

# City of Portland 2024-25 Budget Hearing Minutes

Tuesday, June 11, 2024  
1900 SW 4<sup>th</sup> Avenue  
Portland Oregon  
9:30 a.m.

## **Present:**

TSCC:

Chair Harmony Quiroz, Vice-Chair Mark Wubbold, Commissioner Matt Donahue, Commissioner Tod Burton, Commissioner Allison Lugo Knapp, Executive Director Allegra Willhite, and Budget Analyst Tunie Betschart.

## **Absent:** None

City of Portland Council:

Mayor Ted Wheeler, Commissioner Mingus Mapps, Commissioner Rene Gonzalez, Commissioner Dan Ryan, and Commissioner Carmen Rubio.

Staff: Interim Budget Director Ruth Levine, City of Portland Forester Jenn Cairo

Chair Harmony Quiroz opened the public hearing by welcoming everyone to the hearing and briefly describing the duties and responsibilities of the TSCC. She reviewed the hearing process and stated the hearing was to engage the district leadership and provide an opportunity for the public to comment before the City of Portland adopts its budget. She asked the TSCC Commissioners and staff to introduce themselves and state if they have business relationships with the district that could be perceived as a conflict of interest. Each commissioner and staff member introduced themselves and said they had no conflict of interest with the city.

Chair Quiroz asked the Portland City Council and staff to introduce those present. Following introductions, she recognized the City of Portland for receiving the Distinguished Budget Presentation Award for the fiscal year 2023-24 Adopted Budget Book.

She asked Mayor Ted Wheeler to explain the 2024-25 Approved Budget briefly and stated that following Mayor Wheeler's introductory remarks, testimony from the public would be taken.

Mayor Wheeler thanked Commissioner Mark Wubbold for serving the community through his tenure with TSCC. Then he recapped the budget process, saying he and his colleagues, in response to the challenges the city is facing, have invested in new systems and programs to address the community's most complex challenges. They have seen some accomplishments and recognize they must continue to build on those successes despite the complex crises, ongoing government transformation work, and budgetary challenges. He said his Proposed Budget for the fiscal year 2024-25 builds on the momentum they have achieved in meeting the most critical needs of Portlanders.

Concerning public safety, this is the largest public safety budget that the city of Portland has ever proposed. All departments and programs involved with safety, from police, fire, emergency

bureaus, Portland Fire and Rescue, and more, will continue leading the way to a safer and more livable community through this budget. Regarding homelessness and livability, this budget formally establishes Portland's solutions as a program in the City Administrator's Office, with the various programs operating under one umbrella to enhance coordination and service delivery citywide.

Concerning economic recovery, work to support economic recovery across the city is bolstered through this budget. This budget establishes the Portland Permitting and Development Bureau to streamline the permitting process for housing developers, business owners, and homeowners. This budget also supports the Events Office and establishes the Office of Small Business within Prosper Portland, improving entrepreneurs' access to Repair Grants, technical assistance for business development, and permit navigation.

Concerning charter transition, the budget will span both forms of government, with the current council executing the first half of the fiscal year and the newly elected mayor executing the second half. This budget funds the new management structure. Physical infrastructural changes and onboarding are required to ensure that the city and its incoming elected officials are ready for business on January 1st, 2025.

The Portland Clean Energy Fund will help fund appropriate projects within city bureaus to facilitate critical climate work while funding other city priorities. He concluded by saying this is his last budget as the Mayor of Portland. The mayor is proud of the progress in addressing critical issues in the community. He is grateful to his colleagues on the city council for their hard work.

Following the budget overview, Chair Quiroz asked if anyone had signed up to make a public comment. Executive Director Willhite reported that no one had signed up to speak at this hearing, and she had not received any written comments.

With that, the Commissioners moved to the prepared questions.

### **TSCC Questions:**

#### **Commissioner Matt Donahue asked the following questions:**

In response to voter-approved charter reform, the city is substantially restructuring city operations and administration. This is a massive undertaking, and clearly more than we can cover in this hearing. So we would like to hear specifically about the biggest challenges you face with this work - what keeps you up at night about this process? And what steps do you plan to take to mitigate these concerns? Is the soft-opening on July 1 part of the strategy for ensuring success?

Mayor Ted Wheeler said the voter-approved charter amendments include elections and governance reforms, and the size and scope were significant. Coordinating and implementing these changes within a limited time and with constrained resources has been challenging. City leadership is working diligently to ensure that the city delivers for Portlanders.

He said as for what keeps him up at night, there are two things:

- The importance of ensuring that Portlanders understand and can express their preference on the ballot using ranked choice voting.
- Ensuring that the city is ready for the elected and executive leadership on January 1st, 2025, that the Mayor-Council form of government and decision-making authorities are clear, and operations continue without gaps in service for Portlanders.

To mitigate those concerns, the council prioritized updating the city's election code to align with the charter and ensured that the software vendor had the maximum time for updates,

certification, and testing. Additionally, the city has significantly invested in voter education, partnerships with regional elections officials, specifically Multnomah County, and community-based organizations.

As for readiness and continuity of operations, on November 1, 2024, the City Council passed resolution 37635, establishing the new administrative reporting structure and subsequently adopting the classifications of the leadership team, including deputy city administrators and an assistant city administrator. The City Administrator and Deputy City Administrators have been hired and begin by July 1, 2024.

Soft launching this reporting structure on July 1 allows service areas to familiarize themselves with the new leadership structure, which will better align the workforce and work processes and help identify where adjustments are needed.

The opportunities for service and programmatic improvement are limitless. Mayor Wheeler feels confident that the newly elected executive leadership will continue innovating, modernizing, and aligning to improve service delivery for Portlanders.

**Commissioner Tod Burton asked the following questions:**

This year the city bureaus, with the exception of public safety, were asked to submit a budget with a 5% constraint, a reflection of city expenditures rising faster than revenues. We know from our work with local governments that the city is not alone in facing ongoing challenges with escalating costs. With the change to the new governance structure do you see opportunities for consolidations or savings? Can you provide specific examples of how this budget reduces costs through consolidation or simplification of services?

Mayor Wheeler said to clarify, the Portland Police Bureau, Portland Fire & Rescue, and the Bureau of Emergency Communications were held harmless from the 5% constraint. Other programs and bureaus within the public safety service area did take a 5% constraint.

Regarding savings opportunities, the new governance structure is expected to result in savings over time. The city has grown in siloes, and as those siloes are brought together under a City Administrator, the anticipation is they will continue to identify duplicative efforts and operational inefficiencies.

There is a tremendous opportunity to reevaluate the structure of the workforce and ensure staff are delivering core services for Portlanders and working as efficiently as possible.

This work will begin in the FY 2024-25 budget. For example, a unified communications team in the City Administrator's office will support the Executive Branch and provide a unified voice for the city to the public.

Similarly, the unified permitting structure that Commissioner Rubio will talk about later is beginning to work on bringing together permitting functions and looking more closely at how that can be more efficient.

**Chair Harmony Quiroz asked these follow-up questions:**

Do you see 5% reduction as a one-time reduction or ongoing? Should residents expect to see this ongoing?

Ms. Ruth Levine said the five-year financial forecast distributed in 2023 shows revenue and expenditures close over the next four years. It doesn't account for other things the council hasn't addressed yet, such as additional legal liabilities, some of which are still outstanding. An increase in health benefit costs for the city hasn't been incorporated into the budget yet. She expects the 2025-26 will likely be a reduction budget again. Beyond that, the expectation is that the budget will be tight until about 2028-29.

**Commissioner Burton asked this follow-up question:**

Will the retirement of Urban Renewal District give the city some relief with the return of funds for these retiring URA's?

Ms. Levine said yes to some extent, but it was complicated. Even though the city will receive revenue from this, it is revenue that is dedicated to Prosper Portland and the Housing Bureau.

**Chair Quiroz asked the following questions:**

We'd like to hear more about the new public camping ordinance - what is the plan for enforcement? How much will it cost, more or less than the former ordinance? What's the timeline for training the Police Bureau to enforce the ordinance, and when can the community expect to see enforcement begin?

Mayor Wheeler said the Time-Place-Manner Ordinance is one of many strategies, hopefully resulting in fewer folks living in unsanctioned camping. This Time-Place-Manner Ordinance is one of many different strategies to address homelessness, which will show fewer people residing in unsanctioned camps on the streets. Time-Place-Manner Ordinance came out of a state requirement created by House Bill 3115 for jurisdictions like Portland's that enforce reasonable time, place, and manner standards, and that's the genesis of this particular program. The objective has always been to maintain the public right of way, safe routes to school, high crash corridors, and other areas of the city free of unsanctioned camping. The Safe Rest Villages, the outreach programs, and the patrols were created, all of which are intended to help people connect with whatever services they need to get off or stay off the streets. So, this is not the only game in town.

City Council, along with the Portland Police Bureau, have been working to develop procedures for enforcement of the new Time-Place-Manner Ordinance consistent with the obligations under existing law. Enforcement under this ordinance will be part of the current camp cleanup and outreach systems led by the Street Services Coordination Center (SSCC). That existing process will not change. Standard operating procedures are finalized, and staff will be trained before enforcement begins in July.

The only change is that PPB's Neighborhood Response Team officers, who already work with the SSCC team, will now have the legal authority to cite or arrest individuals as a last resort if they violate the ordinance. Enforcement of this ordinance will not add new costs to the city's current investments in responding to homelessness.

**Commissioner Mark Wubbold asked the following questions:**

The reports of gun violence in our community are heartbreaking. This budget sees The Portland Clean Energy Fund has outperformed expectations. Code changes have allowed bureaus to receive the funding, and we see PCEF funds for programs in several bureaus. With funding spread across the budget, how will you remain accountable to taxpayers and report accurately on the usage and impacts of the funds?

City Commissioner Carmen Rubio said the council is actively working on ensuring city bureaus are accountable in their use of PCEF funds in three primary ways:

- Programmatic agreements: The Council is working with each bureau to develop programmatic contracts that clearly outline project scopes, eligible use of funds, and project outcomes in alignment with PCEF program objectives. Bureaus will be required to meet the terms of these agreements to continue receiving PCEF funding.

- Reporting systems: In partnership with the City Budget Office, new reporting systems are being developed and will align with bureau reporting on PCEF expenditures as part of the city's annual performance reporting.
- Dashboard integration: The Council is working with bureaus to design and integrate their reporting outcomes in a manner that will roll up into PCEF's broader outcomes. These outcomes, such as reduced lifetime greenhouse gas emissions and the percent of expenditures to MWESB contractors, will be part of PCEF's public dashboard.

This is one of the most publicly vetted funds in the city. The council is confident that these additional steps will keep the city in consistent alignment by administrating these funds and further reporting transparency on their uses while holding Portland accountable to PCEF's mission and objectives.

Now that bureaus and community organizations are eligible for PCEF funds, what does that mean for the community? Will community organizations be disadvantaged because of the dollars used by the bureaus?

City Commissioner Rubio said the priority is always to ensure funds go to community organizations. Anything above that funding is what gets considered for bureaus.

**Commissioner Allison Lugo Knapp asked this follow-up question:**

Are you providing capacity building or technical assistance for the community organizations that receive PCEF funds?

City Commissioner Rubio said to think of PCEF as a start-up, building up internal capacity to offer that technical assistance. The city has robust support for organizations just starting and building capacity through smaller planning grants to prepare for more funds.

**Commissioner Donahue asked the following question:**

Since its inception in 2021, funding for Portland Street Response has varied, but the program appears to have staying power, and we understand it is seeing real results. How are you measuring results for this program, and what does the data tell us about its effectiveness?

City Commissioner Rene Gonzalez said Portland Street Response does have real staying power. Alternative response programs are new and are learning and evolving in the field. Over the last year of operations, Portland has seen a shift in relevant metrics. Initially, the focus was on reductions in emergency call response times. PSR's role has evolved to include an outreach role that provides connection to services, unarmed response, de-escalation and outreach, and partnership and support with others in the first responder continuum of care.

This shift is most evident when reviewing their impactful work around Fire Station One earlier this year with the OD pilot in partnership with CHAT (Community Health Assess and Treat) and MOUD Buprenorphine pilot in partnership with Multnomah County Health.

Result metrics in this context involved the number of calls responded to, connections to services, several medical administrations in the field, and overdose resuscitations using NARCAN.

While PSRs will continue to serve as first responders to 911 emergency calls, they are also evolving into outreach and case management roles that locate them squarely at the intersection of public safety and behavioral health in the broader continuum of care.

PSR has a dashboard with current metrics, but it is important to note that those metrics will likely change as the program evolves and grows.

What are the plans for the long-term sustainability of this program?

City Commissioner Gonzalez said it was supported with one-time dollars like ARPA. There are ongoing dollars in the mayor's budget to stabilize it. The program was set up initially in Portland Fire. On July 1, they will move to the Program and Policy Division within the Public Safety Service area. Additional infrastructure will be needed, such as setting up Medicare billing. This is a necessary structure for the city to build, possibly partnering with Multnomah County. Leadership will need to consider what makes sense for the city.

**Chair Quiroz asked this follow-up question:**

Will there be a change in the way Street Response calls are dispatched?

Commissioner Gonzalez said there will not be a change in how dispatch happens. People can call 911 (emergency number) or 823-3333 (non-emergency). Either of those ways can lead to the dispatch of Portland Street Response. That won't change in the future. Their physical locations aren't tied to the bureau they are part of. They have two primary locations right now.

There are a lot of deep ties on the back end between CHAT (Community Health Assess and Treat program) and PSR. Certain personnel can float between the two, particularly the EMTs, who are the first-level medical staff. Portland has EMTs in both PSRs and CHAT, which are highly sought-after resources, as are paramedics. There's going to be some work to decouple those. However, it won't affect frontline operations in any material way.

**Commissioner Wubbold asked the following questions:**

Last year, you shared a goal of having a unified permitting services entity by the end of the fiscal year. Can you share the status of that project? What has been done to date and what is left to do?

City Commissioner Carmen Rubio said that on May 29, 2024, the Portland City Council approved the ordinance, making the Portland Permitting & Development Bureau official. This is an essential step in establishing the first iteration of a new unified permitting bureau, bringing together permitting functions from five bureaus. Development Services, Environmental Services, Parks (Urban Forestry), and Transportation and Water. This is a significant milestone in the ongoing efforts to continuously improve and enhance the city's services to the community.

Establishing Portland Permitting & Development is a crucial first step, but much work is still ahead. As the city moves forward, the focus will include refining permitting processes and workflow, improving customer support, establishing a sustainable funding model, aligning code and policy, and ensuring connections to teams not part of the new bureau but essential to its success.

A stable and sustainable funding model is a crucial piece of the success of Portland Permitting & Development. Through a budget note in the approved budget, the council directed a workgroup to explore and implement strategies to reduce operational costs and increase efficiency. The workgroup will evaluate technology utilization and assess current operational practices to identify potential cost-saving measures, ways to recuperate partner bureau costs, and process efficiency improvements. Additionally, Portland Permitting & Development has been directed to evaluate and revise its reserve policy to extend the financial safety net, ensuring greater stability and operational continuity during extended periods of economic uncertainty.

Has the permitting process and timelines been a barrier to affordable housing development in the past? And if so, will this mitigate that issue?

Ms. Rubio said it does create somewhat of a barrier if you consider time is money. The process makes it even harder for affordable housing projects to process when it takes so long. The council believes that this will ultimately help cut costs in that respect. There are also some waivers that they can apply for that are very specific to the project.

**Commissioner Burton asked this follow-up question:**

How will this process be successful when other attempts to streamline permitting have had some barriers in the past?

Ms. Rubio said there is a unified council that is aligned around the idea that the system needs a change. There are different ideas about how to do that, but there is alignment about system unification. Also, a historic shift in government is coming. There will be a city manager. All those things lend to a different approach and a new landscape. This would be ideally set up to be successful.

Mayor Wheeler said many politics have bogged things down for the last 20-plus years. The reality is that there are just a lot of people with many different interests who have a stake in the process, and people care deeply about many other issues that may impact the speed and the cost of the housing permit system.

City Commissioner Dan Ryan added that when the task force started work on this, they included all of the offices at the political level and the bureaus that were mentioned. Everyone was included in all the reforms. In the budget from three years ago, the council sponsored a position for technical assistance continuous improvement expert. Without that, the city wouldn't be in such a great position if this was not included in the budget for the last three years, poking and probing this along. Nothing moves when elected officials make decisions without strategic implementation of the work. Now, you're seeing implementation going on for about three or four years.

**Commissioner Lugo Knapp asked the following questions:**

The renewal of the gas tax will hopefully provide some relief for PBOT in the short-term by not further widening the gap between revenues and expenditures. However, it is our sense that the gas tax continuation is not enough to solve the fiscal issues. Can you share the current status? What does the five-year forecast look like for PBOT?

City Commissioner Mingus Mapps said gas tax continues the revenue stream but faces structural funding problems even with this. Historically funded through gas tax and parking fees – due to electric cars and working from home, these are in steep decline. PBOT had a \$32 million shortfall going into this year. To mitigate this, the following efforts were put in place:

- Allocated \$7.0 million of Fixing Our Streets funding to restore reductions in paving maintenance and signal & streetlight maintenance.
- Received \$8.0 million of Portland Clean Energy funds to restore reductions in Sunday Parkways, Safe Routes to Schools programming, the Transportation Wallet, Streetcar replacement funds, and project funding for pedestrian and bike network safety and improvements.
- Increased staffing within Parking Enforcement to increase the number of patrols in meter districts and added resources to pursue out-of-compliance vehicle registrations. These efforts are expected to increase revenues by \$5.5 million net of expenses.



- Increased parking meter rates by 20 cents and indexed them to inflation. The city also implemented a fee for those users paying the meters or Parking Kitty with a credit card. These efforts increased expected revenues by \$5.3 million.
- Implemented \$6.7 million in programmatic reductions in administrative support, micro-surfacing (pavement maintenance), fleet costs, planning, and parking policy & programming.

These efforts solved the immediate budget shortfall, but the forecast's liabilities and risks must be addressed in the FY 2025-26 budget process. They are:

- The Americans with Disabilities Act curb ramp program has a six-year shortfall of \$30 million. A budget note in the Approved Budget requires draft options for funding this shortfall to be presented to the City Administrator by January 2025.
- Funding for moving the City's Fleet Services to a new location was included in the Approved Budget, increasing expected payments by PBOT for Fleet services by \$3.2 million.
- Health benefits increased by \$1.6 million. These costs will be built into the next forecast, potentially creating a deficit.

What other revenue sources are you exploring to improve long-term sustainability of these critical services?

City Commissioner Mapps said they are still looking for a stable and sustainable funding model for PBOT. Some possibilities are street utility fees, street damage restoration fees, increasing DMV fees, and a pilot program statewide for vehicle travel fees. PBOT is looking at things like bike registration fees. All methods mentioned cannot be accomplished through PBOT alone. It would require action by the council, action by state legislatures, or action by the federal government. In some situations, like the vehicle miles travel tax, that might even need some action by the private sector. The city of Portland is in constant contact with its partners in Salem, trying to assemble a transportation package that will support the operation and maintenance of the transportation system moving forward.

**Commissioner Burton asked these follow-up questions:**

Do you think there's an appetite to consider the vehicle miles traveled fee, especially for e-cars? Do you think there's the political will to do that?

City Commissioner Mapps said that given the climate goals, the city has decided to move off fossil fuel-powered personal vehicles within fifteen years. Portland has to move away from the gas tax. The people in transportation think that the tool moving forward will be a vehicle miles travel tax. The state has a pilot program for this here in Oregon. This is a topic of continuous conversation in the state legislature. Council expects their partners in Salem to begin ramping up and scaling up the vehicle miles traveled tax program in the next decade.

**Commissioner Lugo Knapp asked the following questions:**

The city's Climate Investment Plan includes a 2035 goal for a \$40 million investment in the Equitable Tree Canopy Program. What are the tangible impacts we can expect to see from this program? What metrics are in place to measure if these dollars are spent equitably? And how are you ensuring long-term success and stewardship of these trees - what about ongoing costs and maintenance?

City Commissioner Ryan said the City of Portland invests in the urban forest. This will be good for people and the environment. The Equitable Tree Canopy Program will result in at least 15,000 new trees planted primarily in priority areas of Portland, such as low-canopy,



low-income, and culturally diverse geographies, and expanded and new tree stewardship partnerships with Portlanders.

A community advisory group of Portland residents is being formed to guide the program, including the optimal performance metrics.

Currently, the planned performance metrics include:

- Number of trees planted
- Tree species diversity
- Number of partnerships
- Number of trees planted in geographical priority areas
- Young tree mortality

These performance metrics are similar to those used in Portland's current tree-planting programs.

The Equitable Tree Canopy Program will maintain technical standards for tree planting, such as stock quality and planting technique, and establish care for young trees. Again, these standards will be informed by a community advisory group.

It should be noted under an additional budget allocation from the Portland Clean Energy Funding, the City of Portland is also developing a comprehensive street tree care and maintenance program, which will shift the responsibility for street tree maintenance from the adjacent property owner to the city, as well as a program to provide financial assistance for residents to care for trees on their property.

**Commissioner Wubbold asked this follow-up question:**

Will PSU have a role in this?

Ms. Jenn Cairo, City Forester, said they have worked closely with the PSU lab and will continue to do so. When they measured the overall canopy in the city, they compared it with PSU, Multnomah, and Metro results.

**Chair Quiroz asked this follow-up question:**

East Mult Soil & Water Conservation District has a depave program includes adding trees. What partnerships are you building to continue this significant work?

Ms. Cairo said there are many active partnerships in trees in the city. When talking about urban forestry, staff also calls it community forestry because it is based on partnerships. Folks appreciate trees and having the information and the resources to do well by their trees. Those partnerships are broad and many. Specific to the equitable tree canopy initiative, the city started working with some new community groups as contractors to advance that 15,000 tree planting. The Centennial Community Association, Green Lents, and the Portland Alumnae Chapter of June Key Delta Center are those groups. The city anticipates more of those going forward. The current work is focused on making contracting with the city for tree planting and establishment more accessible to more companies, smaller companies, emerging small businesses, and minority-owned businesses.

**Commissioner Burton asked the following questions:**

Costs for the Bull Run filtration project seem to continue increasing. How will you pay for these cost increases? Will ratepayers bear the total weight?

City commissioner Mapps said the increased costs of the Bull Run Filtration project will be funded with Water Revenue Bonds and federal Water Infrastructure Finance and Innovation Act (WIFIA) funding. The EPA invited the city to apply for a second WIFIA loan

on May 13, 2024, to help fund the increased costs. Retail and wholesale customers will pay through water rates for debt services such as revenue bonds and WIFIA loans. Water rate increases will remain as forecasted, with the water's capital program revised to accommodate the increased project costs.

Portland also has the challenges of being a good neighbor. One of the things that's been a top priority for the bureau is to work with all the property owners around the filtration project. For this project, the bureau will update stakeholders and work collaboratively with stakeholders on issues raised by property owners. The updates include quarterly meetings, sharing information via email, the bureau, websites, and even monthly coffees with contractors. The city is trying to bring everyone to the table during this important public health project.

Do you need additional land from private landowners to build the project?

City Commissioner Mapps said sometimes they have to trim trees, do some project staging, and possibly negotiate easements for installing pipes. They have had good luck working through those issues.

Chair Quiroz stated that this completes TSCC's prepared questions. There is one person, Bridge Crane, who will give public comments. She explained there is a three-minute limit for public comment, and when he begins, there will be a timer set. He will be notified when it is close to the three-minute limit.

#### **Public Comment by Bridge Crane:**

When we sit here and look at the five of y'all, that will almost indubitably pass this budget, that 80% of you are re-electable or seeking to be re-electable, and that, come January, there'll be 12 or maybe Mr. Ryan is lucky 11 new faces here. And I hope that as we get into the election season and you finish up wrapping up the budget, you'll talk more about, percentages and deltas for some of the most critical issues facing our community. And I think, of course, the biggest one is that, we're allowing, Chinese chemical companies and Mexican Cartels to kill people in this city at three, four, five times the rate that it used to happen. And so when a problem surges, there needs to be a proportionate surge in public safety and health spending. And, of course, Oregon voters have built ourselves a problem because we spread responsibility for that over the OHA at the state. and this public safety portfolio that Mr. Renee has and the county. And the county is not responding with clarity, or metrics that are going to help us save lives. And I know that that's not a huge area that you have impact in, but I hope maybe Commissioner Gonzales has some insight as a way to, have a city where people aren't dropping dead at the rate of 30 people per month from fentanyl, which is making our area lose population and lose economic security. And then on that metrics issue, there's the, still not quite resolved, to say the least, homelessness crisis and the difficulty of you finding metrics that you can even communicate honestly with us about how many people really live on the street and how many hundreds or thousands of people are triple, double, quadruple stacked in the apartments and homes of friends, for a long time, since way before Mayor Wheeler going back before Steve Novick gave us the gas tax. Some public money has paid for HMIS, and you still have not been able to tweak the HMIS system or build a by-name registry that really gives your service providers the data that you can use to fund and adjust programs. I think it's been good to see the task success at Clinton Triangle, but, we'd like to see when the budget is talked about. I think many of your constituents, besides myself would like to see a match too. This is a huge problem. This is the appropriate change in spending. So thank you very much. And, I feel like you're doing a more robust process and better results than at some of the other local jurisdictions.

Chair thanked him for the comments and explained that these comments would be entered into the public record. They would also be considered when TSCC reviews the city's budget and when the other jurisdictions' budgets are considered.

Then, she thanked the city council, mayor, and staff for their thoughtful contributions to today's discussion. The TSCC Commissioners appreciate the opportunity to discuss the city's budget with them. Then, she closed the hearing and opened a regular business meeting of the TSCC commissioners. She asked if there were additional questions or comments on the city's budget. There were none.

She asked Executive Director Allegra Willhite to give staff recommendations for the certification letter. Ms. Willhite thanked city staff for their partnership throughout the year and through the budget process. She said TSCC staff appreciates them taking the time to answer questions and proactively reaching out to ensure that the city complies with budget law throughout the year. For the fiscal year 2024-25 Approved budget, TSCC found the budget estimates reasonable for the purposes stated and the budget to comply with Local Budget Law. She said staff have no recommendations or objections to the fiscal year 2024-25 budget.

Chair Quiroz called for a motion.

Commissioner Wubbold moved to certify the City of Portland's Approved Budget with no recommendations or objections as recommended by staff. Commissioner Donahue seconded the motion, which passed with a unanimous vote of the commissioners.

There being no other business, Chair Quiroz closed the meeting.