



January 24, 2024 Council Agenda

5749

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

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

Questions may be directed to councilclerk@portlandoregon.gov

Wednesday, January 24, 2024 9:30 am

Session Status: Recessed

Council in Attendance: Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Rene Gonzalez

Commissioner Mingus Mapps

Council convened at 9:44 a.m.

Mayor Wheeler arrived at 10:51 a.m. Commissioner Mapps presided in his absence.

Officers in attendance: Beth Woodard, Deputy City Attorney; Keelan McClymont, Council Clerk

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

Council recessed at 10:07 a.m. and reconvened at 10:51 a.m.

Council recessed at 12:52 p.m.

Communications

61

[Request of Robyn Jensen to address Council regarding need for safer bike lanes and infrastructure](#)

(Communication)

Document number: 61-2024

Disposition: Placed on File

62

[Request of Lynsea Coy to address Council regarding proposing a resolution to support an immediate ceasefire in Gaza](#) (Communication)

Document number: 62-2024

Disposition: Placed on File

63

[Request of Erica Montgomery to address Council regarding proposing a resolution to support an immediate ceasefire in Gaza](#) (Communication)

Document number: 63-2024

Disposition: Placed on File

64

[Request of Brit Snipes to address Council regarding proposing a resolution to support an urgent ceasefire in Gaza](#) (Communication)

Document number: 64-2024

Disposition: Placed on File

65

[Request of Jenna Legge to address Council regarding ceasefire now](#) (Communication)

Document number: 65-2024

Disposition: Placed on File

Alexandria Saleem presented to Council for agenda item 65.

Time Certain

66

[Refer a measure to City voters for the May 21, 2024 election authorizing the extension of a program dedicated to street repair, maintenance, and traffic safety through a temporary, 10 cents per gallon tax on motor vehicle fuels in Portland for vehicles not subject to weight-mile tax \(amend City Code 17.105\)](#) (Resolution)

Document number: 37648

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Time certain: 9:45 am

Time requested: 30 minutes (1 of 2)

Disposition: Adopted

Votes: Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

67

[Amend Tax Rate Code to extend a Heavy Vehicle Use Tax to fund Portland Street Repair, Maintenance, and Traffic Safety Program \(amend Code Section 7.02.500\)](#)(Ordinance)

Document number: 191615

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Time certain: 9:45 am

Time requested: 30 minutes (2 of 2)

Disposition: Passed to second reading

Passed to second reading January 31, 2024 at 9:30 a.m.

68

[Proclaim January 2024 to be Blood Donor Month](#) (Proclamation)

Document number: 68-2024

Introduced by: Mayor Ted Wheeler

Time certain: 10:15 am

Time requested: 20 minutes

Disposition: Placed on File

Consent Agenda

69

[Amend Arts Education and Access Income Tax Code to update net revenue distribution \(amend Code Chapter 5.73\)](#) (Ordinance)

Document number: 191605

Introduced by: Mayor Ted Wheeler; Commissioner Dan Ryan

Bureau: Management and Finance

Disposition: Passed to second reading

Passed to second reading January 31, 2024 at 9:30 a.m.

70

[*Pay property damage claim of Erik Anderson for \\$5,787 resulting from a motor vehicle collision involving the Portland Water Bureau](#) (Emergency Ordinance)

Document number: 191598

Introduced by: Mayor Ted Wheeler

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

Disposition: Passed

Votes: Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

71

[Authorize grant agreements with KREF Lloyd Center Owner LLC and Portland State University for conceptual design and feasibility analysis for a new performing arts facility site not to exceed \\$100,000](#) (Ordinance)

Document number: 191606

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance

Disposition: Passed to second reading

Passed to second reading January 31, 2024 at 9:30 a.m.

72

[Update small wireless right of way access fee to align with the safe harbor rate set by the Federal Communications Commission \(amend Ordinances 187887, 189545, 189942, 189856, 185790 and 185717\)](#) (Ordinance)

Document number: 191607

Introduced by: Commissioner Carmen Rubio

Bureau: Planning and Sustainability (BPS)

Disposition: Passed to second reading

Passed to second reading January 31, 2024 at 9:30 a.m.

73

[*Authorize the acquisition of property adjacent to Baltimore Woods Natural Area at 4000 N Reno for \\$205,000, to be used for park purposes](#) (Emergency Ordinance)

Document number: 191599

Introduced by: Commissioner Dan Ryan

Bureau: Parks & Recreation

Disposition: Passed

Votes: Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

74

[*Authorize the acquisition of property adjacent to Buttes Natural Area at 15019 SE Clatsop Street for \\$250,000, to be used for park purposes](#) (Emergency Ordinance)

Document number: 191600

Introduced by: Commissioner Dan Ryan

Bureau: Parks & Recreation

Disposition: Passed

Votes: Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

Regular Agenda

75

[Accept bid of \\$1,687,301 from Knife River Corporation Northwest for the NE Cornfoot Rd: NE 47th to Alderwood Rd Project \(Procurement Report - ITB 00002200\)](#) (Report)

Document number: 75-2024

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 Ryan.

Votes: Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

76

[*Pay settlement of Marisa Moon bodily injury lawsuit for \\$81,000 involving the Portland Police Bureau](#) (Emergency Ordinance)

Document number: 191601

Introduced by: Mayor Ted Wheeler

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

Time requested: 15 minutes

Disposition: Passed

Votes: Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

77

[Authorize short term subordinate urban renewal and redevelopment bonds on behalf of Prosper Portland to finance projects in urban renewal areas](#) (Ordinance)

Document number: 191612

Introduced by: Mayor Ted Wheeler

Bureau: Management and Finance; Revenue and Financial Services

Time requested: 15 minutes

Disposition: Passed to second reading

Passed to second reading January 31, 2024 at 9:30 a.m.

78

[Authorize competitive solicitation and execution of price agreements for sodium hypochlorite for amount not to exceed \\$12,500,000 over five years](#) (Ordinance)

Document number: 191614

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Time requested: 10 minutes

Disposition: Passed to second reading

Passed to second reading January 31, 2024 at 9:30 a.m.

79

[Authorize Director of the Bureau of Environmental Services to enter into settlement with Oregon Department of Environmental Quality for environmental cleanup and natural resource damage claims regarding the Columbia Slough](#) (Ordinance)

Document number: 191602

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Second reading agenda item 42.

Disposition: Passed

Votes: Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

80

[Authorize competitive solicitation and contract and provide payment for construction of the SEI Grand Avenue Risers Project No E11489 for an estimated cost of \\$2,458,000](#) (Ordinance)

Document number: 191603

Introduced by: Commissioner Mingus Mapps

Bureau: Environmental Services

Second reading agenda item 58.

Disposition: Passed

Votes: Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

81

[Authorize contract with HDR Engineering, Inc. for design and surveying services to improve safety and access to transit along NE Martin Luther King Jr Blvd not to exceed \\$1,011,351](#) (Ordinance)

Document number: 191604

Introduced by: Commissioner Mingus Mapps

Bureau: Transportation

Second reading agenda item 59.

Disposition: Passed

Votes: Commissioner Carmen Rubio Yea

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Mayor Ted Wheeler Yea

Wednesday, January 24, 2024 2:00 pm

Session Status: Adjourned

Council in Attendance: Mayor Ted Wheeler

Commissioner Carmen Rubio

Commissioner Dan Ryan

Commissioner Rene Gonzalez

Commissioner Mingus Mapps

Mayor Wheeler presided.

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

Council recessed at 2:21 and reconvened at 3:00 p.m.

Council adjourned at 3:03 p.m.

Time Certain

82

[Add Utility Operators Code to govern utility access and use of the City right-of-way and adopt fee schedule for utilities operating in the City right-of-way \(add Code Title 12\)](#) (Ordinance)

Document number: 191613

Introduced by: Commissioner Carmen Rubio

Bureau: Planning and Sustainability (BPS)

Time certain: 2:00 pm

Time requested: 1 hour

Disposition: Passed to second reading

Passed to second reading January 31, 2024 at 9:30 a.m.

83

[Amend the Planning and Zoning Code to adopt temporary suspensions and permanent clarifications to development and process regulations as part of the Housing Regulatory Relief Project \(amend Code Title 33\)](#) (Ordinance)

Document number: 191609

Introduced by: Commissioner Carmen Rubio

Bureau: Planning and Sustainability (BPS)

Time certain: 3:00 pm

Time requested: 1 hour

Previous agenda item 60.

Oral record and written record are closed.

Disposition: Passed to second reading

Motion to amend the Housing Regulatory Relief Finding and Recommended Draft: Moved by Mapps and seconded by Gonzalez. (Y-5)

Passed to second reading as amended January 31, 2024 at 9:45 a.m. time certain

Executive Order

84

[Reassign City bureaus as stated in Mayor Executive Order dated January 23, 2024](#) (Ordinance)

Document number: 191597

Introduced by: Mayor Ted Wheeler

Disposition: Executive Order

Thursday, January 25, 2024 2:00 pm

Session Status: No session scheduled

Portland City Council Meeting Speaker List
January 24, 2024 - 9:30 a.m.

Name	Title	Agenda Item
Mingus Mapps	Commissioner, President of Council	
Keelan McClymont	Council Clerk	
Carmen Rubio	Commissioner	
Dan Ryan	Commissioner	
Rene Gonzalez	Commissioner	
Beth Woodard	Deputy City Attorney	
Lynsea Coy		62
Robyn Jensen		61
Erica Montgomery		63
Brit Snipes		64
Alexandria Saleem		65
Ted Wheeler	Mayor	
Mr. Chris Harrison	Community Engagement Liaison for Beaverton Donor Center	68
Mr. Jacob Cole	Supervisor for Beaverton Donor Center	68
Mr. Dylan Smith	Supervisor for Vancouver Donor Center	68
Ms. Lauren Reagan	Community Engagement Liaison for Vancouver Donor Center	68
Millicent Williams	Director, Bureau of Transportation	66, 67
Mark Lear	Resources Manager, Bureau of Transportation	66, 67
Sarah Iannarone	Executive Director, the Street Trust	66, 67
Paul Cone	PROTEC 17 Chapter President	66, 67
Wayne Bauer	FOS Oversight Committee Co-Chair	66, 67
Ariadna Falcon Gonzalez	Getting There Together Coalition Manager	66, 67
Rob Martineau	PBOT Budget and Bureau Advisory Committee	66, 67
Corky Collier	Executive Director, Columbia Corridor Association	66, 67
Jessica Fletcher	Safe Routes to School volunteer	66
Jon Isaacs	Executive Vice President, Public Affairs, Portland Metro Chamber	66
Aaron Kuehn		66

Sanga (Demetria) Mkbaklene (Hester)		66
Terry Parker		66
Stacey Triplett		66
Mary-Ann Schwab		66
Kiel Johnson		66
Robert Galanakis		66
Melissa Kostelecky		66
Mayra Torres		66
Claire Vlach		66
Biko Taylor	Chief Procurement Officer	75
Carey Caldwell	Defense attorney	76
Marc Poris Portland Copwatch		76
Matthew Gierach	Debt Manager	77
Haley Alves		77
Nickeia Hunter		77
Heather Mayther Perez		77
Kyle Stephens		78

Portland City Council Meeting Speaker List
January 24, 2024 - 2:00 p.m.

Name	Title	Agenda Item
Ted Wheeler	Mayor	
Keelan McClymont	Council Clerk	
Carmen Rubio	Commissioner	
Dan Ryan	Commissioner	
Rene Gonzalez	Commissioner	
Mingus Mapps	Commissioner	
Anne Milligan	Senior Deputy City Attorney	
Donnie Oliveira	Director, Bureau of Planning and Sustainability	82
Andrew Speer	Franchise Utility Manager	82
Phil Nameny	Project Manager	83

Portland City Council Meeting Closed Caption File

January 24, 2024 – 9:30 a.m.

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

Speaker: And so everyone got called. Great. Uh now i'll pass it to legal counsel to go over the rules of order and decorum. Good morning.

Speaker: Welcome to the Portland City Council to testify before council in person or virtually. You must sign up in advance on the council agenda at.

[Portland.gov/council/agenda](https://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 in nils generally have three minutes to testify unless otherwise stated, and a timer will indicate when your time is done. Disrupt conduct such as shouting, refusing to conclude your testimony when your time is up, or interrupting others testimony or council deliberations will not be allowed if you cause a disruption, a warning will be given and further disruption will result in ejection from the meeting. Any one who fails to leave once ejected is subject to arrest for trespass.

Additionally, counsel may take a short recess and reconvene virtually. Your testimony today should address the matter being considered when testifying. State your name for the record. Your address is not necessary. Disclose if you are a lobbyist. If you're representing an organization, please identify it. For testifiers joining virtually, please unmute yourself. Once council clerk calls your name. Thank you. Thank you.

Speaker: And I'd like to acknowledge that today is our first day holding council in person since mid-November. Uh, when we moved to virtual for a short period of time, we're also in a new temporary location. While city hall chambers are being renovated. I'd like to thank the 9900 building community for welcoming us into the neighborhood for the next several months. And, uh, thank you with that. And, uh Keelan. Could we I'd like to start with communications today. Keelan, please call item 61, request of robin jensen to address council regarding need for safer bike lanes and infrastructure.

Speaker: Robin is joining us online. Great. Robin, can you hear us?

Speaker: Robin, are you there? We can't hear you. Okay um, it looks like we're having some audio issues.

Speaker: Um, why don't we go to the next person? We'll come back to robin.

Speaker: Great. Um, next, can we go to item 62? On communications. Sorry

Speaker: Thank you. Request of lindsay coy to address council regarding proposing a resolution to support an immediate cease fire in gaza . Welcome

Speaker: Um, let's see, two minutes today. Three minutes, three minutes. Three minutes. Uh, welcome. Please begin your testimony.

Speaker: Thank you. As a born and raised Portlander, former homeless youth, miss junior, gay pride of Portland 2013, a lincoln high school alumni brick and mortar small business owner and a Portland means progress member.

Speaker: I am deeply, personally and lovingly invested in the safety, prosperity and happiness of all of our community a community that dreams of liberation, one of freedom of expression of the celebration of the constellations of each of our individual communities, cultures in a stable, safe ground to actualize these simple, essential human goals. I'm here today because these essential human goals have been threatened and denied repetitively, locally. You can see that denial through

our egregious lack of infrastructure and preparation for the annual weather events your constituents now come to expect it, like what we saw last week with 119,000 Portlanders losing electricity, you can see that denial through our shameful number of houseless neighbors denied basic life saving resources like tents. You can see that denial through City Council's deafening silence on our complicity in the genocide of palestinians. This deafening silence is purposeful. This deafening silence is planned. This deafening silence is a bought and paid for service provided by our Portland elected officials for the international business interests of israel. How do I know this? Because I know that Oregon is the third highest exporter to israel in the united states, because I know that the Oregon israel business alliance is located right here in Portland, because I know that that business alliance's members include several local government agencies like prosper Portland, Multnomah County, the Oregon health authority, and the port of Portland. There are clear financial and political incentives for our locally elected officials to bend to the wills of international settler colonial interests. I have requested meetings with you to discuss this and have received no response. I welcome you to deny these accusations of complicity in one fell swoop with immediate action right here, right now, by calling for an immediate resolution for a permanent cease fire. At this meeting, I have submitted a proposed resolution that is prepared for signature. I've also printed them out just in case you lost the email. The current Portland petition for a cease fire stands at over 3300 signatures. 44 cities in the united states have passed cease fire resolutions. Our own senator, jeff merkley, has called for a cease fire across the world, millions of people are demonstrating in solidarity with palestine. Portland is unified in demanding a cease fire, which is supported by over 66% of Americans across party lines. I have submitted with my communication today ten pages of testimony written by your Portland constituents expressing their

experience and solidarity on this matter. Our demands for a cease fire and lifting the siege on gaza have more support than ever. It seems the only thing stopping you from representing your constituents is your apparent complicity in israeli business interests. Once again, I welcome you to deny these claims by calling for a cease fire. Now thank you, miss coy.

Speaker: Uh, can. We Keelan can we go to item 63? Yeah

Speaker: Um, I believe we might have had the audio resolved.

Speaker: Okay, great. If we, um, if, uh, robin is available to testify, that's great. Uh, robin, are you there? I'm here.

Speaker: Can you hear me?

Speaker: Uh, can we turn up the volume for robin?

Speaker: Can you hear me now?

Speaker: It's very faint. Your faint on our end, but you're coming through.

Speaker: Um, is that something we control or robin controls? Do we know?

Speaker: I think it's what you control. Because my volume is all the way up.

Speaker: She sounds good.

Speaker: Okay. You sound great. Now, robin. Uh, thank you so much for joining us. Um, three minutes for public testimony and begin, um, any moment.

Speaker: Okay. I'll go ahead and start. Uh, good morning. My name is robin jensen. I'm a driver. Cyclist and a pedestrian who chooses the latter two is my main modes of transportation. I love Portland because of the cycling community and the commitment of you. Our city government and pbot to increase the bike and walkability of Portland, to reduce our carbon footprint, making our roads safer for pedestrians and cyclists. Many of my friends choose to commute and shop by bike, as it is both mentally and physically. It has both mental and physical benefits, especially stress release from the day's work. Some commute all the way from

milwaukee to downtown Portland by bike. It's faster than driving. I even have strangers tell me how biking to and from work has reduced stress, making their family time pleasant again. How cool is it that our bike bus was on access hollywood on January 11th? We made national television the continuation of safe routes to school, installation of protected bike lanes similar to broadway north Portland greenway trail, springwater trail and neighborhood greenways increase the safety of pedestrians. Our kids, cyclists. This would bring even more national attention to Portland. You and pbot. We want Portland to be a national leader. When I'm walking or riding my bike, I can interact and see things in downtown Portland that I can't. If I'm driving, I can easily stop, go into a store or cafe, support our local unique small businesses with the protected bikeways, trails and greenways. My commute is much quicker and safer though I still need to take care as vehicles are still running. Red lights stop lines and go through the no turn. Excuse me on red traffic signs. I am confident that with your guidance, Portland can become a leader of how to make a city more pedestrian biking and mass transit friendly and effective. While reducing our carbon footprint. Have you seen george hahn doing all of the commercials for new york city about transportation and biking? We can do the same thing. It makes it being cool. In closing, I would like to thank you again for moving forward to make our Portland a safe community for all. Thank you.

Speaker: Uh, thank you robin. We appreciate your testimony. You be in particular. I'm the commissioner in charge of pbot. Um, I want to let you know that later on this morning, this council will hear a proposal, uh, that will enable pbot to accomplish many of the goals that you're talking about. So I encourage you to stay tuned or to come back and visit the video from today's, uh, council session at your convenience. And we sure appreciate you, uh, testifying today. Uh, thank you very

much. And with that Keelan, can we go to item 63, also on comms request of erica montgomery to address council regarding proposing a resolution to support an immediate cease fire in gaza.

Speaker: So, yeah. Okay.

Speaker: Uh, um, miss montgomery, you have, uh, please begin at your convenience.

Speaker: Okay.

Speaker: Good morning. Council. My name is erica montgomery, and I am a local business owner and former business association member. I come to you today to challenge you to be the 45th city to pass a cease fire resolution following the lead of cities like my hometown of atlanta, georgia, and san francisco, who we've surpassed in gathering now close to 3400 signatures on a cease fire petition. I am not palestinian, but a queer black woman living in a state that began as white utopia. The, uh, home of the first black exclusion law. Now, I watched my local city government uphold the idealism of their forefathers by financially supporting an entity that gleefully dropped six tons of bombs on a school of full of mostly palestinian women and children in jabalia on October 31st, 2023. Calm down. You posted on your linkedin that silence can be more powerful than proving your point. You're 109 days of silence bankrolled the martyrdom of more than 10,000 palestinian children. Instead of providing. 3561 Portland children with free or low cost health care, mingus during your campaign in 2020, you stated that too often politics in city hall are toxic and disconnected from the world of Portlanders. The world Portlanders actually live in for four years. You sat amiably in that position while you and your colleagues proudly financed indiscriminately bombarding and killing more than 25,000 palestinian and instead of using those funds to cover the student loan debt of 270 local college students, ted Wheeler, um, two years ago

said, anyway, then who comes into our community and is spreading their hate, their racism and their xenophobia, their white supremacist predilections all of that is personally very intimidating to people who are here, particularly people of color. Yeah in 2016, you successfully you were. Yeah yeah. In 2016, you personally dismantled the socially responsible investment committee after they were successful in collaborating, collaborating with jewish voices for peace to make Portland divest and kat after they provided equipment to israel that destroyed palestinian homes in the west bank. There is now no similar governing body. For too long, you've had the uninhibited ability to uphold white supremacy. Here through Portland police bureau, as well as in israel. No matter how any of you respond to our demands, we see you and you better prove us wrong. We demand that you call for an immediate, permanent cease fire in palestine, that you enter into public record your condemnation for the genocidal actions of the israel government government that you call for humanitarian aid immediately for the people of palestine, that you resolve to end all military aid to the israel government, that you call for an end to the illegal occupation of palestine by israel. You immediately sever ties with ashkelon, that you make a statement to support solidarity with the people of palestine and palestine. Palestinian Americans, uh, thank you very much.

Speaker: Keelan, can we go on to the next item on communications? I believe that's number 64.

Speaker: Uh, fritz snipes to address council regarding proposing a resolution to support an urgent cease fire in gaza.

Speaker: Uh, welcome. Um, uh, three minutes. Thank you.

Speaker: My name is brett snipes. I stand before you all today. Not merely a small business owner, but as a human. Echoing the suffering of those killed by our

government's continued misplaced priorities. It is essential to reflect on the gravity of our decisions as a nation and as a city, especially whenever we're all witnessing a mass execution of people for every day, for over 109 days. This experience should fundamentally change you. It should become the first thought upon awakening and the last haunting echo before you sleep. It has been for me, for those of you sitting in front of me choosing to avert your gaze and turning a blind eye, I want to ask you something. Would you have ignored the genocide of indigenous people that this country was founded on? Would you have ignored the despicable brutality of slavery or the atrocities in vietnam, the transcendental activism that you pose? Calling Portland a progressive city not only reflects a superficial engagement with ongoing social issues, but mirrors the ominous historical trend of ignoring atrocities you are paid for and calculated silence, not only fosters a complicit atmosphere here, but it also resonates with the haunting history where humanity faltered in the face of unfolding horrors. Is this urgent call to action is not just a request, but it is a mandate that we demand that you boldly confront the humane injustices and war crimes that are being committed and witnessing the slaughter of innocent palestinians by the israeli government, which is funded by the united states and our tax dollars is gut wrenching. If you still support israel at this point, you must enjoy seeing colonized people being murdered and tortured. There is absolutely no other way. It is clear that israel is not defending itself. It is so clear that they are attempting to not rescue the hostages, and palestinians are being executed at an average rate of 250 people per day. This massively exceeds any death toll of any other major conflict in decades. Why does israel have free health care? Why do they have free university things we are told we cannot afford in the united states? Instead of sending money to israel to pay for people to thrive, there and fund a genocide, let us invest that money into our own communities as a small business

owner, one who pays exorbitant taxes in Portland, I demand accountability. Where my money goes, we have the power to shape and reshape our community, and we will not stop using our voices platforms in any means necessary to stop you from ruining lives daily. It's time to embrace justice, or you will not continue to sit in those seats. Awareness has dawned not only on your complicity within this council, but as on the impact on apologetic support of the united states since an ongoing war machine. Thank you. Thank you very much.

Speaker: And Keelan, I believe we have one last speaker on communications. That's number 65. Request of jenna legg to address council regarding ceasefire.

Speaker: Now.

Speaker: Welcome, jenna. Good morning.

Speaker: Jenna has yielded her spot to me. I'm alexandria. My name is alexandria saleem and I am a palestinian American born in diaspora and raised in Portland. I'm a florist, farmer and cultural worker who assists in running several community spaces across the city, including rose culture and community center and the center for study and preservation of palestine. I am here representing four generations of my family displaced from our home village in palestine since 1948. My two children, one being the youngest. I'm here today to emphasize that this global issue has deep local repercussions and requires you to take action. I am testifying today to urge you to support an immediate and permanent ceasefire and the entry of urgent humanitarian aid into gaza every day that the massive bombardment continue, more people are dying, children, pregnant, pregnant women, everyone in gaza are being denied the very basic essentials of life leading to more unimaginable horrors of suffering, hunger, dehydration and disease. I look at my children and I think about the countless families who have been sheltering in schools. 69% of which are now damaged or destroyed completely. I am shattered as I fear, as I hear from my

family, of the unlivable conditions of displacement. All without homes to return to. As palestinians, it is painfully clear that every day, without a cease fire there is unprecedented loss for our communities in Portland and globally. It has been unimaginable to watch the city. I've grown up in raise my kids in, be absolutely silent in the face of the most deadly military campaign of the 21st century. Your palestinian constituents with relatives in gaza have lost entire branches of their family over the last 109 days. In October, my great uncle witnessed three of his children and all of their children, his grandchildren killed. Then he too was murdered in an israeli airstrike. Two of his sons lives were taken a week later, 19 members of my family have been killed in their homes by israeli airstrikes. They were civilians, all of which became so-called legitimate targets of the israeli, israeli military. And those are just the relatives we know have been confirmed as martyrs. There are many more. We have lost communication with or who are still unidentified and lost under the rubble. My family's story is mirrored by countless other palestinians in Portland. Every day that our lives are silent, we see your Portland constituents lose more and more family. Now is the moment where all of us have a moral obligation to speak out. We are witnessing a genocide and we bear responsibility. All of us, to do what we can. Your constituents are urging you to add Portland's voice to the more than 44 other local governments who have called for an immediate cease fire. Do your part to stop the killing. Introduce a cease fire resolution now.

Speaker: Thank you. Thank you. Alexandria. For. That, uh, completes communications for today. Is that correct? Uh, colleagues, i. Colleagues, i, I'd like to, uh, um, colleagues. Now, we have some, uh, guests who have come in to talk about a very important item. I'd like to go to our time. Certain, um, can we read item 66 and 67? Uh, together, please?

Speaker: Testing. Testing. Captions. Adam. Do we need to toggle them on and off? Okay. They're good. All right. Thanks.

Speaker: Commissioner Mapps as council president for handling the disturbance. Uh, very well. Thank you for that. And colleagues, of course. I was in a press conference this morning and was held at city hall per securities recommendation. I always take their recommendations because they do a great job. Uh, and I support their efforts. I also just want to thank those of you who are waiting for the proclamation around blood donations. You've been very patient this morning, and we acknowledge that. And we really want to thank you for sticking it out. And we'll get to you as quickly as we possibly can. We'll start with the consent agenda. Have any items been pulled from the consent agenda? Keelan I can't hear you.

Speaker: Yeah. Sorry, mayor is just getting unmuted. Um, no items have been pulled.

Speaker: Please call the roll. Yea. Rubio i, Ryan, I Gonzalez I Mapps I Wheeler I the consent agenda agenda is adopted. We will go to the first item. Actually you know what should should we get to maybe we should do the proclamation first. Since these folks have been waiting. Does anybody object? If we do that, that.

Speaker: Yes. That's fine. Uh, I also want to acknowledge I got folks here for a pbot item who've been very patient. I also, uh, um, like everyone on this council, I'm deeply concerned about, uh, the current state of our blood supply. And I'd love to get that message out. All right, so why don't we go ahead, then, with that in mind, commissioner, let's go ahead and do it in the order that was originally prescribed.

Speaker: But let's, uh, as we present, let's also just remember that there's people who are probably getting late for other things. So let's do the first time. Certaines there read together please. Time certain 66 and 67. Oh uh, mr. Mayor, i.

Speaker: It would be fine. I think it might be it's going to take a while to get through 66 and 67. Uh, um, and I suspect it'll only take a couple of minutes to do the blood thing. So why don't we do the blood thing? But I do want to just do a shout out and gratitude to, uh, my pbot. And, uh, transportation folks who have been incredibly patient this morning.

Speaker: Understood and appreciate it. And I'll just point out the irony that people who want us to say something are the first to shut us down and have us not be able to speak or to work together as a community, uh, item number 68, please. A proclamation, an proclaim.

Speaker: January 2024 to be blood donor month.

Speaker: Good morning everybody. So I'd like to welcome our presenters this morning and begin by opening the floor to Chris Harrison, who's the community engagement liaison for the Beaverton donor center. Welcome thank you for being here today.

Speaker: Good morning.

Speaker: Yes. Thank you. Good morning, Mayor Wheeler and Portland City Council.

Speaker: My name is Chris Harrison, and I'm the community engagement liaison for the brand new Beaverton donor center. We recently opened in October 2023 to help provide even more convenient blood donation opportunities for the greater Portland metropolitan area. We do service all the way out to Forest Grove, but including the greater Portland area and even down to Woodburn, Bloodworks Northwest is the local nonprofit blood bank of the Pacific Northwest. We've been around for over 70 years, and we have 13 blood centers from Bellingham down to Eugene, so our our support local, our donate local and our support local hospital message uh, rings loud and clear throughout the year. One note that I want to

make is yesterday blood works northwest unfortunately had to issue a code red emergency. What that means is we have had three consecutive days of critical blood supply levels. We are the primary blood supplier for all legacy, providence and peacehealth hospitals. When they need blood, they call us in this situation, we are asking everyone if you are able to donate, if you think you're eligible to donate, now is the time. Now is the need. When we are asking Portland City Council to recognize blood donor month, we are very appreciative of this. The timing is truly a perfect storm due to the recent ice storms, the weather conditions we had to cancel many drives in the area with great community partners who tried to make this work, but it was ultimately about safety and we also had many canceled donation opportunities. Um, even in the coming weeks that are potentially in jeopardy. Um, lastly, we have over 23,000 appointments across the pacific northwest over the next 3 to 6 weeks that are still available, and over 5500 appointments in the next ten days. If you can donate, please donate. Please reach out to us. We're available at bloodworks and [w.org/give blood](http://w.org/give-blood). I've spoken a lot, so I'd like to introduce my colleague jacob cole. Hi. Thank you so much for having us here today. Uh I'm jake cole. I'm the donor services supervisor for our new beaverton center. Uh, and with bloodworks for, like, almost ten years this year at and, uh, we've we just opened up a new blood center over in the beaverton area, but we've been servicing this area for at least the time that I've been here. And which is quite a while. Uh between our center and beaverton, that we just opened back in October. Uh, that's, uh, between that and our, our mobile team and our collection teams that we've been operating from before this in Vancouver, Washington, uh, we've been servicing like the greater area here with all of our province hospitals, uh, legacy hospitals and hospitals in the surrounding area as well. Um it's all that blood comes from us. And it comes from our community. So if we get more people to come out and help us

out, that will be amazing. Um, and I just want to say thank you again for our time and also passing on to our my colleague here, dylan smith. And, uh, he's surprised for Vancouver center. Hello

Speaker: Everyone said I my name is dylan and I am the supervisor for our Vancouver donor center. Um, I not only want to just thank you for having us today, but share a personal story. Uh, just, uh, regarding bloodworks as well. Um, I worked for bloodworks for about six years, and as a gay man, I haven't been able to donate, uh, and support our own mission. Um, up until recently, um, things to research and all the work that has been put into our research, we were able to, uh, build a completely independent connection. Broke out a little bit. Um, thanks to bloodworks research, we were able to push forward the msm deferral, which is a men who have sex with men deferral to be lifted. Um, on December sixth. Um, so back in December, I was able to donate for the first time with an organization that I not only love, but support. Um, and moving into this year and I get to actually, um, be a part of blood donor month in January of 2024. So um, it's very exciting. And again, thank you so much for having us. And I will turn it over to lauren regan.

Speaker: Thank you so much. And thank you, mayor Wheeler. And City Council and our, you know, partners behind us of pbot. Thank you for your patience. Also, my name is lauren regan and I'm the community engagement liaison for, um, big eye based out of Vancouver. But we do cover the downtown Portland metro, along with our partners at legacy. I, as you heard from our my colleagues, code red has been issued. We are trying to expand to give more opportunities for people as they work from home to come out into the field. I want to give more of a personal testimonial. In 2016, my four year old son declan was diagnosed with acute myeloid leukemia. Uh, over the course of two years. During his treatment, he received 76 blood transfusions on 108 platelet transfusions. Now, he lost his battle in 2018, and when

he was put in hospice care, the only thing that kept him alive were the doctors had said he'll only live two weeks. He he stayed with us for another five months and that was due to the bloodworks northwest blood donors. He would go to the hospital twice a week. He was receiving anywhere from 4 to 8 transfusions weekly. But that gave us as a family five additional months and that's kind of what led me to this position and my passion behind it. As a mother of a child receiving care. And I never once sat at randall children's hospital or ohsu dorm, becker, thinking he might not get what he needs. The blood was always there when a code red is issued, our hospitals are going to have to start triaging those patients%. Uh, chris and I will start fielding calls within the coming weeks from cancer patients or family members of cancer patients, because their doctors have determined, yes, they do need blood, but maybe they can hold off a day or two. Or in my circumstance, where my son was in hospice care, the blood would have been cut off and his time would have been even shorter with us. So the urgency for the Portland metro area to please do come out and donate blood. Bloodworks northwest and our research team have worked with the fda over the past three years, and multiple deferrals in the past have been, um, repealed that you may not know of. So if you were stationed overseas in the 80s and 90s, you now are allowed to donate blood. So please visit our website. Please come out. We are at your local hospitals. We are hosting blood drives every single day. We have two centers that are open over the weekends. The need is now and we want to make sure that we prevent a public health emergency by issuing this code red. So thank you so much for your time.

Speaker: Does that complete your presentation?

Speaker: It does.

Speaker: Thank you. And uh, I first of all just want to acknowledge and appreciate, uh, your personal engagement in this and the loss that you've experienced and, and, um, frankly, how moving it is that you're setting forward to help the community at large, that that is really, I think, the best of what we have to offer. And I really appreciate you for that. Commissioner Mapps, I actually have a question, um, that I'd like to start out with.

Speaker: Um, do we have an estimate of how many days I don't know quite what the metric is for this, but how many days of blood supply we have in the Portland metro area for that?

Speaker: Uh, so we supply over 94 hospitals in the northwest, and we try to make sure that we have, uh, whatever is needed on hand. So the access that via like a hub online that they use so they can see what we have in our inventory. So overall the organization, we have 3 to 4 days of um, blood supply as it is. Right now. And it's basically as needed. So something could happen. Um, and somebody needs to receive 40 units of blood. That's a lot of people to come in to donate to make up that one. For that one person. It's a it's quite a bit that we go through. So let's say 3 to 4 days. It could be even less. Uh thank you very much.

Speaker: Uh, um, I'm disturbed to hear that, um, it makes this proclamation all the more important. Um, I really want to lift this one up. Uh, the work that you do is truly life saving. Um, and we wanted to thank you for it. And I also want to thank you for your patience and for your testimony this, uh, this morning. Thank you.

Speaker: Commissioner, I'd also just like to express my gratitude for all of your efforts to expand what are obviously potentially life saving resources. Uh, on behalf of the council, I o commissioner Ryan, did you have something to say?

Speaker: Yeah, just real brief. I know that we're. We need to save time. So I just want to thank the four presenters. I'm so sorry that we couldn't see you in person.

And I really appreciate, uh, dylan, for you lifting up a story that I understand very well as a gay man who has been living with aids for 40 years. Uh, related between the gay community and blood donations, has the scarlet letter was finally lifted and I'm really grateful for that. And I just wanted to acknowledge your courage and leadership. And let's hope that we see a real big spike in people from the gay, bisexual, male community giving blood once again. And to the good mother, thank you for taking your tragedy that, um, that many no one could ever really understand in their own heart and head except to say that I really see you and I appreciate that you've taken that experience. And now our leader at an organization that we need to lift today. So thanks for being here. And mr. Mayor, if I could ask just one more question.

Speaker: Yeah. Go ahead. Commissioner Mapps.

Speaker: Uh, um, could someone on the panel remind us, uh, what website that we would go to, uh, to make an appointment to donate blood again?

Speaker: I know it was presented in your presentation, but I want to make sure that, uh, folks can find that if they need it, please visit w dot bloodworks. And w.org backslash.

Speaker: Give blood. And that's going to pull up a geolocation map to find the closest most convenient blood drive closest to you. It might be at one of our blood centers. It might be at a local church organization. And business. And we look forward to partnering with Portland and the city as well for more drives in the future.

Speaker: Great. Thank you so much. I appreciate that clarification.

Speaker: All right. Thank you, everybody. On behalf of the Portland City Council, it's my honor to read the following proclamation on. Whereas the united states is experiencing the worst blood shortage in over a decade, and the local blood supply

has hit emergency levels, if the blood supply does not stabilize and does not stabilize, life saving blood may not be available for some patients when it's desperately needed. Whereas the month of January historically is a period of critical blood shortages. Blood centers like bloodworks northwest continue to face a decline in donor turnout during the holidays, and many donors falling ill during cold and flu season and whereas on December 31st, 1969, the president of the united states, richard nixon, signed a proclamation designating January as national blood donor month. This observance is meant to honor voluntary blood donors and to encourage more people to give blood and whereas the mission of bloodworks northwest is saving lives through research, innovation, education, and excellence in blood, medical and laboratory services in partnership with our entire community, we, as part of this mission, bloodworks northwest supplies. 95% of the pacific northwest's blood, and whereas bloodworks northwest supplies blood products to all providence legacy and peacehealth hospital systems in the Portland metro area and southwest Washington region. And whereas legacy emanuel and providence saint vincent medical centers have partnered with bloodworks northwest to host monthly blood drives in their conference rooms. Now now, therefore, i, ted Wheeler, mayor of the city of Portland, Oregon, the city of roses, do hereby proclaim January of 2024 to be blood donor month in Portland and encourage all residents to give back by donating, volunteering, or giving blood this life saving work is vital to strengthen our community's resilience. Thank you all for being here today and sharing this important message with all of us in Portland. Thank you.

Speaker: Thank you very much.

Speaker: Keelan will now move to the, uh, uh, the first time certain item items number 66 and 67, a resolution and a non emergency ordinance, respectively. I 1066 refer a measure to city voters for the may 21st, 2024 election authorizing the

extension of a program dedicated to street repair, maintenance and traffic safety through a temporary \$0.10 per gallon tax on motor vehicle fuels in Portland for vehicles not subject to weight, mile tax.

Speaker: Item 67 amend tax rate code to extend a heavy vehicle use tax to fund Portland street repair, maintenance and traffic safety program.

Speaker: Commissioner Mapps. Thank you, mr. Mayor.

Speaker: Now, before I jump into our presentation today, I just want to take a moment to acknowledge the incredible linly challenging week that, um, all Portlanders just endured. Of course, we experienced downed trees, power outages, burst pipes, um, business and school closures, and sadly, of course, the loss of too many lives. I'm proud of the city's response, especially as it pertains to pbot throughout the storm, pbot crews were working around the clock in subfreezing temperatures to keep our roads clear, especially for our emergency responders. Our urban forestry crews, pge workers, and for people trying to access warming shelters and our pbot communications team also worked long hours to keep Portlanders updated on road conditions. Uh, they're social media posts. Last week were viewed many, many thousands of times daily. Um I would be remiss if I didn't take a moment to acknowledge the incredible work done by our leader over at pbot director william, uh, her leadership during this time of challenges has been truly incredible. Speed speaking of incredible, my personal, um. And official thanks to jody yates, uh, pbot group director for maintenance operations and her entire team, uh, throughout the of the storm, has just been amazing. You know, crews all across all divisions. But particularly those in division two, the west hills, uh, who faced harrowing conditions since they responded to the snow and freezing rain amidst heavy winds and falling trees and downed power lines. Um, they just did incredible heroic work. Same thing is true for our signals and, uh, street lighting,

electric lines were out there in the elements throughout the storm, reconnecting traffic signals, uh, repairing crossing beacons and street lights in the coldest of winds and snow. Finally I want to thank all the Portlanders who stayed home during the worst of the storm. Uh, your smart choice right there allowed pbot to plow salt and de-ice the roads and keep them clear for first responders and public transit. Now of course, it's time for all Portlanders to get out and support all of our wonderful local businesses that have struggled over the past week. Now now, on to the main item for us today. Um, these we have two items, uh, coming from me. Um uh, these items create a pathway for funding that will help pbot continue to provide the critical services that help keep Portlanders moving. The first item is a resolution to refer a renewal of the local ten cent gas tax, uh, that has been in place since 2016 to voters for the may 2024 ballot. If the \$0.10 local gas tax is renewed, it will generate an estimated. \$70.5 million over four years. Through the fixing our streets program. This revenue will be invested in maintenance, paving projects and a variety of community street services, such as filling potholes, maintaining signals, traffic calming and safer streets. Projects on both busy and neighborhood streets. Now this proposal will keep the cast tax at the same rate, so voters will pay the same rate as they have since 2016. And I want to repeat and underscore that we are not increasing taxes here. Instead this is a straightforward renewal of a long established and proven program. The average driver will continue to pay roughly \$5 a month through this program. Uh, the second item in this ordinance today, or the second item before us today, is an ordinance to continue the complimentary, uh, heavy vehicle use tax. The heavy vehicle use tax is a tax on vehicles that pay Oregon's weight. My tax. The purpose of this program is to make sure that heavy vehicles pay their fair share towards transportation, maintenance and safety projects, just like our light vehicles do. So this has been a critical component of the

program since 2016, and staff and a few moments will provide more details on how that works. Uh, but before we get to staff and invited testimony, let me provide you with some history about how the items before us today, uh, got to here, um, in 2016, Portland voters approved the initial \$0.10 per gallon local gas tax. This tax was renewed again into 2020 with 77% support from the voters. Since the beginning of the fixing our streets program, pbot has used a community oversight committee to ensure accountability. This group helps to oversee budgets, projects, and schedules and ensure the program delivers for the people of Portland. Now whether it's paving our streets, filling potholes, improving street lighting, building sidewalks or helping our youngest Portlanders safely walk, bike or roll to school, the fixing our streets program at pbot helps Portland move forward while improving our transportation system and making this city more livable for all. Of course, pbot is facing a budget crisis, and you need to know this if fixing our streets is not renewed, Portlanders will see an additional \$20 million reduction in annual services. Now I will turn it over to pbot director. Uh millicent williams and pbot resource manager mark lear for their presentation. Welcome, director williams.

Speaker: Thank you, commissioner. Thank you, commissioner Mapps.

Speaker: Mayor Wheeler and members of the Portland City Council. For the record, my name is millicent williams, and I am the director of the Portland bureau of transportation. I'm pleased to be here this morning asking you to send the \$0.10 local gas tax renewal to the may ballot. And for the first reading of the ordinance to extend the heavy vehicle use tax. Now more than ever, these are critical funding sources for the basic maintenance and operations of the Portland bureau of transportation. As you know, as you've just stated, we are facing a funding crisis at pbot and have been working to identify the necessary funding to allow us to continue to deliver critical maintenance and safety projects throughout the city.

While today's actions won't solve our problems, if the heavy vehicle use tax and gas tax are not renewed, our challenges will be much greater. Next slide the fixing our streets program is one of pbot's signature programs. Whether it's repaving our streets, filling potholes, improving street lighting, building sidewalks, or helping our youngest Portlanders safely walk, bike and roll to school, fixing our streets helps Portland move forward while improving our transportation, transportation system and making this a more livable city for all. Next slide please. Over the past eight years, the ten cent local gas tax and heavy vehicle use tax have raised approximately \$150 million. That has been invested in thousands of improvements. We have repaved about 80 lane miles of city streets, repaired over 40,000 potholes and made hundreds of safety improvements across Portland, including safety projects by schools, sidewalk investments and critical improvements on the high crash network. Next slide please.

Speaker: Thank you.

Speaker: We were, uh, these local sources have also helped us leverage millions of dollars in additional external funding. We were we were able to leverage \$5 million from the \$0.10 gas tax to provide a match for a safe streets for all grant on 122nd avenue. This federal grant will allow us to fund major safety improvements on one of the most dangerous streets in Portland. We've also leveraged \$3.8 million from the heavy vehicle use tax revenue to match a 13.9 million federal bridge investment program grant to replace the beauregard bridge in almost 100 year old bridge in poor condition that serves as a key freight connection between highway 30 and the rivergate industrial area, including terminal four and northwest container services. Next slide please. In order to continue the critical fixing our streets program, we are here today with two items for your consideration a resolution that will refer a four year renewal of Portland's \$0.10 local gas tax on light vehicles to the may 21st

primary election, and the first reading of an ordinance that would continue the heavy vehicle use tax for another four years to provide additional details about today's actions, I'll hand it over to Pbot resources manager Mark Leer.

Speaker: Mark, thank you, Director Williams.

Speaker: For the record, my name is Mark Iplier. I serve as Pbot resources manager. And next slide please. Since 2016, Portland's Fixing Our Streets program has funded revenue. Revenue from Portland's ten cent local gas tax and heavy vehicle use tax. About 80% of the revenue is generated by the ten cent gas tax, and 13% of the revenue from heavy vehicle use tax. I've broken my presentation into two parts. First, I'll walk through the proposal for the ten cent local gas tax. Item 66, and then I'll walk through a couple slides regarding the extension of the local heavy vehicle use tax. Item 67. Next slide please. Pbot did extensive public outreach in developing the initial Fixing Our Streets program in 2016, and from the beginning, the program is focused on basic transportation, maintenance and safety projects and services. The ten cent local gas tax is charged to anyone who buys gas or diesel for any vehicle under 26,000 pounds. Within Portland vehicles, over 26,000 pounds pay the heavy vehicle use tax, even though construction inflation has increased over 60% since 2016. Pbot is not proposing an increase in the ten cent per gallon rate, pulling completed in late October did not show support for an increase beyond the \$0.10 the average Portland will continue to pay \$5 per month. Next slide please, as you can see in this pie chart, the 2020 to 24 proposed allocation continues to be focused on basic maintenance and safety investments. One third of the revenue is allocated to smoother street paving and maintenance projects. One third is allocated to safer streets projects and one third to citywide community street services, which is a combination of citywide maintenance and safety services. In May 2020, we received 77% support from the voters, uh, for this allocation and

giving the strong support. We are not proposing major changes to this allocation for the 2024 to 28 program. As I mentioned, this allocation was informed by extensive public outreach. I will describe each of these three allocations in more detail. Next slide please. The 23 one half million dollars allocated to the smoother streets project funds, preventative maintenance like grind and inlay and sealing trees that preserve and extend the life of our roads. It's estimated that every dollar spent on preventive maintenance saves 8 to \$10 in costly reconstruct projects. This work includes reconstructing corner curb ramps to improve accessibility, upgrading pavement markings to current standards. It also includes installing high visibility crosswalks and adding striped buffers to bike lanes, where space allows just 19 million of the 23 million is allocated, 23.5 million is dedicated to paving on the most critical streets that benefit the most people and have the most wear and tear priority. Streets include the high crash network, transit and freight routes, and neighborhood greenways. 4.5 million of the paving will be allocated on local streets, and pbot will continue to use pbot's equity matrix to prioritize locations. Next slide please. We often hear from community members who want us to be more responsive to routine maintenance and safety requests. This second category of funding focuses on these community streets services. Examples of services include filling potholes, maintaining signals and calming traffic. There are. These are small, regular investments the community relies on and this dedicated funding will help us meet at least some of our community demands. Next slide please. The third category is funding is for safer streets projects. It is dedicated primarily to relatively small safety improvements that reduce conflicts, address high crash locations and lower the speeds on both our busy and neighborhood streets. In addition, we use this funding to leverage external grants like you heard about on 122nd and the beauregard bridge project. 9 million will be invested on busy streets with a focus on

the high crash network, which, as you heard before, accounts for only 8% of our system. But 62% of our traffic deaths, 6 million is allocated to neighborhood safety projects for traffic calming, which includes both speed bumps and diverters safer crossings and other improvements along our low traffic pedestrian bike network. And 6 million will be allocated for safe routes to school projects, which help the city achieve our goal of having 75% of our elementary schools, uh, traveling safely, walking or biking or rolling to school by 2035. In each of these categories, we will set aside about half of the funding to use strategically for projects that leverage external resources. This approach will ensure that we continue to go after grants like the recent, highly successful 122nd avenue safety project. The other half of the funding will be allocated to ensure investments across the city to ensure accountable city. The fixing our streets program will continue to go through annual independent financial audits. The spending will be overseen by our fixing our streets oversight committee, representing many elements of the community and the care of our help us achieve our safety and latest goals. Next slide please. I just have a couple more slides, uh, summarizing the steps, the picture in the slide is a picture of the beauregard bridge on lombard near terminal four. That's a nearly 100 year old bridge that is in very poor condition. Beauregard bridge was one of only nine projects funded nationally from the first round of the federal highway administration bridge investment program. This one project is leveraging as much revenue as the entire four year heavy vehicle use tax generates on its own. It is an example of a project that we may not have been able to apply for without this local funding source. It's also an excellent example of the strong partnership between the city and the freight community, including the Portland, uh, including the port of Portland. Next slide please. As I mentioned earlier, the heavy vehicle use tax is designed to ensure that heavy vehicles pay 13% of the total fixing our streets

program. Um, since this program was established in 2016, any company that delivers goods in Portland is required to pay the heavy vehicle use tax. The tax is collected one as 1 to 3% of a company's statewide weight mile tax. Next slide please. Heavy vehicle use tax is a pretty broad shouldered tax, with the fee spread across 700 companies over the first six years of the program 86% of companies paid less than \$64 per month. There is an appeals process for companies that can document extremely low use of city streets. Today's ordinance extends the heavy vehicle use tax for another four years and reduces the four year rate from 3% of statewide, waive all taxes to 2.6. It's worth noting that the rate has been reduced for the last two years temporarily due to the, uh, additional revenue above. The forecast was collected during covid, when we experienced very high delivery of goods and a higher weight mile test. Next slide please. The heavy vehicle use tax continues the resource allocation of the 2020 to 24 program. Roughly one third of the revenue is allocated to bridge needs. One third to roadway maintenance needs and one third to operations and safety. These projects are required to be consistent with the 2040 freight plan, and to be allocated on the priority freight network. This program continues to be strengthened by strong partnerships, partnerships with the Portland freight advisory committee. It's been very, very productive and helped us with the bridge project. Next slide please. In closing, this slide provides a summary of the levels of voter support in 2016 and 20 and highlights, uh, the action in front of council today to refer fixing hardesty 24, 24, 28 to the may primary. Next slide please. It's been my honor over the last few months to engage numerous organizations and individuals regarding the renewal of our fixing our streets program. In almost every one of these meetings, I heard acknowledgment of the value of these projects being delivered. And two, thank you to the workers delivering the projects and services people want transportation investments and

are interested in ensuring that we have these resources. Thank you for the opportunity to provide more background. Our next slide, please. Thank you for the opportunity to provide more background on the fixing our streets program. And we have a few people, uh, that are available or will come up next as part of our invited testimony.

Speaker: Thank you.

Speaker: Commissioner Mapps i'll let you run the invited testimony.

Speaker: Great. Well, um, thank you, director williams.

Speaker: Thanks, mark. Um, I am honored to introduce the invited testimony we have today. Um, the our initial plan is to have three panels of speakers, some in person, some virtual, because we have a late start today. Uh I think some folks might have had to drop off. We'll have to just kind of play it by ear. I want to invite up our first panel, which will include sarah iannarone, executive director of street trust. Paul cohen, uh, protects with protect 17 and wayne uh, bauer with the fixing our streets oversight committee and, uh, well, I want to welcome our panel. I believe they're in person and, um, and i'll just turn it over to folks in the room. There.

Speaker: I think sarah's online. Yeah. So sarah was here.

Speaker: She's now, I believe.

Speaker: Yeah, I I'm afraid you can't hear me.

Speaker: Yes. There you are. Sarah. Hi, sarah.

Speaker: I had to leave. I used the recess to commute over to lloyd center, so, um, I appreciate the option to come in virtually. Thank you for making this meeting accessible to everyone. Um, as they said, my name is sarah iannarone. I am the executive director of the street trust. Uh, we've been a long time supporter of fixing our streets, and we've been advocating for better streets in Portland for over 30

years. Uh, I just want to start out by thanking all of you, uh, and the employees of your bureaus who work tirelessly. Last week to ensure our recovery from the storm. It was a painful but important reminder of the extent to which we all rely on really high quality government services to care for our families, to get to our jobs and businesses, and to connect with the basics. We need to survive, including food, medicine and so much more. So thank you to all of you. I know how hard you've been working before last week's storm, even our streets were already struggling. They're in worse shape now. Our roads and bridges are in decline, while the costs of maintaining and upgrading them continue to rise. Last year was another record setting one for traffic fatalities, Portland's highest in four decades. One of Portland's deadliest streets 122nd avenue, killed six people in 2023. Four people were killed in traffic crashes just in the hours between christmas eve and christmas day. And those deaths all occurred on our high crash network, where we know most crashes in our city happen. These deaths are preventable and disproportionately affect people walking people with without housing and people in east Portland. This is no time to be slashing pbob budgets or critical staff working to address emergency conditions in a public health epidemic of traffic violence. Yet pbob continues to operate in a state of revenue crisis. Since the pandemic, there, general tax revenue is down 18% and the bureau faces a \$60 million shortfall over the next five years. And if we meet our climate goals and transition to more sustainable transportation modes, this crisis will only worsen. The street trust has been calling on the Oregon governor's office and state lawmakers to make funding a safe, accessible, multimodal system a priority in their agendas. And we need your help with this. We need to make sure they understand that we need them to find Portland money and cities like Portland, more sustainable funding mechanisms for paying for transportation in the future. We know it's the key to our economic

prosperity and a matter of life or death for our communities. We need a shared vision for great streets that are not just thoroughfares, but vibrant community spaces. Rather than the death traps that they are today. Our streets can be places that promote local economic growth, support small businesses, and ensure the safety and accessibility of everyone who uses them. But until we have a chance to convene in 2025, legislative session and come up with a path forward for the future of transportation funding, Portland cannot wait. This is a crisis moment, and we need to make sure that we're figuring this out and keeping progress going in the interim. We need to take action now. That is why the street trust is asking you, City Council, to refer the fixing our streets renewal to the may ballot, and we're asking all of our neighbors in Portland to support the program. Let's work together to make our streets as equitable, beautiful and resilient as they can possibly be. Thank you very much for your service today. Be well.

Speaker: Thank you. Uh, sarah. Uh uh commissioner Mapps. Before we jump in, I just want to note, uh, that we're having some bandwidth problems for council. All, uh, the city hall wi-fi is very unstable, so we keep flashing in and out and potentially freezing. Um, so we might have to at some point turn off our video so that we can actually be heard. And I just want to acknowledge that, that something's going on here. And we have the bureau of technology services trying to sort it out for us. So, uh, apologize if we disappear from the screen.

Speaker: But thanks for that clarification, mr. Mayor. I was wondering if it was just me. Uh and I think we also have paul with pro tech, uh, in the room. Thank you. Great. Thank you. Commissioner.

Speaker: Hopefully you can hear me. Uh, my name is paul cohen. I do work for the bureau of technology services, but it's not my area to make sure everything goes smoothly today. Um, I know adam and some other folks in the on the team are

working on that. Um, but I speak today as president of Portland, the Portland chapter of project 17. Uh, that's the professional and technical employees, uh, local 17. We're a union that represents almost 1000 city employees. Uh, that includes 220 bureau of test, uh, transportation employees who make up pbot engineering and planning staff, uh, and a wide variety of other technical roles. Um, so on behalf of project 17, I'm here to support the referral of the third phase of fixing our streets to the voters. Um, for the past eight years, fixing our streets has been a promise made and a promise kept to the citizens of Portland in exchange for a specific local gas tax. Our streets are safer and better maintained, and pbot has provided accountability and transparency on how this money was spent. Program managers have focused funds in areas of the city's infrastructure that need them the most. Uh, whether by geographic area, transportation mode or safety gap. And I know they were also looking at things through an equity lens when they worked on those, when they made decisions on many of those projects, um, fixing our streets has been a model of what a voter approved tax program can be transparent and effective, focused and responsive with a clear cost spent and benefit received. Uh, given the current pbot funding crisis, fixing our streets will prevent many of the city's professional technical staff from facing layoff. This year. The losses this staff would be catastrophically expensive for the bureau. It would severely weaken the ability to deliver products. Projects in the short term increase reliance on contract engineers to fill gaps until stable funding returns, and ultimately leads to huge cost to retire, rehire and retrain staff in the future. This is the kind of instability that will result in a less effective and less safe transport network, and runs counter to the desires that Portlanders have repeatedly voiced to their government. By reviewing the renewing the existing ten cent gas tax, voters can, with no increase in taxes. It's just keeping it the same. Avoiding significant amount of disruption that pbot

funding crisis will create. Um, our union members are proud to work on the projects that have been funded by fixing our streets dollars, and they look forward to the program continuing in the future. Uh, the people of Portland have spoken clearly in the last two elections in supporting, fixing our streets, and they should have the opportunity to renew the program for the third time this this spring. Please refer to fixing our streets to the main ballot so that voters can make this important decision again, thank you.

Speaker: I guess it's my turn.

Speaker: I'm wayne bauer.

Speaker: I'm the co-chair of the fixing our streets advisory committee. I've been working on the advisory committee now for about 60 years.

Speaker: We have I have another co-chair that, uh, he's working, so he had to go to work.

Speaker: I don't have to, because I'm retired. Uh, anyway, I just wanted to echo some sentiments that you've heard here today. And also talk a little bit about the role of the advisory committee in all of this and, uh, what we plan on doing, we've been introduced to the overall program for this next round. I've seen in numerous presentations from pbot staff on the previous programs. This one presents another opportunity to, uh, continue the existing efforts, but also leaves a little bit more of an open slate to start selecting projects and take advantage of. As was mentioned before, uh, of additional funding that could grow, um, pbot way with addition of other grants and other monies. So we see real value in being able to participate in that and help in the decision making process. Uh, moving forward, uh, for example, it was mentioned on 122nd avenue. We're hoping to see something like that happen and evolve as a result of this project and this funding or this funding source to leverage monies moving forward. So we have a large committee with a varied

background that can provide a lot of input. Uh, but we're really tasked with monitoring the budgets, seeing how the money is flowing in, and also help guide and select projects moving forward. And we welcome the opportunity to do that. We're going to meet more frequently than we ever have before as a result of the needs and look forward to the voters approving the measure, assuming that the commission will, uh, forward that on for their, uh, vote. And thank you for your time.

Speaker: Thank you so much for your testimony. Uh, colleagues, I believe we now have a second panel of invited guests. We should have representatives from the getting there together coalition. Uh pbot's. Budget advisory committee and the columbia corridor association. Um, i'll let folks in the room. Uh, take it over from here. Everyone's frozen for me. Is anything happening? Yeah

Speaker: Do you want me to go first?

Speaker: Got it. Uh. Good morning. My name is ariana gonzales, and I'm here on behalf of the getting there together coalition, a dedicated group of Portland metro region organizations who envision a future in which transportation is no longer a barrier to, uh, living a full and accessible life. Our coalition, which is diverse in age, culture and needs, is united by the common goal of addressing and overcoming transportation disparities that disproportionately impact our most vulnerable communities. Black indigenous people of color, youth, people with disabilities, older adults, and those with limited income. Today, I urge you to place a fix in our streets proposal on the may ballot, which is a critical step towards achieving a safer, more equitable transportation future for all Portland residents. This initiative is about more than just maintaining roads. It's about reaffirming the city's the city's commitment to developing an accessible, affordable, equitable and climate friendly transportation system. I cannot stress the importance of the fixing our streets

program, infrastructure and safety improvements related to transportation are direct investment in equity and justice in our city, where the gap between those with access and those without is widening, we are making real progress toward a future in which everyone has access to mobility. By rehabilitating corner curb ramps, updating pavement markings, building high visibility crosswalks, and focusing on safety projects that address the needs and barriers that our community members have shared with us in summary, the fixing our streets renewal reflects the values that our community and city hold dear. We have the chance to show that Portland values equity in access to all of its services, safety and inclusivity. We are voting on the kind of future we want to create for Portland by putting this initiative on the may ballot, a future in which everyone can access their home city safely and freely, regardless of background or ability, and where transportation equity is a reality rather than just an ideal thank you for your time.

Speaker: Thank you. And, uh, do we have. Is rob in the room? Yes uh, good morning, mayor, commissioners.

Speaker: Good morning, mayor. I do have a few hats to acknowledge today. I'm rob martineau, president of ashby local 189, representing a little over 1200 uh city employees. And I want to take a moment to echo commissioner Mapps. Thanks to all of those that stepped forward during this emergency response, providing those critical services and not just in those services, but also in volunteering and warming shelters and other, uh, social, uh, safety net programs to ensure that our community was as well taken care of as possible. Many of these same people are the same. That will face cuts, uh, due to the budget shortfalls that are anticipated in this year's budget advice. I also serve as the first vice president of the northwest Oregon labor council, afl-cio, io. This organization has 62 different labor affiliates across our four county jurisdiction. The members of the dulag recognize the

importance of a well-maintained and functional transportation system to jobs, economic growth, and overall livability. I want to acknowledge their endorsement and support of the fixing our streets gas tax renewal. And lastly, and primarily, I'm here as a member of the pbot bureau budget advisory committee. The fixing our streets program, and the heavy vehicle use tax have brought value to Portland's transportation system, been successful in its objectives, and was overwhelmingly renewed in 2020. While the committee is rigorously discussed, the gas tax and its declining revenue, it remains a key component of pbot's funding matrix. As we transition to our new form of government and hopefully achieve stable mechanisms of funding, know that critical and expected services in our community depend on this referral. We have the transportation infrastructure we choose to fund, and we must do better. Pbot continues to be directed to make cuts and do less than more. So please send the fixing our streets renewal to voters. Your pbot budget advisory committee both supports and asks City Council to forward our. Look forward to the continued conversation on pbot funding. On February 8th. Thank you.

Speaker: Thank you rob and colleagues. We are down to our, uh, third and final panel, which I think might be a small one today. Uh, we should have jessica with the safe routes to school program. Um, and maybe john.

Speaker: Commissioner, commissioner, commissioner, we have one more panelist.

Speaker: Uh, uh, on the second panel. Okay

Speaker: Oh. I'm sorry. Oh, I'm sorry, corky, I apologize, and I will confess, I don't know what you guys are saying, but I'm not getting any images here at all, so I'm kind of, um, doing this. I'm going to hold it against you for a long, long time.

Speaker: Oh. Uh my apologies.

Speaker: Thank you so much.

Speaker: No problem.

Speaker: Uh, my name is corky collier.

Speaker: I'm the executive director of the columbia corridor association.

Speaker: And despite being frozen, it's nice to see all of you, um, I haven't checked the numbers, but it's safe to say that the columbia corridor is home to most of the trucks that are paying the heavy vehicle use tax. And based on the past eight years, cca urges you to place a renewal of the gas tax on the may ballot and to renew the heavy vehicle use tax and I encourage you as individuals to vote for it in may. The tax question that I like to ask is what value am I getting? You got my money, but am I feeling the love, the fixing our streets program was thoughtfully developed eight years ago, in large part by mark lear, right over my shoulder here and pbot staff continues to improve it. The heavy vehicle use tax has been adjusted as variables changed. They didn't have to do that. They could have waited till we complained. But no, they went ahead and spotted that and made the adjustments. Staff has continually applied the funds in an increasingly efficient manner. For example, going forward, staff has committed to using the funds only for two inch grind and overlay. The most efficient depth. Staff stood a great job of putting this program together. They've done a wonderful job of maintaining it and adjusting as we go forward. Uh, my thanks to them and I suggest that we buy them another round.

Speaker: Thank you so much, corky. And my apologies again. Uh and I think we are now on to our third panel, which at this point might just consist of, uh, jessica with the safe routes to school program. Jessica are you there? I'm here. Good morning. Good morning.

Speaker: I'm gonna take it away. My video off. You can look at the beautiful bikes. Um I'm jessica fletcher. As I said, I'm a north Portland resident. Um, and I walk and

bike everywhere that I can, and I'm a parent volunteer for, uh, trying to get that option available for our students at Jamestown Elementary. Um, I'm here to speak about the positive impact that PBOT safe routes to school initiative has had at our school, and to be another voice asking you to include the Fixing Our Streets program on the 2024 ballot. Two years ago, our school was introduced to safe routes to school, and since that time we've had remarkable support and encouraging families to walk and bike from grant application assistance, setting up walking and biking busses, we've used grants to install a bike fix station and pump, and this spring we're hosting our second Adopt a Bike Day. Getting 66 students bikes and safety gear. PBOT has been on the ground at our Title One school, helping our team build momentum to get students and families out of their cars on their way to school so we can reduce emissions, increase safety, build community and get students exercise. They need. And yes, we've had our challenges. Our students face significant barriers to active transport, and I've seen firsthand why families and students hesitate to walk or bike to school because of safety concerns. PBOT safe routes team needs your support to handle the safety issues at over 100 schools across Portland citywide, our children face issues of chaotic and dangerous pick up and drop off vehicle movement and busy neighborhood streets right where they are trying to walk and bike to school. While only 15% of James John's students currently walk or bike in a study just this month, more than half want to be inspired. I'm inspired by leaders like Sam Balto, and the joy being created with the bike bus movement. I cannot help but continue advocating for safe school streets and figure out how to overcome barriers for students to walk and bike to school. So I urge you to put Fixing Our Streets on the ballot and support additional safe routes to school funding. We need leaders advocating for safe school streets, including treatments like diverters and speed bumps on greenways. I hope you can see that fixing our

streets and safe routes go beyond infrastructure, where these programs are essential ingredients in creating livable communities and protecting our most vulnerable citizens from avoidable vehicle hazards. Thank you.

Speaker: Thank you very much, jessica. We sure appreciate your patience and your testimony today. And I will. Yes commissioner.

Speaker: I'm sorry. I believe that john isaacs is also on as the last invited testimony.

Speaker: Oh, john, were you able to make it in I am here, yes. Okay.

Speaker: That's, uh. Thank you so much for joining us. Uh uh um uh, please, please, uh, continue.

Speaker: Okay. Thank you for the invitation, commissioner. Pleasure to be here. Uh, for the record, uh, my name is john isaacs, executive vice president of public affairs for the Portland metro chamber. I'm a resident of southeast Portland, and I prefer he him again, thank you for the opportunity. Uh, with over 2300 members, the Portland metro chamber is the largest and most diverse business organization in Oregon and southwest Washington. And the leading voice for business in the Portland region. The chamber advocates at all levels of government to improve commerce, encourage community development, and grow regional economic prosperity. Over 80% of our members are small businesses. I'm here to testify in strong support of referring the fixing our streets renewal to voters. To be clear, the chamber's process does not allow for a pre-referral endorsement of this measure. But we have partnered with pbot on fixing our streets from its inception and have supported the two previous measures we view fixing our streets, which is one of the only programs 100% dedicated to maintaining and improving Portland's basic transportation infrastructure, such as paving pothole and pedestrian safety improvements such as safe routes to schools. The approximately 150 million raised and spent by the gas and heavy vehicle taxes to date have been managed

transparently and effectively, and are worthy of requesting renewed voter support. Continuing to maintain our transportation infrastructure is essential to the movement of goods and services throughout our city and ensuring shared prosperity for future generations of Portlanders. Fixing our streets is also enabled pbob to be a key partner in essential programs such as the school improvement bond and affordable housing bonds. Finally, we commend commissioner Mapps, director williams and the pbob budget advisory committee's decisions to bring a renewal of the current tax rate to the council. We greatly appreciate the decision to align this renewal with governor kotek. Central city task force call for a three year moratorium on new and increased taxes. The city mayor Wheeler and this council has shown unwavering leadership in preventing further growth in our local tax burden, which is critical to maintaining our competitive ness with our peer regions. So for these reasons, we strongly support the referral of fixing our streets and look forward to being a partner in the future. Thank you.

Speaker: Thank you so much, john. And, um, I believe that's the, uh, that's all of our invited testimony. Uh, but let me confirm that.

Speaker: Yes, yes.

Speaker: Great. Uh, mr. Mayor, uh, that completes our, uh, um, invited testimony. I am sure we have some, uh, folks who've signed up to testify to Keelan.

Speaker: How many folks do we have signed up?

Speaker: Mayor? We have ten people signed up. Oh, okay.

Speaker: Okay, um, let's do this. Um, we'll give everybody three minutes, but I would ask if you're hearing, uh, similarity in testimony, it's okay just to say I agree with whatever somebody else said. The only reason I'm saying that is because of the disruption this morning. Our schedule is somewhat backed up, and we have another council session at 2 p.m. So I'm hopeful that we can get through the

morning session prior to that. So just, um, uh, as you're making your remarks, be as to the point as possible, turn it over to Keelan to read the names.

Speaker: First up, we have aaron, ken.

Speaker: Good morning, City Council, mayor, commissioners. Uh, my name is aaron keene. I'm the chair of bike loud. And we speak up for bicycling. I'm here today to encourage you to approve agenda item 66 and 67, known together as fixing our streets. Three what I like about fixing our streets is that it's all about the basics. As you can see, we're challenged by chaotic times. It's difficult for us just to have a zoom call. Uh, so there's something really appealing about getting back to basics. Fundamental maintenance with minor tweaks to help us get the most of our system. We already have. As expected from a gas tax, most of the funds would approve the core road network for drivers. But for bicycling, our basic network is the neighborhood greenways. Those are the quiet streets that kids ride to school on. For people who don't feel comfortable riding next to car traffic. But everyone should feel safe on even walking right down the middle. Greenway is run through every neighborhood in the city, and six more are being built this year. That will go on north Portland, north east, east Portland and southwest. This proposal fixes our streets by prioritizing some projects on neighborhood greenways. Each of the four new districts in my neighborhood, I usually don't ride on the greenway, though, because so bumpy, there are big potholes and ruts that are hard to see in the dark. The pavements better on any other street, but the greenway has the only safe crossing. It's hard for me to find a good route that's safe and smooth. The proposal fixes our streets by making the neighborhood greenways smoother so people want to ride on them, which keeps them safer and that's better for drivers, too. Who want to avoid bikes when I'm driving, I try to stay off neighborhood greenways, but it's not easy. It feels like my navigation app always chooses these streets the most

effective solution is to install diverters on greenways, so impatient drivers like me don't end up on these streets by accident. Cut through drivers don't like to share streets with people walking and biking. This proposal fixes our streets by recommending diverters as traffic calming for neighborhood greenways to guide through traffic away toward better routes for driving. Fixing our streets is not very exciting. It's basic maintenance, but if it includes smart fixes like pbot is proposing, we can keep bikes on bike streets, keep drivers off of them, reduce conflicts and get the most from the system we already have. Thank you.

Speaker: Next up, we have songa mclachlan online.

Speaker: Hello, hello.

Speaker: So my name is songa mclachlan and my colonial name is demetria hester. I oppose this bill because all of you are lying about what you're going to do with the money. This happens over and over again and look at your your rolling your eyes. Gonzalez it's the same reaction that you guys had this morning when we were saying free, free palestine. But mayor Wheeler chose not to be there. How convenient. All of this is to say that y'all are colonizers and all the money that you're pretending in this budget that's going to go to all of the white places that need to be fixed. None of the black or indigenous neighborhoods. But then here you go. Perform actively like you always do. Present a budget. Lie to the community about what their money is going to go through to. But in actuality, it's going to israel. Actuality y'all are taking the money and putting it in your pockets. The actual city is that every single one of you have blood on your hands, and you're complicit of doing this. Oh oh oh yeah. Take a drink of water. Be disrespectful like y'all always do when you hear the truth, you get disrespectful. You tell other people they're disrespectful. But how dare you not come to a meeting this morning, mayor Wheeler, that you're supposed to be at, but so conveniently, you're at the meeting

right now. Now on zoom, because there's never any accountability for the colonizer. There's never accountable city. You always do the same thing. You lie about the budget, what you're going to spend the money on, on. Then you have all your white supremacy constituents come and cosign about the same things over and over again. And then they pass the laws and passed the budgets and all of the money go in your pockets. And then here we go with the police force and how they are reckless and how they destroy most of the streets. Then the people who are driving to work. But yet we don't want to say anything about that.

Speaker: Sorry, this this actually, uh, Keelan has nothing to do with the ordinance or the resolution. Next individual, please. Next up, we have terry parker.

Speaker: Hi, terry.

Speaker: Terry parker, a lifelong Portlander, trying to get through this real fast. History clearly demonstrates higher rates of personal mobility, such as driving, significantly contributes to greater economic productivity, which in turn generates family wage jobs. Automotive technicians can make 100 k or more a year, while bicycle mechanics in Portland make between 26 k and 40 7ka year. So guess who needs rent subsidies? In addition to being subsidized for the infrastructure they utilize, nearly 10% of Oregon jobs are directly tied to the auto industry. The 80% of the trips made by motor vehicles in the Portland area are extremely accountable for keeping the economy humming. How pbot, however, has a long standing ideology of not listening to motorists and, along with neighborhoods, continually fails to include these voices in public engagement planning process. By bicycle activists providing lip service on behalf of about 12% of the trips have become the ad hoc directors of pbot. The outcries for safer roads. However, any amateur observer can easily spot bicyclists riding through red stop signals or finding their way around him, traveling against traffic and bike lanes, blowing through stop signs

when cars are at intersections, and many other traffic violations. Bicyclist accused drivers of making. So what do motorists get for the \$0.10 a gallon in Portland? Narrowed unsafe lanes that wide trailers and big trucks do not fit in and travel lanes removed, or streets closed, often to make room for bus only or bike lanes. All these motor vehicle infrastructure reductions create more residential cut through traffic, adding vmt and congestion, which increases fuel consumption and emissions and emissions. One two axle bus does as much damage to the roadways as 1200 cars pre-pandemic, trimet made 223 trips a day on 82nd avenue. It would have taken 267,600 cars in a 24 hour period, traveling the entire length of the street to do the same amount of roadway wear and tear, and the weight of batteries and electric busses will do even more damage. Today's fares only cover about 19% of the operating costs in closing, a total package is needed that includes ending pbots negative bias towards the automobile, mandatory inclusion of proportional seats at the table for motorists on all pbots committees, calculated by the most split, and adhering to comprehensive plan policy. 828.28 by ending the socialistic dependency on motorist paid taxes and fees to fund transit and bicycle infrastructure, only to have the user beneficiaries bite the hands that feed them. Apply policy 828 must include transit riders helping to pay for the damage. Bicyclists. Due to the roads, possibly with a surcharge unfair, and bicyclists actively paying for bicycle infrastructure. Possibly with registration and license fees which would require legislative approval without a total package. This gas tax renewal needs to be rejected. Thank you. Next up.

Speaker: Thanks, terry.

Speaker: Next up we have stacy triplett.

Speaker: Good afternoon, mayor Wheeler and members of the City Council. I'm stacy triplett. I'm the engagement director of aarp Oregon. On behalf of over 65,000

aarp members residing in the city of Portland, aarp Oregon offers these comments in support of Portland's fixing our streets. Aarp Oregon has consistently advocated for livable and age friendly communities, which includes transportation and mobility options and safe streets for all people. Older adults desire personal independence. The ability to age in place, and to fully participate in community life. Key to this is the opportunity for everyone, regardless of age or ability to travel safely. Access to housing, senior centers, libraries, parks and vital public safety services that allow the 50 plus in their families to age in place all depend on a safe transportation system. Portland has experienced an alarming increase in traffic fatalities over the last few years. 2018 saw 34 fatalities and 2023 closed out, with over 70 more than doubling in the last five years, data shows that older adults, people of color, people with lower incomes and unhoused people are disproportionately more likely to be killed or injured in a pedestrian, bike or vehicle crash. Now, more than ever, we need to invest in our streets and close major gaps in maintaining our critical infrastructure. Fixing our streets reflect a careful balance of investments critical to pbot ability to not fall further behind in meeting the needs of all of our city's residents, especially the most vulnerable users of our streets. Aarp Oregon supports accountability for public investments. We appreciate that fixing our streets funds are designated for planning, designing, and building roads that respond to the needs of all users, which will provide older adults a variety of options for getting around, whether walking, taking public transportation, driving their own cars, or sharing rides with family and friends. We also appreciate that the city maintains an oversight committee of Portland residents to advise and support the City Council to ensure public dollars are spent effectively in alignment with stated goals of fixing our streets. Provides much needed investments and tools. Portland needs to make our streets welcoming and safer for people of all ages and

abilities that is why aarp Oregon supports Portland's fixing our streets initiative. We appreciate the opportunity to share our perspective, and we look forward to working to create safe streets for Portlanders. 50 plus and their families. Thank you. Thank you.

Speaker: Next up we have marianne schwab.

Speaker: Yea. Ryan. Hitting this long has really been a challenge.

Speaker: Hello everyone.

Speaker: Thank you. Hello marianne.

Speaker: Marianne schwab.

Speaker: Thanks for coming, representative. Since. 1971.

Speaker: This is my city. This is your city. And it's got a few puzzle pieces. Kind of loosey goosey here. I'd like to talk about the land use comp plan the 8.23 that terry. Um, parker just mentioned. Please pay attention to this because there's a missing component here currently, the land use comp prehensive plan 8.28 shared comp ensure the cost of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities. Service eight I want to know where the bicycles are adding cost to this. My gasoline and my gas tax are putting right now. The plan I haven't had a chance to take my pickle fork to it yet, but my I'm hearing that sandy boulevard is going to be two lanes. Any of us that were around when we had the forest fires and people coming up from canby and above, with the smoke going like crazy. It was a horrible evacuation. Oregon city jumped in first. There was no communication as to how to exit that smoke, nor will they be any, uh, communication when all of a sudden we've got these bike paths, we've got busses that are so wide, the left field is over the yellow line. We need to revisit this. I would like to table that project. I'm begging you to table the project on sandy boulevard. We fought tooth and nail not to have that happen on

hawthorne boulevard. And we all know how long that took. And my question about the cost is humongous when you're even though it's only \$0.10 a gallon, we as a public don't know how you've already spent the money. I would like to see an audit. I would like to have this tabled another week or so, so that the entire city can put their \$0.02 worth in this had more than just this room full of people and more than those. I couldn't believe the screaming to get in here. It was kind of frightening. And everyone has a voice and we're counting on you. We've elected you to make good decisions and add, um, and i'll leave you with one quote. It said, men make. And I'm going to add women make history, not not the other way around. In periods where there is no leadership, society stands still. Progress occurs when courageous, skillful leaders seize the opportunity to challenge the things for the future. And that's 1953 with harry s truman. After we got off of a horrible, horrible world war two. I think we're in a very subtle world war three right now with what's happening to our government. Thank you.

Speaker: Next up, we have kyle johnson. Hello

Speaker: So, uh, thank you, mayor and commissioners, for your public service today. It's been a long day. My name is kyle johnson, and I am the vice chair of bike loud pdx. I'm sorry that I cannot be there in person. I spent the last two days removing gravel from our bike lanes using a homemade motorized sweeper, and my electric cargo bike is full of gravel. We are here today to urge you to support fixing our streets. This extension of the existing gas tax will help continue to move Portland forward. Uh, towards a city with modern streets that reflect the values of our city. Portland's bicycle, climate and transport action plans all call for 25% of all trips to be made by bike, and we still have a long way to go towards meeting that goal. I'm excited that this funding will help to update our vital neighborhood greenway network, which many Portlanders rely on to move around our city by

bike. We are especially thankful that diverters are called out as a type of improvement that will be funded. Diverters can take the shape of many pocket parks, uh, outdoor business seating and other features that filter out cars and keep our neighborhood greenways safe for kids, families, and older Portlanders and other users who are not comfortable mixing with automobiles. Pbot published a report last month looking at a new diverter at the alameda greenway. Pbot found out that there was no impact on nearby streets and that after the diverter went in, there was a 35% reduction in cars on the greenway. We hope that pbot will use these funds to install many more of these effective treatments around the city. Our streets make up 40% of the surface area of Portland. How we invest and design our streets is a reflection of the values that make up Portland, and which is why it is critical that pbot follow their existing guidance when rebuilding our streets, which prioritizes first pedestrians, then bicycles, then transit owners, and then automobiles. Nils. We look forward to engaging with the city on upcoming street rebuilds on Broadway. And most important, sandy, uh, where right now you can't ride a bike on these redesigns must be in accordance with the policy City Council has adopted. Fixing our streets is an important funding lifeline to pbot, and we look forward to working with this and future councils to ensure that we have adequate funding so our streets are safe, accessible and move us towards a more connected and climate resilient city. Thank you very much. Next up we have Robert Galanakis.

Speaker: Welcome, Robert.

Speaker: Mayor.

Speaker: Commissioners, my name's Rob Galanakis. I'm the captain of the Glencoe elementary bike bus in southeast Portland. Uh, we had our bike bus this morning and I bike to city hall. Uh, three weeks ago I was assaulted by a driver during our bike bus. This driver was late for work and using a neighborhood street as a cut

through. When they saw our bus riding in front of them, they drove very close, started honking and yelling for the entire group, including many children, to move over. When I planted myself between the children and their car, they exited their vehicle and assaulted me. I tell you this story today not because it is rare, but because it is common. Last summer, after a record month of traffic violence, commissioner Mapps stressed the need for culture change. The culture and infrastructure are not zero sum. This culture, this driver was used to a culture of cutting through neighborhood streets at high speed because that is the message our infrastructure sends him. It was the message our infrastructure sent to drivers speeding down the Taylor Greenway on Christmas Eve slipped my bike while while my children were on it. Every street is for private vehicle use and everyone else is just visiting. Even kids riding to school. Even a family riding to a holiday party. If we want culture change, we need to use infrastructure to reinforce it. That's why I'm here today to urge you all to support fixing our streets. Three and the vital funding it provides. I'm especially thankful that the voters were called out as a type of improvement that will be funded. I believe our staff at PBOT are some of the best in North America, and this funding and the courage to influence culture through infrastructure are vital to their best work. Also, take the opportunity to invite our mayoral candidates to ride any of the or all of the 18 bike busses we have in Portland. We'd love to have you along. Thank you.

Speaker: Next up we have Melissa Castelletti.

Speaker: Mayor Wheeler, commissioners, thank you for the opportunity to speak today. My name is Melissa Kozelek and I'm a concerned parent graduate student of transportation at PSU and a holder of a master of science in environmental policy and management. I'm also a transportation ambassador for PBOT and a member of Bike Loud PDX. And just briefly, I'd like to note that I am also trying to put together a

bike bus for my kids elementary school, uh, the international school of Portland. But we have run into a lot of problems, um, not least of which due to some pretty intimidating and unwelcoming infrastructure around the school for anyone outside of a car. Yeah, I began biking my kids to school in 2020, primarily as a means to do my part for the climate and our kids future. But I quickly learned that doing the right thing for our planet also means doing the right thing for our community. One less car on the road means less nitrogen oxides, sulfur dioxide, vocs, particulate matter, and carbon monoxide. Entering my fellow Portlanders lungs, it means improved safety as a 65 pound vehicle carrying kids at 20mph is far safer than going 45mph in a 4,500 pound vehicle. It means more money into my family's pocket. Money we can save for my kids to go to college and even some leftover to spend at local businesses, which we do along our bike route in sustainability, this is known as the triple bottom line. An environmental solution can only be ever be successful if it benefits the planet society and the economy, and cycling is a mode of transportation meets those goals. Whereas single occupancy vehicle use has negative externalities not covered by the gas tax. Biking has positive externalities for society and the economy. This makes great infrastructure like neighborhood greenways and ample diverters and fully separated bike lanes safer and more comfortable, and such infrastructure is the only reason commuting by bike is at all feasible for us. I cannot stress enough that the more diverters and hardened separation from traffic, the less we have to worry about impatient, inattentive or impaired drivers, the safer we make our streets. The more families like my own will be encouraged and even excited to travel along them. Spend time in them, get to know our communities and support our local economy. I, therefore want to thank pbot for this fixing our streets program and for including language regarding diverters and hardened infrastructure. In the most recent draft and I look forward

to your commitment to making our city a more human centered place to live. Thank you. Thank you.

Speaker: Next up we have myra torres.

Speaker: Hello, mayor Wheeler and council members. My name is myra torres, and I am the advocacy organizer for latino network. We support the fixing our streets program, which can improve livability, walkability, and pedestrian safety through the continuation of a modest tax. Portland is often well known for unique, walkable neighborhoods, but it takes hard work, planning, and consistent investments to ensure safe streets and walkways. These are not investments that happen once work to improve and maintain our neighborhoods is being done every single day. We also know that not all neighborhoods get the same opportunities for safe street investments, making it even more critical to continue this funding and expand street and pedestrian improvements in the communities that needed the most, especially in further east side neighborhoods. The addition of district specific work is especially important. This is specific set aside to align with the new council districts. This is especially important as it gives our new council opportunities to be directly responsive to hyper local street and walkway projects. Fixing our street program investments are great examples of how to increase community safety through lightning weight, finding pedestrian and bike pathways, traffic calming, greenways, and so much more. We often hear from our community about the desire to incorporate more walking to improve healthy living, including walking to schools and local parks for recreation. However, we also hear that people don't often feel safe in areas with extremely narrow, sideways lack of lightning, high speed vehicles passing through and unsafe crossing on large streets. So please support these needed investments in pedestrian and neighborhood mobility for

the sake of the public health, individual and family health improvements, and better climate resiliency. Thank you.

Speaker: Uh, next up we have claire clark.

Speaker: Welcome, claire.

Speaker: Morning. Good morning. Uh, my name is my name is claire black. And I'm testifying on behalf of Oregon walks. I also represent pedestrians on the fixing our streets oversight committee. Uh pbot. Staff has been working hard to make our streets safe. Given the limited funds that they have. However our last night, yet another pedestrian was killed on our streets on sandy boulevard. And actually, as I was looking up that death, I saw that another person died on our streets this morning. Um, so this is urgent. Um some people try to blame the victims and these tragedies. They'll say they were wearing dark clothes. They weren't in a crosswalk. They weren't paying attention. But the truth is, if we had lower speed, um, fewer people would die in these crashes. They would be survivable. And we have the tools to lower speeds through speed reader boards, through automated enforcement, and most importantly, through street design. Um, but those things cost money. And I've seen on the oversight committee how pbot uses creative solutions to improve our streets with low cost things like diverters temporary solutions. Um, but we also need very basic improvements that cost a lot of money, like sidewalks that are missing in a lot of east and southwest Portland. In light of this, I ask you to refer fixing our streets to the voters. But don't stop there. We need more to get the safe streets that Portland deserves and ask you to help pbot find that additional funding. I also ask you to give pbot a clear mandate to prioritize life over convenience, so that someone rushing to get to their destination a few minutes sooner doesn't result in a loved one never making it home. Thank you.

Speaker: Thank you very much, mr. Mayor. I think that might complete test public testimony. Keelan is that everybody?

Speaker: Yes, mayor. All right. Very good. Uh, colleagues, any further questions or discussion before we call the roll on the resolution? Seeing none, please call the roll on the resolution. Item number 66, yea. Rubio.

Speaker: Um, so I just want to thank everyone for their presentation and their comments.

Speaker: Thank you for taking the time to do extensive outreach and bringing forward the proposal. That makes sense for our community at this time. The maintenance of, of and safety of our streets is extremely important and we need to continue prioritizing this work. So I'm definitely in support. Um and happy to see this move forward. I vote yea Ryan.

Speaker: Yeah, thank you so much for that great presentation. And commissioner Mapps, uh, you and your team at pbot really, um, brought a lot of useful information. I'm all in to support the renewal of this at the same exact rate as before. I also am well aware that we're at a time where our the receipts from the gas tax is going down in general, because for me, more people are converting to electrical cars. And so I do look forward to how we will thread the needle of future funding with the infrastructure changes at the ground level and I also look forward to just seeing more, um, dashboard ads that are more, uh, easier to follow. Um, in terms of the progress in each of the categories that you presented, I find sometimes it's difficult to explain that to my own neighbors and constituents that ask me questions, but I tell them the work is being done, and they know that. I just think that we can improve on our communication of it. Um, that all said, I'm looking forward to, um, supporting this right now and to move it on to the voters and I vote yea. Thank you.

Speaker: Gonzalez.

Speaker: I just want to thank commissioner Mapps, the many, uh, folks who testified today, including city employees. I know it's been a highly disruptive day. Uh, apologize. You had to endure what you did today. Um, and just appreciate you stepping forth. Um, I'm voting wholeheartedly to support this, uh, referral. I i, I echo, uh, commissioner Ryan's comments that we need to identify a long time funding solution for pbot that is stable. Um, the gas tax is obviously a component of that, but, um, it is about one piece and a long term jigsaw puzzle we all need to solve together. With that, I voted. I maps.

Speaker: Um, number one, I want to thank my colleagues on council for your support. I want to thank everyone who showed up today to testify. Um, and I want to thank you not only for your testimony, but for your incredible patience. It's always interesting here, um, in the city of Portland, I have a couple of other things that I want to, uh, send out. In particular to our pbot director, millicent williams. Uh, she's been done an amazing job. I also want to recognize mark lear's, uh, sarah. Right. Shoshana cohen, uh, matt graham, all on our pbot team. They're doing amazing. Uh also, uh, I would be remiss if I didn't recognize, uh, hannah schaefer and our entire pbot communications team. They did great work on this particular item, and we saw the amazing work they did for us during the storm last week and in-house in my own office. Uh, michelle rodriguez, cynthia castro jackson, paul andrew baker, all, uh, were in dispensable and helping, uh, bring us to this moment, uh, with, uh, heart filled with gratitude. I vote yea Wheeler, I want to thank everybody who testified.

Speaker: Commissioner Mapps. I want to thank you and your staff and everybody at pbot who worked on this resolution and the, uh, the associated ordinance. I think it's a very thoughtful proposal. Uh, you used the terms threading the needle. I think

it threads the needle really, really well, in terms of what our immediate needs are and maintaining the status quo around funding, but also acknowledging that a lot of people in our community are not in the mood to support increased or new taxes. And that's that's the risk that we take right now. But I don't see any rational alternative to referring this to the ballot and asking the public to support what they've already supported so that we could continue the basic work around maintenance, prevention and safety that pbob does. So I just I really want to applaud you, mingus and, uh, your pbob colleagues, for bringing forth what I think is a really smart proposal. So thank you for doing it. I vote I and the resolution is adopted. The ordinance is a first reading of a nonemergency ordinance. It moves to second reading. Thank you everybody who showed up today to testify. Thank you. We'll now move to the regular agenda. First item on the regular agenda is item number. 75.

Speaker: Accept a bid. Of \$1,687,301 by river corporation for the management.

Speaker: Uh, can can we, uh, can we mute the room for a moment?

Speaker: Thanks. Uh cornfoot. Road colleagues. It's an important freight route and a main route to the Portland airport. This report authorizes the Portland bureau of transport's portion to pave a portion of corn foot road, uh, including illumination improvements, which will help with safety as well as installing new guardrails along the south side of the route. We have chief procurement officer biko taylor here to present the report. Biko. Welcome. Keelan as biko online.

Speaker: Mayor, I had a quick point.

Speaker: I'm here, I'm here, mayor Wheeler.

Speaker: Okay. Yeah. Uh commissioner Gonzalez. Go ahead.

Speaker: Just on 67. I think you properly identified that passed the second reading. I think in the intro somewhere along the line, we identified it as a resolution. So I was slightly confused when I was testifying.

Speaker: There were two items read together. Item 66, resolution. Got it. Vote on that 67 non-emergency order. Got it.

Speaker: Okay, I misunderstood your summary at the end, I apologize. Uh, thank you.

Speaker: All good.

Speaker: Not a problem at all. And actually, I appreciate it because from time to time, uh, I do mess things up, and it's always helpful if somebody catches it before we adjourn. Uh, so. Biko welcome. It's good to see you, director Taylor.

Speaker: Good afternoon, Mayor Wheeler. And also members of council. I apologize for that. My tech was, uh, I had a small issue, but. But, um, in the matters of our ordinance on June 15th, 2022, council approved ordinance 190874 for the completion of this project. At the time, the engineering estimate was \$2.2 million and the confidence level was moderate. It procurement services issued the invitation to bid on September 28th, 2023. And then we had a due date that was established for November 9th, 2023. In total, we received seven bids for this project. Knife River Corporation Northwest is the low bidder and the recommended awardee. Um, their bid is 1.7 million, which is roughly 30% under budget. One remark on the budget item, from what I understand, and our colleagues at the bureau did include, uh, p cost, professional engineering costs and that original quote, which is why it's so far under budget. Um, we're working together to ensure that we don't include that cost in future quotes. I just wanted to give you some context of why it was 30% under budget. Uh, moving forward, the city standard, 20% aspirational goal did apply to this project. Um, 79% of this project will be

performed by knife river corporation, northwest knife river also meant the 20% requirement. So 20% of the contract will be performed by certified covid subcontractors. Just a bit about knife river. They are located in tangent, Oregon. They are not a state covid certified contractor. They do have a current city of Portland business tax registration and are in full compliance with all of our city contracting requirements. Um, if there are any questions about the procurement process, I'm happy to answer those questions. Now. I also have a colleague from pbot, winston sandeno, in attendance as well. And that concludes my presentation. Thank you, director taylor winston, did you have anything you wanted to add?

Speaker: Commissioner Gonzalez commissioner Mapps.

Speaker: Um, I just want to point out something for my colleagues on council. Uh we just talked about, uh, two items that came out of my shop at pbot. The, uh, renewal of the fixing our streets program and the extension of the heavy vehicle use tax. Um, we didn't spend a lot of time earlier talking about the heavy vehicle use tax. I think that everyone on council should know that the heavy vehicle use tax is funding a significant portion of, uh, item number 75. This is an example of how that particular program makes a difference in the real world. I just wanted to share that with you. Thank you very much.

Speaker: Thank you. Commissioner and if there are, uh, do we have public testimony on this item? Keelan.

Speaker: But no one signed up. Mayor. Very good.

Speaker: I'll entertain a motion to accept the report. So moved. Commissioner Mapps moves. Can I get a second, please? Second. Second. Commissioner Ryan seconds any further discussion? Seeing? None. Please call the roll.

Speaker: Rubio.

Speaker: Um. Thank you, uh, commissioner, for bringing this forward. Biko. Thank you for your work and presentation. It's important work that needs to move forward. I vote yea Ryan, I Gonzalez I Mapps.

Speaker: All right. Wheeler.

Speaker: All right. The reports accepted. Thanks. Director. Taylor item number 76, an emergency ordinance, a settlement of marissa moon.

Speaker: Bodily injury lawsuit for \$81,000 involving the Portland police bureau colleagues.

Speaker: This ordinance resolves a lawsuit brought against the city in June of 2022. Deputy city attorney kerri caldwell and senior claims analyst dave ferro are here to walk us through the ordinance. Welcome kerry and thank you.

Speaker: Good afternoon. Um, this lawsuit arises out of injuries to miss moon during a protest where Portland police officers responded near the Portland police association building in north Portland on August 24th, 2020. Uh, miss moon was among a large number of protesters who remained near the ppa building after the Portland police bureau declared an unlawful assembly and ordered the crowd to disperse. This moon's right wrist was injured when the ppb dispersed the crowd. Uh. She then filed a lawsuit against the city of Portland in federal district court on June 30th, 2022, asserting claims for violations of her first and fourth amendment rights under the us constitution and for negligence. All resulting in the physical injury that ultimately required surgery to that right wrist. Uh, the parties participated in a judicial settlement conference with Oregon district court judge mustafa kasubi and ultimately agreed upon a settlement of \$81,000, inclusive of attorneys fees, to resolve the claims, uh, the city's attorney's office and risk management recommend and approve of the settlement, and I'm happy to answer any questions to the best of my ability. Thank judge or, uh, mayor, you're muted.

Speaker: Yeah. That's inevitable. At least once. Right. Uh, colleagues any questions, any public testimony on this item? Keelan

Speaker: We have one person signed up, mark morris, Portland, copwatch.

Speaker: All right. Welcome mark.

Speaker: Thank you. Um, can you hear me?

Speaker: Yep. Loud and clear.

Speaker: Fantastic.

Speaker: Good afternoon, mayor and commissioners. My name is mark morris. I use he him pronouns, and I'm with the group Portland copwatch. Uh we understand the parties have come to an agreement, and we have no objection to the city paying \$81,000 to settle this bodily injury lawsuit due to the harmful actions of three unnamed Portland police officers. As we testify on these police brutality settlements, to provide you with information that we hope will prompt you to discuss the policy decisions that lead to these incidents.

Speaker: Specifically, we mean policy decisions about police use of violence to enforce state power. This brings the total amount paid out just for the 2020 protests to more than \$2.6 million. Our records also show this is the fourth settlement stemming from ppb brutality. On August 24th, 2020, according to court records. On that day, miss moon, a licensed clinical social worker, was peacefully protesting with a small crowd in a parking lot off north lombard street when ppb officers ran at her and smashed her into a cement wall, breaking two bones in her wrist and making no effort to offer her assistance. Afterwards, court records say ppb indiscriminately unleashed tear gas into the crowd and pushed the crowd into the residential neighborhood north of lombard. Ppb officers repeatedly sprayed miss moon with tear gas and struck her as she attempted to comply with orders to disperse. As miss moon was not arrested or charged for breaking any laws.

However she did undergo surgery to implant screws, plates and wires into her wrist. We hope miss moon has recovered from both the physical and emotional injuries inflicted by the three unnamed civil servants, who, for all we know, are the same three cops that brought us here two weeks ago. For erica clark's \$158,000 settlement as our elected officials, what can you do about this ppb training directive? Directive 1500 lists misconduct complaints, problematic uses of force and concerns reflected in court decisions as items to be considered during the bureau's annual training needs assessment. The 2023 annual training plan, which came out in December of 2022, does not list any trainings on court decisions or misconduct settlements. We encourage you to require the bureau to develop an annual in-service training that's informed by these settlements. As a start, all sworn officers should watch the recent testimony from erica clark and her parents and that of dexter pearce from September of last year. The testimony from surviving members of the community that have been compensated by the city for harm caused by police brutality is powerful and has the potential to change officer behavior. We understand the city attorneys asked you not to comment on the behavior of ppb officers during these settlement presentations. At City Council, however, we believe it's necessary for you, the public and the sworn officers of the police bureau to understand the harm that is done when dangerous cops are allowed to retain their badges and harm people repeatedly. At the November police bureau wide advisory committee meeting, interim chief day stated that one of the three priorities he has for his short terme is transparency and accountability. Please help the interim chief accomplish this by complying with paragraph 170 of the us city of Portland settlement agreement, requiring the city to report the number, nature and settlement amount of civil suits against ppb officers. As we understand it may be easy for some to tune us out because of the name of our organization. However,

the vast majority of what we do is policy work and the underlying message that we deliver is that as long as there are Portland police bureau, it must be free of brutality, corruption and racism. Thank you. Thanks mark.

Speaker: Appreciate it. Any further public testimony? Keelan

Speaker: No mayor, any further discussion this is an emergency ordinance.

Speaker: Please call the roll yea. Rubio.

Speaker: I Ryan. I Gonzales I Mapps I Wheeler.

Speaker: Hi. The ordinance is adopted. Item number 77, a non-emergency ordinance authorized short term subordinate urban renewal and redevelopment bonds on behalf of Prosper Portland to finance projects in urban renewal areas.

Speaker: Colleagues, this ordinance is a technical request that authorizes the city to issue taxable short term bonds on behalf of Prosper Portland, the city's economic development agency.

Speaker: We renewed this operation. We renewed this authorization on every few years so that Prosper can continue to fund projects in urban renewal areas with exacerbate existing tax increment revenues, city debt manager Matt Girac from the bureau of revenue and finance and Tony Barnes from Prosper Portland are here to walk us through the item. Welcome, Matt and Tony. Thanks for being here for you, Mayor Wheeler and City Council.

Speaker: Uh, thanks for the opportunity to be here. For the record, on Matt Gierok, uh, debt manager, your revenue, financial services and I'm joined by, uh, mentioned Tony Barnes. Um so, as already mentioned, this is a technical item that allows the city to utilize tax increment revenues, uh, within the requirements of state law.

Speaker: Uh, under Oregon law, specifically ORS 457, the property tax is generated from an urban renewal area must be used to repay the area's debt and therefore, uh, they cannot be used to directly pay for project costs to accommodate this legal

requirement, the city will annually incur short term debt and use its tax increment revenues on hand to immediately repay the loan.

Speaker: Uh, this typically occurs as an overnight loan with a bank.

Speaker: Uh, the proceeds from the loans are then used to pay for eligible costs under prosper Portland's varied urban rural area plans, which typically includes housing and other economic development programs. Uh, this financing method has been historically used by the city annually for at least 20 years, and it provides a more cost effective way to fund urban renewal projects as compared to long term bonds.

Speaker: Uh, so, uh, the authorization before you today will allow the city to enter into these short term loans this fiscal year.

Speaker: Uh, and the following two fiscal years, uh, to provide funding for the five urban renewal areas listed in the ordinance. So, uh, pretty short summary and happy to answer the questions.

Speaker: Thanks, matt.

Speaker: Colleagues, any questions we have public testimony on this item.

Speaker: We do. Mayor, we have four people signed up. Alrighty welcome. Um first up is robert velasco. I haven't joined us. Next we have hayley alves. Hayley, can you hear us?

Speaker: Sure. Thank you. Um, thank you, council, for hearing my testimony.

Speaker: Uh, my name is hayley alves, and I'm a representative with the western states regional council of carpenters.

Speaker: Um, the carpenters union here in Portland. And I live and work in the city of Portland. Um, part of my job is I regularly visit job sites in the area. I talk to workers and listen to their stories. And I'm here today because I want to make sure that as we prepare to hand out this public money to invest in our city, to a

developer that everyone is aware of, the events that are occurring on job sites across the city, I've encountered workers being paid in cash and personal checks without deductions, workers who haven't received their paycheck in weeks, and overtime work that goes completely unpaid, just to name a few. Common, common issues. The community members that are forced to work off the books are unable to prove their income to finance a car, to rent an apartment, or achieve the dream and stability of homeownership for their families. When these workers are injured at work or fired unjustly, even when their boss fails to pay them, there's no safety net available. The consequence of this broken system are far reaching. Children of these workers often miss meals, fall behind in school, and fail to thrive. The lack of proper funding for schools, hospitals and infrastructure is also a direct result of this exploitation. Yea. Ryan. Public money should not be used to boost the profits of contractors, while leaving those with the least power behind. And I want to emphasize that this is not limited to private projects or just a few job sites. This is a grim reality that is prevalent across prevailing wage projects, affordable housing, and projects funded even with the metro housing bond. Um, I urge you to refrain from authorizing funds until a system is in place to protect the community members working on these projects. As community leaders, we must come together to ensure that workers building our housing are not exploited. This is an opportunity to lift our community up for everyone. Thank you. Thank you.

Speaker: Next up we have nakia hunter.

Speaker: Good afternoon council. My name is nakia hunter, a representative of the carpenters in Oregon. Here today to ask it to be added to the record. Our concerns for the publicly funded projects and the way they are being built and the funds allocated to elicit contractors, just as the city finds it desirable to aid prosper Portland, I find it desirable to aid the working class builders of these projects,

ensuring responsible contractor and subcontractors build these projects with the local workforce ensures that the funding being allocated to the urban renewal and redevelopment bond programs truly benefit the communities. Sorry about that. The communities, people, gateway interstate corridor, lents town center, north macadam and cully neighborhoods. Local workforce thanks you. Good day. Thank you.

Speaker: Next up, we have heather mather. Perez. Heather, can you hear us. Heather, are you there? Heather, would you like to testify. We see your hand raised. Uh, it looks like you might be having audio issues as if you call the phone number that you received as part of your zoom invitation. We'll be able to hear you through your phone. Heather, if you're on a phone, try star six to unmute. Do you want to try to unmute again. Keelan I'm sorry.

Speaker: Uh, this is just a first reading. So if heather wants to submit written testimony, uh, she can do that. But we're going to have to move on you.

Speaker: But as long as oh, wait, there you are.

Speaker: Heather, we hear you go. All right. Good afternoon.

Speaker: Uh, my name is heather mather. I am a union carpenter.

Speaker: I think your volume is very low. Heather, are you able. To.

Speaker: We can hear Keelan. We can. I can hear her. Oh, great.

Speaker: Okay.

Speaker: Perfect. Thanks

Speaker: In a responsible manner. For can you not hear me?

Speaker: Can you speak up? Heather

Speaker: Some people say yes. Some people say no. I'll just keep going. Thank you.

Speaker: Those that can thank you.

Speaker: I can't hear.

Speaker: Sorry.

Speaker: Oh, okay. Great

Speaker: So we have an obligation to ensure that public dollars are being distributed and utilized in a responsible manner. And that means the workforce that brings these projects to fruition. Um, I've worked over 20 years in construction in the first ten years. Was for contractors that were not responsible. I had no health care benefits. I had no pension. Um, I was not making a living wage. Certainly uh, did not care to try and buy a home. Um, after joining an apprenticeship, I was able to secure work with responsible contractor making a living wage. I was building within my community. I was able to get health care for my children, buy my first home. Um um, and quite literally pull my family out of generational poverty. These are all things that, um, go into building these projects, prosper. Portland's value stress, economic growth and opportunity, um, stating that we are most effective when we work together with our public, private and community partners. My ask of you today is that this board ensure the foundation is in place to hold developers and gcs accountable for who they choose to build with and our communities. Thank you for your time, mayor.

Speaker: That completes testimony.

Speaker: All right.

Speaker: Very good colleagues, any further discussion on this item? Questions seeing none. This is a first reading of a nonemergency ordinance. It moves to second reading. Next item please. Also a non emergency ordinance. Number 78.

Speaker: Authorized competitive.

Speaker: Yes 70.

Speaker: Sorry. Uh, authorized competitive solicitation and execution of price agreements for sodium hypochlorite. For amount not to exceed \$12,500,000 over five years.

Speaker: Commissioner Mapps.

Speaker: Thank you, mr. Mayor. Colleagues, this item comes to us from the bureau of environmental services. This ordinance authorizes environmental services to solicit competitive bids from contractor owners and award multiple price agreements for bulk delivery of a disinfecting that is essential for the wastewater treatment process. Now, under this ordinance, up to three price agreements will be awarded for a total not to exceed value of \$12.5 million over five years. Here to tell us more about this ordinance, we have kale stevens b.e.s o and m operations manager for environmental services. Welcome kyle.

Speaker: Thank you. Commissioner Mapps and good afternoon, City Council. Um, I'm kyle stevens. I manage the tryon creek wastewater treatment plant for bhs and I help manage the chemical contracts for both treatment plants. Uh, I'm here today representing the operations maintenance group, and I'm grateful to all the people at bhs and the commissioner's office that have helped us get this presentation before you today. I first want to recognize the breadth of information that you all engage in. Uh, during these council meetings and, uh, appreciate the time that you spend with these different topics. This presentation will be a slight change from from most and may take you down, down memory lane. As we talk about chemistry and biology. Um, I want to quickly give a quick shout out to our essential employees that have worked tirelessly over the last two weeks, uh, keeping our city operating, keeping the critical infrastructure to, um, operating. And amid the harsh winter weather that we, uh, that we experienced and that they that they answer to each time we have these types of events come up. Um, I'm here today as, uh,

commissioner Mapps said, uh, requesting approval to solicit for new sodium hypochlorite contracts. Next slide please. So for a brief overview of the chemical itself, sodium hypochlorite is a well known chemical. Sometimes called liquid chlorine or bleach. It's a clear, uh, slightly yellow liquid with a chlorine odor. Sodium hypochlorite is an effective disinfectant for pathogens, and it's a much safer alternative to gaseous chlorine. Sodium hypochlorite is used at beginning, middle, and at the end of our wastewater treatment process. It may not be a surprise to most that wastewater smells bad, and it can create dangerous and unhealthy environments. So to provide a safe work environment and clean air for our employees and for the community surrounding the treatment plant, sodium hypochlorite is used to remove odors in the headworks odor treatment system. Um. The top right image of this slide shows our headworks facility at the Columbia Boulevard wastewater treatment plant. About 80,000 gallons of sodium hypochlorite is used each year to treat odors at the treatment uh treatment facility. Wastewater treatment involves a combination of physical, mechanical, biological, and chemical treatment systems. The main system is the biological treatment process in which bacteria are cultivated and actually use the contaminants within the wastewater as a food source. However, sometimes bacteria are cultivated and grown that can disrupt the treatment process, so to provide the cleanest biological treated water from this treatment system, sodium hypochlorite is occasionally used to remove and prevent these disruptive bacteria from growing. The bottom right image is an actual picture from a microscope. The microscope bacteria that Columbia Boulevard treatment plant uses to treat wastewater. You can see the disruptive filamentous bacteria, which appear long and hair like. About 120,000 gallons of sodium hypochlorite, are used each year in this treatment process. And finally, once contaminants are biologically removed, the treated water is nearly

ready to be released back into the environment for efficient use. To ensure clean, safe water is being released back into the environment, sodium hypochlorite is used to disinfect any remaining pathogens. The bottom left image shows the treated clarified water prior to disinfect on a rainy day. Disinfection is the largest consumption of sodium hypochlorite. Use at about 1 million gallons per year. Next slide please. To give some background on the current sodium hypochlorite contract that we have. It was established in 2014 and it was extended one time for five years. This contract is set to expire on December 1st of 2024. We've had a great relationship with this vendor and are excited to, um, go out and solicit, solicit for additional, uh, contract support. We have seen significant price increases over the last few years with this chemical. Many of you may remember we came to council in 2022 seeking additional funding for this contract. It's important to note that these price increases were not exclusive to the city of Portland. Uh, or our vendor, but were impactful nationwide because of shortages in feedstock chlorine and logistical challenges. The nation saw these price increases appear to be slowing down. As you can see, um, through through the last several years. Um, and we don't anticipate seeing anything like we did in the, uh, in the future. Next slide please. This table outlines the forecasted contracts, uh, broken down. As you can see. Um, the cost of, of chemical use at the tryon creek wastewater treatment plant is tctp is about \$125,000 of sodium hypochlorite per year. In comparison, uh, the columbia boulevard wastewater treatment plant. Cbo wwtp, uh, which is the largest wastewater treatment plant in Oregon, uses about \$2.35 million of this chemical per year. So the total contract amount needed is \$2.5 million per year, with a total five year need of \$12.5 million. With this contract, we are also seeking additional vendors awarded instead of having one one vendor supply this contract to be able to, uh, get competitive pricing and resiliency through the life of this contract. Next

slide please. So today we're seeking authorization to use the competitive solicitation process to obtain a new contract for bulk sodium hypochlorite. I want to thank you all again for your time and to be happy to answer any questions you have.

Speaker: All right, colleagues, any questions? Do we have public testimony? Keelan. Keelan was muted, but I think she said no, sorry, no one signed up.

Speaker: No one signed up.

Speaker: Very good. All right. Thank you for the presentation. We appreciate it. This is a first reading of a nonemergency ordinance. It moves to second reading. And thank you for the actual information on the sodium uh, hypochlorite. I didn't know almost all of that. So that was very educational. I really appreciate it, kyle. Thank you. Yeah. Number 79, this is a second reading authorized director of the bureau of environmental services to enter into settlement with Oregon department of environmental quality for environmental cleanup and natural resource damage claims regarding the columbia slope colleagues last week, commissioner Mapps led us through a really thorough and interesting discussion about this item. We heard the presentation we had. Public testimony is there any further, uh, issue on this second reading, seeing none, please call the roll for bill.

Speaker: I want to thank, um, commissioner Mapps for his leadership and also thank annie and andrew and staff for their diligence and good work and all the other staff and parties who work to reach this settlement. It's an important milestone. And it's great to begin this historic, uh, cleanup. I vote yea Ryan.

Speaker: Yes, I concur with my the comments from commissioner yea. Rubio. This is a really exciting milestone. I vote yea gonzales I maps.

Speaker: I miller I the ordinance is adopted item number 80.

Speaker: Also a second reading authorized competitive solicitation and contract and provide payment for construction of the sdi grand avenue risers project number e11489, for an estimated cost of \$2,458,000.

Speaker: Any further discussion on this item?

Speaker: Seeing none, please call the roll.

Speaker: Hi, Ryan. Hi gonzales.

Speaker: Hi, matt.

Speaker: Hi, mueller.

Speaker: Hi. The ordinance is adopted. Item number 81, second reading. Please call the roll authorized contract with hdr engineering incorporated for design and surveying services to improve safety and access to transit along northeast martin luther king junior boulevard.

Speaker: Not. To exceed \$1,011,351.

Speaker: Any further discussion? Ryan, please call the roll yea. Rubio.

Speaker: I. Ryan. Hi gonzales. Mapps hi, Wheeler.

Speaker: Hi. The ordinance is adopted. Uh Keelan. That completes our work for this morning. Correct

Portland City Council Meeting Closed Caption File

January 24, 2024 – 2:00 p.m.

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Speaker: Today's date is Wednesday, January 24th.

Speaker: This is the afternoon session of the Portland City Council. Keelan please call the roll yea. Rubio here. Ryan gonzales.

Speaker: Say, here. Gonzales

Speaker: Rene. You're up here. Here

Speaker: Mapps. Here. Wheeler. Here

Speaker: Now, we're here from legal council on the rules of order and decorum. Portland City Council to testify before council in person or virtually.

Speaker: You must sign up in advance on the council agenda at Portland dot gov slash council slash 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 ejection from the meeting. Anyone who fails to leave once ejected is subject to arrest for trespass. Additionally the 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 are representing an organization, please identify it. For testifiers joining virtually, please unmute yourself. Once the council clerk calls your name, thank you.

Speaker: Great. Thank you. First up is item number 82, a nonemergency ordinance.

Speaker: To add utility operators code to govern utility access and use of the city right of way and adopt fee schedule for utilities operating in the city right of way.

Speaker: Nonemergency ordinance. Commissioner Rubio, thank you.

Speaker: Mayor. Colleagues back in June, we first heard the ordinance streamlining our right of way management. This passed this back in June for a first reading. At that time, we heard significant feedback from industries on the matter as you'll recall, I requested that the ordinance be removed from the agenda for a second reading and referred back to staff to make necessary changes to the code that addressed industry needs. So I'm happy to report that staff have engaged with these stakeholders to make code edits that balance both the specific industry needs and the needs of the city. The ordinance before us today applies to all of right of way users, with the exception of wireless companies have had staff have addressed wireless companies concerns that have been raised since June one in the following ways for this item, we bifurcated wireless companies out of chapter 12.51. Also, bureau staff with stakeholder input have drafted a scope of work for a small wireless fee analysis, which will soon lead to an rfp being issued for a third party to conduct that cost analysis and we've also reduced the small wireless fee down to the fcc safe harbor rate until the final cost study results are known. These wireless changes have helped create a pathway for all other users of the right of

way to move forward. Under the code before us today, at the completion of the wireless cost study, the small wireless cost study staff will return to council with a new wireless section of code and an updated small wireless fee. That's that's based on the results from the cost study before us today. Is chapter 12.15, which adds a new chapter to our city codes, which will allow city staff the ability to more efficiently administer access to the right of way and have regulatory provisions that treat all users in a fair and transparent manner. This effort has been a multi year process that has included significant engagement with parties and changes, and most recently, staff have collaborated with four industry groups to draft the code changes that specifically address policy and operational concerns raised by parties this past June. And before we move to the presentation, I want to stress some key points with you on the implementation of the code. First, this code is not making changes to the fees or fee structures from what is in place currently. Second, companies that have current franchise agreements will continue to operate under their franchise agreements until the expiration date. Only after the expiration date will they be subject to the new code. Third, this code mimics closely the same language and provisions that exist in current franchise agreements and then last licensees who currently pay on 5% of gross revenues will remain the same in this code. My bureau staff have worked collaboratively with parties to make edits to address policy issues raised and give additional clarity in both the code and the administrative rules. And I want to thank them for their diligence and good work in getting us to where we are today. I will now turn it over to director olivera and andrew speer to present the ordinance in more detail.

Speaker: Thank you commissioner. Good afternoon. Council. Mayor uh, director danny oliveira, for the record.

Speaker: So just to follow up on commissioner Rubio's comments, I just want to start by acknowledging the time and energy that went into working with our industry partners to ensure that we were clear and objective about our process, and also ensuring that we were responsive to the conversations from last summer. Um, as commissioner Rubio alluded to, we are going to be bifurcating this process to one, ensure that the code before you today is clear and objective and meets the needs of the industries that are represented within it. And two, so that we can continue with the cost study, uh, to ensure that we have a clear understanding for the cost associated to the wireless community. Uh, at the conclusion of the cost study, of course, we'll come back with a second part of the code. And as also referenced, just as a reminder, this ordinance is really designed to increase administrative efficacies. We want to ensure that all users of the right of way have a uniform and transparent process and code from which, uh, to operate their business in the right of way. Because as we all know, we've heard it many times now, the right of way is the city's largest physical asset. It's an asset the city manages on behalf of the people of Portland. And I want to ensure that this code in its. And it's what it's memorializing, is a system that is objective but also provides certainty to our our business users. Because in the end, what we're talking about is revenue for our city. But it's also an asset that needs to be regulated, managed and also available to take the best and brightest of our ideas, uh, from our companies, if not for the legal access to the right of way, many services in our city would not be economic or logistically available. So the right of way code really is giving the city a uniform document that governs the requirements to access the right of way, but also how we prioritize, um, the key uses that we want to see today and beyond. Uh, as technologies evolve, we want to make sure that our right of ways is adaptable and responsive and is a priority of myself and staff to ensure that the code protects

the right of way. As an asset, while also ensuring that we're continually listening and learning. And last but not least, I want to pass it to my colleague Andrew Spear, who is our new franchise utility manager at, and he's going to walk us through the code. The specific provisions within the code, and also kind of explain the stakeholder engagement that occurred, uh, to get us where we are today and sort of the pathways of why we're here now and what comes next since September, actually, Andrew's had many direct engagements with specific industries in this particular code and has made updates to the code to address some of their concerns. And at the end of the day, we bring our policy for your consideration that reflects our, um, our right of way code recommendations. And with that, I'll turn it to Andrew.

Speaker: Thank you. Donnie, my name is Andrew Spear, and I'm the franchise utility program manager for Bureau of Planning and Sustainability. Um, I'm going to provide you all with a short presentation and then we'll be available for questions. I will share my screen. So I wanted to call to attention. Just the parentheses down below. Just that this is a right of way code that is not subject to the wireless utilities or wireless companies. And so I'll get to more detail on that in coming slides. Again, as Director Oliveira mentioned, this is uh, the right of way is our city's largest asset and makes up roughly 20% of the city. Uh in terms of land mass and rough value estimate is \$13 billion. And that is held in trust. That asset is held in trust by us as city officials. Um and we manage the access the right of way through contracts with companies and as part of those contracts, we receive fair compensation for use of right of way assets. So how have we managed the right of way access previously? Um, up until this point, we've either gone with two methods and that is a franchise agreement, which is a 1 to 1 contract with between, uh, company or utility and the city or a jurisdiction. And then, uh, we have a chapter within our current code chapter 7.14, which is the utility license fee, which sets out a 5% of

gross revenue fee, um, that is paid for services for companies that have assets in the right of way. Um, but chapter 7.14 does not call out the specific actions and requirements company is are to abide by while operating the right of way. And so the right of way code is helping us to for, uh, memorialize those parts of the franchise agreement into code. And why why do we need this at this time and what is its impact? So the revenues received under the program that I manage recover 85 to \$90 million annually from payers. Um, and so we're moving away from having one off contracts and one consolidated code. Uh, and then that will ensure that we're having uniform, uh, requirements and uniform understanding of operations in the right of way. And this next slide is just to demonstrate again what the purpose is. And in italics, i'll let you read the, the, the kind of overarching goal and what its impacts will be. And then you know the bullets below. Just describe how it's impacting us as staff and utilities. So administrative burden less than both on us as staff and then administering with our partners, our company partners who use the right of way, um level playing field that was described earlier by the commissioner and the director in terms of having, uh, one, one unified code that really lays out all the rules of the road in a transparent manner with the franchise agreements. They are public documents and available, but you can have certain provisions that are included in one, but not included in the other. For instance, you could have one for pge that has certain operating requirements that have nothing to do with, um, with any operations of right of way or access that isn't wouldn't be in pacific powers for example. And so you can have some nuance, things that create an unfair advantage or unfair playing field and then fair compensation. Again, we're memorializing in the fee schedules under this code. The various fees depending on payer type. Uh, for what assets are included. And then one thing that I've been prioritizing since coming to the city is, um, ensure that our audit and our compliance process are

becoming up to speed and applied uniformly. And so this code goes a long ways in helping me in my group to achieve that. Um, and, and I think is a good use of kind of the, um, the fees that this, this program recovers, ensuring its consistency and continuity over time. Um. Uh, this slide is just to again, capture some of the specific provisions that this code. Chapter 12.15 are not doing. And we're not again, some of these have been mentioned already, but I want to reinforce them. We're not setting new fees. We're not changing the level of that 85 to \$90 million of revenue recovered under this program. We're not changing that drastically. There's no fees change in a material way. Um, access, uh, for or access fees for work in the right of way. This code in our bureau does not govern, um, the or maintain the right of way. That is with pbot. And so we're not in that portion of operations. We are only, uh, the only purpose of this code is to ensure the access, the legal access to the right of way. Um, and then also with regards to financial compensation for maintenance, again, that's a pbot function that this code does not cover. And then advantages for single utility fee. Well, again this is to level the playing field and create a standard code and standardize rules of the road for uh becoming and operating in the right of way. Uh, and again, does not apply to wireless companies. These next slides will lay out the stakeholder engagement that I've done since, uh, September one and September 1st. We held a stakeholder workshop following the last June's, um, last June's council meeting where we presented originally the right of way code. Um, from that workshop in September, we had all, uh, all industries, uh, present in that. And it was a way for us to address specific concerns. And I've, I've outlined the subbullets here of around the four industry groups that we had most I had most stakeholder engagements with and made edits for. And then i'll describe in the next slide the specific, um, pathways for wireless. Just as for detail and transparency purpose. But for the core utilities they were most interested in as, as some of you

might recall, the definition of gross revenue and ensuring that it was, uh, it was consistent with how utilities calculate gross revenues for rate making purposes with Oregon public utilities commission. So we made an edit there, uh, to include the definition of gross revenues and to be consistent with what is used by the public utilities commission. And that's in oer here for the state of Oregon, for telecom companies, as we, uh, had not included them as a section for industry specific section within the code. So, uh, worked with them directly and added in a large red line edit to include them. They also have as wired, uh, telephone companies have specific provisions that they fall under that are unique for uh, for state of Oregon statute and law. So those laws were memorialized in the code as well. Uh, pipeline companies and uh, oil and gas. We made some adjustments to their section to memorialize their specific pay types for interstate pipeline providers. They have a modified gross revenue calculation that we inserted language for and then we also made, uh, made some adjustments on language for their specific section. That was the removal of some citations to other codes and ordinances. And then, uh, lastly, the commercial fiber. Commercial fiber is fiber companies that are not internet service providers. And so they're more like a point to point, uh, transmission of other commercial services. As for other companies. And so least, uh, least fiber is a lot of times their model, their business model. And so they were most concerned with the transition from a franchise agreement onto the code and ensuring that the footage that they pay on is memorialized under the code. And so we at the very tail end of exhibit a, which is the chapter code, um, it we memorialize the section in there for them, specifically to ensure that unless they identified and we work with them to change that footage, that footage will be memorialized going forward under the code and just the specifics. We had a two week comment period and made some small edits. Uh given that comment period. And next is just that

description around the wireless path forward. Uh, so again, they're not subject to this code. Uh chapter 12.15, we are under way on completing, uh, scope of work for a wireless cost study. As the commissioner referenced at the top. And then we, uh, are including them in a separate section that will come before council in a future date. And so I envision like a 12.16, for instance, will be the wireless section of code, um, and the wireless section of code will include a fee schedule that will be for macro sites, which is not part of the cost study for this. And then small cell small cell fee sites, uh, will be what the cost study is identifying is the fees that will come forward to council. Also in the future date. This next slide is just to memorialize some of what I covered at the top. Uh, two slides ago, where we added a industry section for telephone gross revenue definition that, um, clearly states in is consistent with the oer, uh, that uh, utilities do rate making under with the Oregon puc clarity on per foot payers and pipeline providers uh namely interstate pipeline providers and wireless companies not falling under this section. And then, uh, as the commissioner referenced from the am session, the reduction of the small cell fee down to the fcc safe harbor rate. And then what is before you for approval, uh, under a second reading, uh, exhibit under this ordinance, exhibit a is the code itself, which is a new chapter to the city's code. Chapter 12. Uh, and then this is adopting chapter 12.15, the section. And then exhibit b is the fee schedule, which outlines the gross revenue fees, which are 5% of gross revenue. Uh, predominantly. And then uh, per foot payers and non admin fees. That will be for license and registration with under the program and the code. And that concludes my slide deck. And i'll stop sharing. And welcome to take any questions.

Speaker: All right. Very good colleagues. Any questions at this point about the presenters motion that we just heard. Not seeing any hands raised. Do we have public testimony on this item.

Speaker: We are back in session. This is the afternoon session of the Portland City Council. Keelan were on item number 83 and non-emergency ordinance and the planning and zoning code to adopt temporary suspensions and permanent clarifications to develop and process regulations as part of the housing regulatory relief project. Colleagues, today, we're voting on the amended documents for the housing regulatory relief project. We will now welcome phil namemy to with, uh, with us to go over the amended documents. Welcome, phil. Good afternoon. Good afternoon.

Speaker: Uh, mayor Wheeler and commissioners, um, I think I'm here for the third week in a row. Um, to kind of wrap things up a little bit here on the housing regulatory relief project and, uh, we just have a quick kind of slide to, to, uh, key things up here, but, uh, just want to remind folks, you know, we had the hearing on January 10th, uh, we came back on the 17th, um, to, uh, to discuss several amendments that, uh, commissioners had put forward and, and, uh, go ahead and do next slide. Keelan. And so, uh, one of the things that came out of that um, uh, session on the 17th was that there were three amendments that were accepted by the City Council to augment the planning commission's recommendation. Uh, and as a result of those amendments, uh, we did have to go back and make some slight amendments to our ordinance. Uh, just to acknowledge in the directive that we're referring to these amended drafts and then the two exhibits that we had exhibit a, which is the findings of the fact and exhibit b, which is actually the recommended draft that came out of the planning commission. Uh, so for exhibit b, we include the code amendments and the commentary that were agreed upon last week into that draft. Uh, as well as kind of amended some of the introductory pages for that. And then for exhibit a, we made some changes to the findings document to address, uh, uh, those amendments, uh, especially things related to the inclusionary housing,

because that was something that wasn't, uh, addressed as well as much, uh, in the previous findings document. So we are basically bringing those forward to you to accept and approve. And, uh, so that we have everything up to date. And that's that's all I have to present, unless there's. Good.

Speaker: That's, uh, that it's short and to the point, uh, colleagues, um, first of all, can I get a motion to amend the housing regulatory relief finding and recommended draft?

Speaker: So, moved. Moved

Speaker: Uh, commissioner Mapps moves. And who is that? Who seconded. Was that commissioner Gonzalez?

Speaker: Second. Yeah.

Speaker: Uh commissioner Gonzalez seconds. Is there any further discussion on the motion? If so, please raise your hand. Commissioner Gonzalez.

Speaker: Uh, sorry. No I misunderstood what you were saying. All good. Oh, okay.

Speaker: Uh, anybody have any further questions or comments? Please call the roll on the amendment.

Speaker: Yea. Rubio.

Speaker: I brian.

Speaker: Right. Gonzalez I Mapps hi, Wheeler. Hi. So the motion passes, colleagues, this item is now passed to a second reading, and it's continued to January 31st, 2024 at 9:45 a.m. Time certain thank you.

Speaker: That concludes today's meeting. Keelan. Anything else? Nope all right. Thanks, everybody. We are adjourned