there are rules and the rules, of course, are that we don't do this until someone is deceased. I was also told it would be five years, but of course I knew

that that rule needed to be mended a bit. As such, I just want to recognize the adaptive response from parks. And joining us today is parks, Portland, parks and rec deputy director todd lofgren. There you are, todd. And he's here in the chambers with us. And on behalf of adina long in todd's presence is a sign of the dedication. The excitement, the support that we receive instantly from Portland parks and recreation. Thank you, todd. We did prepare a video and I'd like it if we could. Go ahead and put that up and we'll be sharing some pictures that that were shared with us by the family and Keelan you have everything you need to play the video. Great thank you. Keelan. Um, so afraid.

**Speaker:** Afraid of dying. That never learns to live. When the night has learned to lonely on the road.

**Speaker:** Covid have been too long and you think that love is only me for the lucky and the strong. Thank you. So next, what we have is we wanted to have some family testimony, family and friend testimony.

**Speaker:** And so I actually looked to the people all over in this section to see if some of you would like to come up and speak extemporaneously, if you'd like, about your thoughts about this renaming. Your I know darcel would want me to ask you to come up and I know that we're hoping the daughter arrives while you're up there. Yeah. Where do I go? Right up here. And the mics are always on. Have a seat. Just give us.

**Speaker:** And I wrote darnell's book with him and his one man show and directed it. So I know from the very beginning and darcel would be thrilled about this. I would like to ask a question of what exactly is going to be done for the to the plaza and when is it going to be ready.

**Speaker:** Okay. So that's a great question. And I might even have todd come up to give some of the details. I do know that this fall is when we should have a lot of the

construction complete and then we can start the activating the site and it's a journey that we're on right now and we're collaborating with many partners, including the Portland parks foundation. But the main spirit behind the rededication of that space was to make it a joyful, lively, welcoming place again. And that's one reason why it was a really good fit for darcel.

**Speaker:** Well, you know, darcel grew up in linton, and he called himself a bullied little sissy, four eyed boy and. And now and then he grew up and found his persona as darcel and changed everything. And those of us sitting back here who are his friends, we just can't believe that this person was in our lives. And the changes and the way that he looked at life. I spoke at his memorial service and what I pointed out to everybody was that he was always happy and that it was a choice that he made. And he had a lot of reasons not to be happy at. And it inspired everybody else. And he helped so many people when we did our one man show at this club, younger gay people would come up to him and go, you know, my parents have thrown me out and blah, blah, blah. And you have you have inspired me to keep on going. And he did that all the time for everybody. And it's an honor. And this city to do embrace him the way they did. And that's really something. It's really, really something. And. 93 years of a person that changed a lot of our our world. And so thank you very much.

**Speaker:** Thank you so much. For the record, could you once again say your name?

**Speaker:** Sharon nor sharon, nor thanks.

**Speaker:** Thank you so much, sharon. Thank you, marty. Would you like to say anything? You would like to say something?

**Speaker:** Um, sure. Just

**Speaker:** Marty davis is an icon in the queer community. She was the well, in my opinion, the original longtime editor of the gay news party. Have a seat. Yeah. Make yourself a home as much as one.

**Speaker:** Can i? I realize this is not how we'd arrange our home, but I understand there will be seats available here shortly.

**Speaker:** Perhaps, you know, go for one of those. Well, my name is marty davis, a longtime Portland resident. And I'm retired currently a blogger. But for many years I've covered glbtq stories in the community and over the course of that time, I was delighted to be able to form a friendship with darcel. But what I recently realized was I didn't actually have a friendship with darcel. I had a friendship with walter because as darcel was, darcel and I would be in situations where it was just walter and he was a whole he was just a sweet, sweet guy. And at the last year, the last two years, we watched him in his decline. And as he started to fade, he just became, um, kind or gentler, sweeter. Not that he was not those things, but he just. But he embraced what was happening. He knew that he was at the end. I was able to be in the hospital all a day or two before he was. He totally knew it was time. Um, he was at peace. He was a happy man who knew that he had lived a good life and it is just awesome and wonderful to see him being embraced with, you know, after his death and all that's going on and he would just be delighted for this is okay. Can I go now?

**Speaker:** Yeah.

**Speaker:** Thank you.

**Speaker:** Thank you so much, marty. It's good to see you. Thanks for being a good sport. And mayor with I don't see the. Would you like to come up? Yeah, let's do another one. And then after you will move on. Unless we have the daughter showed up. Welcome



**Speaker:** My name is keith alfred, and I'm a resident of Portland, Oregon. I work. I started working for darcelle in 1985. I've known him for about 40 years. I now currently the caretaker of his residence and the janitor of the club. But he did a lot for me in my life. I disappeared for 20 years, and even though I was gone for 20 years, when hard times hit for me and I actually ended up homeless, I went to take care of him because he needed my help and I needed him. And he took me off the streets and I was with him to his last day. He was there will never be anybody like him again, ever. That's all I have to say. Thank you. Appreciate you.

**Speaker:** Thanks so much, steve meredith, you're you are. You're are the guest of honor. Of course I do.

**Speaker:** Okay. I got to catch my breath first.

**Speaker:** All right.

**Speaker:** Take your time in my brain that it was at the courthouse and then it was closed.

**Speaker:** So I thought, what am I doing? Where am i? Hi hi. Okay deep breath. Good afternoon. Thank thanks for being here. Oh, my gosh. This is such an honor. Uh, I'm already darnell's daughter, walter cole's daughter. On behalf of walter cole and darcelle, aka darcelle, I should say, our family is so incredibly honored. He would have been ecstatic and overrun with emotions today. Darcelle x darcy cole 15 plaza is his and our most treasured honors of all. He loved Portland. It was his city, he once told me, being an honorary honorary rosarian was the thrill of his life. We'd like to thank the city of Portland and the community for all the love and support over the years. Our hearts are full. Thank you. Thank you.

**Speaker:** Thank you so much. Mayor, I turn it over to you.

**Speaker:** Very good. So and I don't know if you wanted to speak on behalf of parks and recreation, was there anything you wanted to share? Very good. Well, then, at

this point, I just want to say how much I appreciate that we have this opportunity. This is a resolution. So I do have to ask if there is public testimony on this item.

**Speaker:** We have two people signed up. Okay.

**Speaker:** Very good. Three minutes each, please. Name for the record.

**Speaker:** First up, we have benjamin barber, who is going to join us online. I don't see them. Is benjamin here? No okay. Next we have bruce ross. Welcome bruce.

**Speaker:** Hey, bruce. Thank you for being here.

**Speaker:** Absolutely. Thank you for having all of us here. It's a very wonderful day today. My name is bruce ross. I am a born and raised Portlander lived downtown for the last 14 years. My life I've seen a lot. I'm just really thrilled to be here on this historic occasion for Portland and for the lgbtq community as a whole in the pacific northwest, first and foremost, I want to extend my heartfelt congratulations to everyone at darcelle 15 showplace yesterday. Yesterday, they achieved an incredible milestone by breaking the world record for the longest drag artist stage show. Yes. With a remarkable time of 48 hours, 11 minutes and 30s featuring over 60 performers and 600 songs. They also raised over \$290,000 for the trevor project. Oh wow. That's to help queer youth and to save lives as we are right now all across our nation, being attacked for who we are. This achievement makes not only Portland proud, but what undoubtedly makes darcelle 15 proud as well. So a big congratulations to kevin cook, also known as poison waters and the amazing lovelies at darcelle 15. Showplace and wildfang. This achievement exemplifies the spirit of self 15 and the true essence of Portland. It's difficult to put into words, words the impact of losing someone like darcelle 15. However, their legacy lives on evident yesterday on northwest third and davis in the middle of old town chinatown. Their contributions to arts culture and humanitarian actions in Portland over many decades embodied everything that Portland embodied, everything that

made Portland the city we know and love today. I believe many others share this sentiment in this room and who are watching right now. This is why we're gathered here today. We have the opportunity, not only to honor and celebrate the legacy of a beloved Portland icon who was revered internationally, but also to create a space for those who follow in their footsteps. This place will serve as a hub for our local queer arts and entertainment activists. Community leaders, organizations and business owners, as well as those who simply want to reflect on the beauty that our I 15 brought to our city. We recently collaborated years ago with the city to rename stark street to harvey milk, acknowledging our queer history and paving the way for the revival of shuttered queer spaces in downtown Portland, which this park will continue to help and inspire and give space to renaming is just the first step. The hard work lies ahead, requiring dedication from our city and community leaders to transform this space into one that reflects the needs of our diverse community for years to come. This is a public permanent spot for Portland, and we must foster collaboration and allocate resources over the next year to develop this new gem in our city. Furthermore it's crucial for our city leaders to engage more with their queer constituent ants and gain a better understanding of their needs and backgrounds. To be frank, some lack that connection with our community or their best interests at a time where true, inspirational leadership and action is needed most. This must change for the future success of our city extending beyond our self. 15 plaza, our communities watching and our votes will reflect our expectations in the year to come. As Portland and our local government changes in the spirit of Portland and ourselves. 15. We have work to do. I eagerly anticipate witnessing this future space evolve into a hub of events, a gathering place, a center for music and art and a thriving hotspot of programing and culture for downtown Portland, it will become a permanent rose in the heart of downtown Portland, symbolizing the

inspiration that our Portland rose darcelle, 15, herself installed in all of us present today. One to make a positive impact on our communities and give them space to do so at a time when inspiration is sorely needed. And this is an excellent start of a new journey to continue her legacy in Portland's legacy. For many decades to come. Thank you for listening and please move the pride route down Broadway again. Thank you.

**Speaker:** All right, we'll open this up for comments from my colleagues.

Commissioner Mapps, you're up first. Thank you, Mr. Mayor.

**Speaker:** Colleagues, I want to start out by thanking Commissioner Ryan for bringing this item forward. I am proud to add my support for renaming O'Bryant Square. Dorsal 15 Plaza is about more than honoring a beloved Portlander. Darcelle 15 Plaza is about celebrating and embracing Portland's LGBTQIA+ community. This plaza is a symbol of our commitment to making Portland an inclusive, welcoming, and safe city for all Portlanders, regardless of their sexual orientation or gender identity. Which is why I am delighted to vote. I thank you, Mr. Mayor, and I want to thank everyone who both attended today's session and testified.

**Speaker:** Thank you. Next up, Commissioner Rubio.

**Speaker:** Thank you and thank you to Commissioner Ryan and to the Parks, Parks and Rec for and to all the today's speakers for this wonderful presentation to remind us about the legacy of Darcelle 15. Walter Cole that he's left here in the city that we love. Darcelle deserves recognition in Portland. So that future Portlanders can really continue to know her impact. And at a time when the movement for LGBTQIA+ rights was just getting off the ground, Darcelle had the vision for that inclusive club, and that has turned into a historic landmark for free expression and for community connection. For generations of Oregonians. And by renaming this square, we will now have a lasting reminder of that legacy for all of us. And her

nightclub continues. As someone mentioned, to serve as a sacred place for community. Just this week, I was one of the lucky, lucky people, actually yesterday to be in the audience to witness a darcelle 15 show showplace break, the guinness book of world records for the longest drag show and helping raise more than a quarter of \$1 million for the trevor project's mission, which is really important. I love that this plaza is appropriate. Located along harvey milk street and that this resolution is also just a few days before thousands of people will come to our downtown to celebrate the 23 pride festival. I'm also thrilled to know that darcelle will be memorialized for even more generations to come and very proud that Portland is continuing to make it clear that our city is opening and welcoming to glbtq plus in Portland. So thank you again, commissioner Ryan, for this very wonderful and important tribute. S and just as darcelle and walter were beloved in this community, this plaza will also be beloved for generations of Portlanders to come. Thank you. I vote I we're not voting yet.

**Speaker:** Just. Just for the record, you're still going to have to vote. Commissioner gonzales, you're up.

**Speaker:** I want to thank commissioner Ryan and the parks bureau for bringing this item to council, giving us the ability to recognize one of Portland's greatest as we know, darcelle had a huge impact on Portland's lgbt community for decades and what a way to cement their legacy in a meaningful way for a meaningful at a meaningful location. The last location already has a history as a gathering place for Portland's lgbt community and will be another welcome addition to this neighborhood near harvey milk street. Darcelle was more than just a performer. They were dedicated businessperson, philanthropists and champion in the fight for equality for their community that will never be forgotten, forgotten. I'm proud to vote yes today here in a little bit for renaming o'brien square to darcelle 15 plaza

and to further solidify Portland's acceptance, commitment and celebration of this community. Thank you.

**Speaker:** Thank you, commissioner Ryan. Thank you, mayor.

**Speaker:** Thank you, colleagues. This is fun. We don't usually have really fun meetings, so this is also really quite a treat as an elder queer, it's such an honor to be here with all of you to bring this forward. The renaming of o'bRyant square to darcelle 15 plaza and paying tribute to a true Portland legend and a beloved Portland icon and Oregon known as darcelle 15. And as reminded by our family and friends who are here today, walter cole for five decades, darcelle had been an unwavering advocate for inclusivity, acceptance and equality within our lgbtq two spirit plus community and with deep admiration, gratitude that we consider this opportunity to honor ourselves. His legacy. My mic wasn't on today. You have to have to do it over. Sorry, everyone. I was looking out there going, I don't think they can hear me. That's really not my problem. All right. Hey, as an elder queer, I am so honored to stand here and bring forward the renaming of o'bRyant square to darcelle 15 and paying tribute to a true Portland legend, a beloved Portlander, and an icon throughout the state of Oregon, known as darcelle 15 and as a and as reminded by the family and friends here today, their friend and their loved one, walter cole. For more than five decades. Darcelle has been an unwavering advocate for inclusivity, acceptance, equality within our lgbtqi two spirit community, and it's with deep admiration and gratitude that we consider this opportunity to honor the darcelle legacy. I have two stories. One was in 1980. I was at u of o and I came home one weekend and my mom was in the kitchen with like three girlfriends from high school. She went to sunnyside high school in eastern, as they would say, Washington, and they were also giggling and so happy. And I was like, what's going on? I kind of wanted to hang out with my mom, which is rare when you're 18. And

they were going to darcelle and they were telling me all about it. I was about a year from telling my mom what she already knew that I was gay and I think it was her way of saying, see, I'm cool. Why don't you just accept it? But my point is, here's these four women that I don't know. They seemed older to me and they were younger than me at this point. But they were just so delighted to go out to this nightclub. And then when they came home, they were more amped up than when they left. And they just said it was like the best time. And they couldn't wait to tell all their friends about it. I give you that story to say that that's the bridge building that darcelle did. So here's these four women. I don't know. I know how my mom voted. She was quite liberal, but I think the other ones were not. And it didn't matter. They were in darcelle space and they felt the love and the and the joy and they came home with that as well. So the other is from going to stark street back in the day, that's where all of the establishments were. But there were two districts, right? It was stark street, which we had a name for. And then there was north, there was south northeast Broadway or no south. Wait, where are we? Where are we? Broadway. North Broadway. Embers. Embers I'm saying, where did we walk to? So between one stark and embers on on down, on embers, we a lot of us would stop and just hang out at the plaza and I just remember how many times I would hang out and talk to fellow queers as we were meandering from from wherever those establishments were called back then as we were headed to do the late night dancing at embers. And so to me, it just felt so appropriate that that would be the place that this that would be the name of this place, because it's that bridge building of those communities and like I mentioned before, Steve, it's so or Bruce, it's so important that we acknowledge those historic establishments, but also bring back and revitalize that life in that community. So I think it's those two stories that were in my heart when I was so clear that as we tried to look at some ways to bring

some life back to this square that we had to remodel and rename, there was just no one else that could help embody that spirit and bring activate glisan that was mentioned earlier. So darcelle has not only entertained generations of Portlanders, but has also been a fierce advocate and beacon of hope for many of us. And every time I'd go there, I'd always notice there would be people from eastern Oregon or eastern Washington, and it was a place where they felt welcomed. It was many, many people was our first step into an established agent that was owned that was acknowledged by the queer community. So this renaming is more than just a symbolic gesture. It's a celebration of our city's commitment to diversity and inclusion, which symbolizes the bridge building darcelle provided as she welcomes so many out of towners, whether it was bachelorette parties or whatnot, just as walter cole's visionary dream captured the spirit of Portland. So must we continue to weave ourselves memory into the fabric of our city by renaming o'bRyant square to darcelle plaza, we send a resounding message of support and recognition to the lgbtq plus community, reminding them that they are valued and their cherished members of our Portland family. We darcelle plaza will stand out as a symbolic gesture of appreciation for the entire community community and a reminder that our city's progress will always be towards equality. The overwhelm consensus is that honoring darcelle 15 in this way would be a fitting tribute to her lasting impact on Portland. This is an opportunity to unite our community behind a shared cause and celebrate an individual who was touched at countless lives. Collaboration with the lgbtq+ community and renaming the square. We have an opportunity to collaborate with many to ensure that the tribute to darcelle 15 accurately reflects her legacy and values that that darcelle embodies. Darcelle is famous drag show has become synonymous with our city's vibrant spirit, attracting visitors far and wide. And this renaming would not only draw more tourists interested in



experiencing an LGBTQ+ scene, but also instill a spirit of pride among us as we highlight the rich history and unique character that defines Portland. It is a testament of our shared values and commitment to building a more inclusive and welcoming Portland for all the square will stand as a constant reminder of our accomplishments and her enduring impact on the city's cultural fabric. This renaming will enable future generations to learn about and appreciate Darcelle's contributions to Portland as a whole to the LGBTQ+ community specifically, but to all of all Oregonians. Walter, your spirit is with us today. Surely you're entertained and mentoring another group of souls. And as mentioned by Commissioner Rubio just yesterday, Portland beat the Guinness Book of World Records title for the longest drag a thon, showcasing more than 60 performers for longer than 48 hours at the home. We've all come to love as Darcelle 15 showplace. So the timing could not be better. Walter, I hope you will approve of this powerful fitting tribute to a remarkable individual who has shaped Portland's cultural landscape. I know your legacy. You have started will continue through your long time friend and colleague, Kevin Cook, aka Poison Waters. This is a joyous day for Portland on the eve of Pride weekend. I'm very proud to support this resolution.

**Speaker:** Thank you, Commissioner Ryan and I want to start my remarks by just thanking you, Commissioner Ryan, for spearhead this effort and working with the parks bureau to make this happen. I'm really honored to be here today to join all of my colleagues and to join family and friends and associates in honoring the legacy of a truly great Portlander I think we all recognize the impact that Darcelle has had on this community, both on stage as well as off stage was what I noticed. Having had the opportunity to meet Darcelle on a number of occasions was really three things. Number one, I saw somebody who was very intentional and I saw somebody be who was very deliberate and approached life deliberately. And I saw somebody

with courage, somebody who was true to their own selves. And that, to me was very inspiring. I had the pleasure of going to the club and seeing darcelle and I only have one story to share and i'll i'll be honest, I didn't know walter well, I didn't know darcelle well, but we had interacted over a number of occasions. I went to the club in 2019 and believe it or not, I was even less popular then than I am today. And what could have happened didn't happen. I walked into the club and there was the usual murmur thing and the typical stares that I get anytime I show up in public, which are not necessarily friendly darcelle made an intention effort to come over to my table and stand with me and embrace me and talk to me and then ask for a photograph with me and then we had some back and forth banter and I thought, well, that was really nice. I didn't expect that to happen. It wasn't until hours and hours later when I got home and I thought about it, I'm like, I see what he did. I see what she did. And I really appreciated it. And you know, hearing the stories you were telling about the book, you wrote and the personality and one of the great ironies is sometimes people who seek public exposure, asia are those who like it the least in many ways and are actually not comfortable in front of a big crowd. And I don't mind confessing. I'm one of those people. I'm a very private person. And so there is some degree of irony that I'm sitting here in this chair. But but I appreciated that courage and that intentionality. And I just wanted to share that it was something that meant something to me. And I thought I would share that with you. But the impact goes well beyond that. As we've heard, the lgbtq plus community certainly has felt invigorated and inspired and to some degree protected by the legacy of darcelle. And that is courageous community leadership. And I hope we can all be inspired by that kind of courageous community leadership. I'm also heartened to know that the legacy will continue. And that's the really cool thing about this. Commissioner Ryan, you said in your first iteration of remarks that this

was fun and short. Right? And it is but the legacy, I believe, will be long lasting. And it's a legacy worth preserving for future generations. As you yourself said, couch commissioner Ryan. And I'm glad we're doing this and I'm glad that this is in proximity to southwest harvey milk street. I'm glad that we're going to give this plaza a new life and last but not least, since people have been commenting on the new world record, dan, you commented on this. Carmen, you commented on this. Our public testifiers commented on this. There was some national media related to this and it was overwhelmingly positive. And what it said, the one that struck me was this could only have happened in Portland, Oregon. And that says something really, really positive about this community. So at times when this has been a really challenging time for our community, we all acknowledge that. But it's also good to periodically step back and acknowledge the things that are really genuine and true and positive about our community and the legacy of darcelle is right up there as something that I would argue makes Portland. Portland so thanks to the family for sharing da cell all these years with us. Thank you to the fans who went and supported the club. Thank you to the lgbtq plus community for your continued resilience and leadership and to the community at large for embracing commissioner Ryan's vision to rename the square. I haven't heard a single negative thing. Everything I've heard has been just universally positive. I've and that's really great. It's a good way point along the way to our city's recovery. So thank you for bringing it. So with that, unless there's anything else, we'll take the probably least unpredictable vote in the history of the Portland City Council.

**Speaker:** Gonzalez I max. Hi Rubio hi, Ryan. Hi, Wheeler.

**Speaker:** Hi. The resolution is adopted. The motion passes. Thank you. And we are adjourned.