



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **26TH DAY OF DECEMBER, 2002** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Leonard, Saltzman and Sten, 4.

Commissioner Leonard arrived at 2:03 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Linda Meng, Chief Deputy City Attorney; and Officer Peter Chinn, Sergeant at Arms.

On a Y-4 roll call, the Consent Agenda was adopted.

	Disposition:
<p style="text-align: center;">COMMUNICATIONS</p> <p>1504 Request of Jada Mae Langloss to address Council regarding a solution to the Public Employees Retirement System (Communication)</p>	<p style="text-align: center;">PLACED ON FILE</p>
<p style="text-align: center;">TIME CERTAIN</p> <p>*1505 TIME CERTAIN: 2:00 PM – Accept a five-year agreement with The Climate Trust for \$533,000 to reduce vehicular emissions of carbon dioxide (Ordinance introduced by Commissioner Saltzman) (Y-4)</p>	<p style="text-align: center;">177173</p>
<p style="text-align: center;">CONSENT AGENDA – NO DISCUSSION</p> <p style="text-align: center;">Mayor Vera Katz</p> <p>1506 Confirm appointment of Jeffrey D. Jorgenson, Mike Tate and Craig Spansail and reappointment Linda Barnes and Richard Wong to the Fire Code Board of Appeals for terms to expire December 26, 2005 (Report) (Y-4)</p>	<p style="text-align: center;">CONFIRMED</p>
<p>*1507 Pay claim of William B. Strauss (Ordinance) (Y-4)</p>	<p style="text-align: center;">177155</p>

December 26, 2002

<p>*1508 Extend contract with Miller & Van Eaton for specific legal expertise (Ordinance; amend Contract No. 33776) (Y-4)</p>	<p align="center">177156</p>
<p>*1509 Extend agreement with Cable, Huston, Haagensen & Lloyd for outside legal counsel (Ordinance; amend Contract No. 33228) (Y-4)</p>	<p align="center">177157</p>
<p>*1510 Extend contract with Miller, Nash LLP for outside legal counsel (Ordinance; amend Contract No. 34146) (Y-4)</p>	<p align="center">177158</p>
<p>*1511 Dedicate and assign a strip of Bureau of Fire, Rescue and Emergency Services land as public street right-of-way in connection with Fire Station 42 (Ordinance) (Y-4)</p>	<p align="center">177159</p>
<p>*1512 Extend contract with Arch Wireless, Inc. for paging services and provide for payment (Ordinance; amend Contract No. 30709) (Y-4)</p>	<p align="center">177160</p>
<p align="center">Commissioner Jim Francesconi</p>	
<p>*1513 Amend contract with Don Ganer & Associates to increase contract amount by \$3,200 for additional scope of work and extend completion date to June 30, 2003 (Ordinance; amend Contract No. 33190) (Y-4)</p>	<p align="center">177161</p>
<p>*1514 Authorize acceptance of a trail easement from B&L Storage across a portion of property in north Portland adjacent to Columbia Slough (Ordinance) (Y-4)</p>	<p align="center">177162</p>
<p>*1515 Accept conditions and authorize agreement with Michael P. Wilkins and Wildish Land Co. for trail easement across a property in north Portland adjacent to Columbia Slough (Ordinance) (Y-4)</p>	<p align="center">177163</p>
<p>*1516 Accept conditions and authorize agreement with K&K Enterprises and Diamond Beall Development for trail easement across property in north Portland adjacent to Columbia Slough (Ordinance) (Y-4)</p>	<p align="center">177164</p>
<p>*1517 Authorize acceptance of a conservation easement from Kenneth and Susan Kimmel for property in the Columbia South Shore Watershed (Ordinance) (Y-4)</p>	<p align="center">177165</p>
<p>*1518 Grant revocable permit to Portland Saturday Market, Inc. to use W Burnside under the Burnside Bridge for market operations and to close parts of SW Ankeny, SW 1st, SW Naito Parkway and NW Naito Parkway during certain hours (Ordinance) (Y-4)</p>	<p align="center">177166</p>

December 26, 2002

<p>*1519 Amend an Intergovernmental Agreement with Multnomah County to provide roadway maintenance services West of the Willamette River (Ordinance; amend Contract No. 51062) (Y-4)</p>	<p align="center">177167</p>
<p>Commissioner Dan Saltzman</p>	
<p>1520 Consent to the transfer of Pride Disposal Company residential solid waste and recycling collection franchise to Walker Garbage Service, Inc. (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JANUARY 8, 2003 AT 9:30 AM</p>
<p>*1521 Amend Bureau of Water Works water rates for FY 2002-03 to include a commodity rate for a service supplied solely by the assets of the Columbia South Shore Wellfield (Ordinance; amend Ordinance No. 176525) (Y-4)</p>	<p align="center">177168</p>
<p>*1522 Authorize the Director of the Bureau of Environmental Services to enter into an agreement to settle outstanding matters in condemnation actions for the Southwest Parallel Interceptor Project (Ordinance) (Y-4)</p>	<p align="center">177169</p>
<p>*1523 Authorize grant application for the Ecological Business Program to the U.S. Environmental Protection Agency in the amount of \$100,000 for water quality and watershed management (Ordinance) (Y-4)</p>	<p align="center">177170</p>
<p>*1524 Authorize the continuance of negotiations for the purchase of easements for the South Airport Sanitary Trunk Sewer Project - Phase II and authorize condemnation proceedings, if necessary, and obtain early possession (Ordinance) (Y-4)</p>	<p align="center">177171</p>
<p>1525 Amend contract with Montgomery Watson Harza Energy and Infrastructure, Inc., for an amount not to exceed \$300,000, to provide professional engineering design services and construction support for Phases II and III of the Dam 2 Tower Improvement Program (Second Reading Agenda 1498; amend Contract No. 32984) (Y-4)</p>	<p align="center">177172</p>

At 2:24 p.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland

By Susan Parsons
Acting Clerk of the Council

For discussion of agenda items, please consult the following Closed Caption Transcript.

December 26, 2002

Closed Caption Transcript of Portland City Council Meeting

This transcript was produced through the closed captioning process for the televised City Council broadcast.

Key: ***** means unidentified speaker.

DECEMBER 26, 2002

2:00 PM

Katz: Happy holidays, everybody. The council will come to order. Sue, please call the roll. [roll call]

Katz: Commissioner Francesconi is recuperating, he should join us by telephone probably next week or the week after. All right. We're down to or up to communications. 1504.

Item 1504.

Katz: Come on up. Would somebody please go get -- identify yourself for the record.

Jada Mae Langloss: My name is jada mae langloss, and I think all the time about what's going to happen to all of you political people when you are forced to retire from old age or other things. But I think the solution for the public employees retirement system is to put part of your retirement income into an arcology and show that the city hall and the government employees can be just as environmental as anybody else. We've got a builder in town, the company's name is frank -- not frank wright, howard wright construction. Howard wright construction built the space needle. Anybody who could build a space needle has got to have good thoughts about the future. And so I think some of the top builders in town could get together with me and we'll discuss arcology for the future of the retirees, government employee retirees. It would cost much less to build an arcology for retirement than it would the way it is right now. I came back from salem and I swear, I saw thousands of cars, but no pedestrians. In an arcology you would find more pedestrians than you would cars. And it is a good idea for the future and i'm sure you could talk the builders into it. Anything else you want to answer to, because I always have alternatives -- alternative ideas for problems.

Katz: Thank you, jada mae. Oh, hello there. I'm really glad to see you on the council.

Katz: Happy holidays to you, jada. Thank you. All right. Consent agenda. Anybody want to pull any items off consent agenda? Anybody in the audience want to pull an item for discussion? If not, roll call on consent agenda.

Leonard: Aye. **Saltzman:** Aye. **Sten:** Aye.

Katz: Mayor votes aye. [gavel pounded] thank you. Time certain, 1505.

Item 1505.

Katz: Mr. Saltzman?

Saltzman: We are in the position here of accepting money with no city match required, to help us achieve strategies that will reduce greenhouse gas emissions, and the strategy in particular has been -- that's been chosen to be fund second degree traffic signalization. I think I know from days when we've talked about the office of transportation's budget, many great programs like this have had to take substantial cuts because they are sort of considered core mission of transportation. So it's great when we can look at creative ways to fund very effective transportation strategies, not only from a greenhouse gas perspective, but also from an efficient movement of freight and people as well. So with that, i'll turn it over to dave tooze.

Dave Tooze, Office of Sustainable Development: Thank you, commissioner. Mayor Katz and commissioners, i'm dave tooze with the office of sustainable development. I manage the energy division. We're real pleased to be here before you today and bring a winning proposal to you.

December 26, 2002

Another example of what osd is all about, and it's another step forward towards implementing our local action plan for global warming. The strategies that we're dealing with today are pretty simple in concept. We're retiming traffic signals using industry partners so that traffic flows more smoothly. It means less idling at stoplights, and less acceleration when the light turns green. We've teamed up with the experts in the industry, our own office of transportation and with me are bill graham, who will be speaking in a moment, and also the Oregon department of transportation, and Washington county. So the funds will be coming to osd and then distributed out to the traffic agencies, both inside the city and outside. This will be a pay for performance contract over a five-year period. We expect \$533,000 of funds coming in to the climate trust. Osd's role will be to manage the contract and we'll be responsible to report to the climate trust and monitor and verify the actual co2 savings. So what are the benefits here? Well, we think they're really win-win. First, our consumers and constituents are going to save time, they're going to save time in driving to and from home and to work and their businesses. Second, they're going to save money. Here's the one that really attracts me. We estimate at this point in time 825,000 gallons of gasoline each year in savings. That translates into about \$1.25 million in savings to the commuters and businesses that use the roadways that will be retimed. A third advantage is that our communities -- community's livability is improved. Air is cleaner, we have less congestion, and it just makes for a better community for all of us. Our traffic agencies win, because they -- we bring to the table funding that's needed to do projects they've known about for a long time, but haven't had the resources to implement. And lastly, our partner, the climate trust, gets carbon credits. We expect about 150,000 tons of co2 reduction over the life of the projects. With that, i'd like to turn the mike over to mike burnett, who is the executive director of the climate trust. I would note that it's a local organization, headquartered here in Portland.

Mike Burnett, Executive Director, Climate Trust: Thank you very much, dave. Mayor Katz and commissioners, i'm pleased to be here. This really is about a couple things. One is leadership. Taken both at the state level and at the city level. This does address one of the key issues, and this langloss -- ms. Langloss brought up about cars and pollution and cars, if you talk about all the cars going up and down the road to salem, essentially in the state of Oregon, it requires new power plants to offset a significant part of their carbon dioxide missions. This law was put into place in 1997, kind of far in advance of other state actions that are now just beginning to be taken elsewhere in the country. So when a new power plant gets built in Oregon, they neat to -- need to offset the carbon dioxide missions. They provide funding to the climate trust, we're an independent nonprofit. What we do with that money is to go out and acquire what are called carbon dioxide offsets. Basically we invest in projects that reduce the level of greenhouse gasses in the atmosphere. To date we have -- this is the 11th contract that we will have put into place out after 12-project pipeline. We have one more contract we're working on. Total amount of money we'll put out the door will have been \$7 million for 3.5 million metric tons of carbon dioxide. To put that in context, the average household in america emits about 20 metric tons. So we're up to 3.5 million. So it's quite a lot. Three of our 11 contracts are with the city of Portland. We -- our prior contracts include the carpoolmatchnorthwest.org, a very innovative website that allows commuters to input into their -- on the web, on their computer their -- the vital statistics of their commute, when and where, and it's billed -- it builds a database. And through e-mail you can find those neighbors who might live two blocks away who work in the next building over that you don't know about. That's starting to yield some matches and yield some successes. Earlier this year we -- you all approved and we approved another project for almost a million dollars of funding with office of sustainable development for multifamily weatherization, more low-income-type housing, and new green buildings, helping assist in the advancing the -- to the state of the art and actually almost beyond the state of the art in some instances the energy efficiency of new green buildings built here in the city

December 26, 2002

of Portland. And then this project. The city, the other -- we talked about the state taking a leadership role, the city of Portland is really to be commended among all the cities in the country and just among a handful of -- and the world was really first to jump on top of this issue of global warming climate change and really take an aggressive stance, starting back in 1992. So you all have been at this for ten years. And really should be commended for the steps you've taken in planning and implementing, and Portland has really become a hotbed of sustainable development-type activities in -- and you are all to be commended for that. We really appreciate the partnership we've put together with you all to put very innovative projects into place. This specific project as Dave has mentioned, basic works on stop and go traffic. That's the worst for pollution, greenhouse gasses, carbon dioxide and other types of pollution. We basically when we look for projects, and this project as Dave characterized, it is a winner. We had over 80 proposals come in to us, which we filtered down to seven projects, and two of those seven are yours. So this project -- important things to us are things called additionality. We have to put our money into things that wouldn't happen without our money being there. Unfortunately from your point of view, this is something that I think the city has done in the past, but just due to constraints you all face in your budgets, have no longer been able to do this for several years, but have a very good track record and a very sophisticated protocol for tracking the emissions associated with the various traffic lights and the success that you have in retiming these lights. So that's another mayor thing to us as a climate trust, we just don't give money out, we want to quantify the benefits that we get and make sure we're getting what we pay for, so to speak. This will be a first among the emerging offset market, it will be the first project that involves the working with the city to time traffic lights. And the transportation-type projects as offsets are fairly difficult to put together, so we've been very pleased to put two together with you all the carpool match one and this traffic signals one. So I would like to finish by saying we appreciate the work that OSD has put in on this, that transportation has put on this, and then also the other partners, ODOT from the state, and Washington county also for their participation in this project, and we look forward to this being a big success. Thank you.

Bill Graham, Bureau of Transportation System Management: Mayor Katz and council, I'm Bill Graham, the operations manager for signal street lighting division of the bureau of transportation system management. This is a very good opportunity for the city of Portland. We have done this in the past, but because of budget restraints, we have not been able to move forward on the retiming projects as well as the monitoring projects. This entails 170 intersections of which 81 intersections will be the city of Portland, in the city of Portland. Some of the examples would be on southeast Foster, southeast Division, north Lombard, and northeast Sandy. A good example of where this works well is southwest Naito. You start down Naito at the prescribed speed and you can make it almost all the way through without stopping. And that's the value of this. Southeast Grand, also is timing for about 29 miles an hour to make it down through there. So as long as there's not a lot of traffic getting in the way, you can make it through. I've tried it this day myself.

Katz: Is that why pedestrians can't cross?

Graham: Actually it gets the cars flowing through, but -- and I was asked this yes earlier today, what about side traffic? Side traffic is still taken care of, but the signals are timed in such a way that you can make it all the way through and still take care of the side traffic coming in. Where you have north-south streets and east-west streets, north-south is timed out so it will work through, and the east-west is worked out so the cars can move through. So it's complicated timing system, but this program helps that come about. I think this is going to be very good for the city, especially since in the past we have been able to do it, but with the budget restraints that we've been dealing with, this was one of the areas we had to drop back on.

Katz: Questions? Let me ask -- on those main thoroughfares, the way to stop the cars is by citizens pushing buttons. Correct?

December 26, 2002

Graham: On some of them, yes.

Katz: So --

Graham: Pedestrian --

Katz: Okay.

Graham: It still works with the timing, though, because when you make the call, then the signal goes through its regular operation, but then calls for the side streets.

Katz: Okay.

Leonard: Did I have a question. What does the \$533,000 pay for?

Tooze: Commissioner, a portion of the funds will stay with osd for administering the grant, and monitoring and reporting to the climate trust. But the bulk of the funds go to the partner agencies, pdot, odot, and to Washington county. Now, i'll defer to bill for some of the details, but my understanding is it's a combination of hardware, equipment that will accommodate the retiming of the signals, and then programming time as well. So hardware and programming for retiming the signals.

Graham: And actually the city's piece of this is pretty close to \$240,000. To --

Leonard: To pay for administration and hardware and programming?

Graham: Or engineering time, yes.

Leonard: That's something we otherwise wouldn't do?

Graham: Right now we don't have the funds to do it, so we are not doing it.

Saltzman: What are the major thoroughfares we're going to add?

Graham: Some of them include southeast foster, southeast division, north lombard and sandy, vancouver, williams, Portland boulevard, glisan, and stark. And powell.

Saltzman: That's a lot.

Graham: It's a good return.

Katz: Further questions? Thank you. Anybody else want to testify? Anybody in the audience wanting to testify? If not, roll call.

Leonard: Aye.

Saltzman: Well, this is great and we thank climate trust, particularly for making us finalists in two of your 11 projects. That's really heart warming. I hope it doesn't have anything to do with the fact that maybe you're located in Portland too. I'm sure it doesn't. But I think this is a really great example where we see a city like Portland that really takes heed to issues of greenhouse gas reduction, which commissioner Sten has pioneered that whole effort, sustainable development, where you really take these strategies and take them to heart and back them up with actions, that those actions can in fact now be rewarded. If -- your positive behavior can be rewarded through carbon offsets and things like that. So it's really -- this is really an innovative way for us to fund transportation priorities that go wanting in times of lean budgets, gas taxes that don't keep up with the cost of living. A lot of good services transportation offers have fallen by the wayside, and this is one of those great services, signal coordination. So it's great our reputation and leadership through the office of sustainable development, I want to commend the people there who are so entrepreneurial about going after grants like this and putting these linkages together, linking one bureau with a granting organization. It's really commendable and it's a great job, and we look forward to living up to the spirit of our grant, and exceeding it, i'm sure. Aye.

Sten: Thank you. It's been great working with the trust, I want to thank you again for sticking there with us and the -- I think most people know I won't take a lot of time, I get worked up on this issue, but the city of Portland was the first city in this country to have a local plan to reduce greenhouse gas emissions, and through the '90s showed it can be done. I think that's very significant, because our federal government doesn't think it can be done. I believe if we don't do something about it, it's going to be a very bad thing for the generations to come after us. And so it's

December 26, 2002

very important, it's wonderful to have the climate trust doing this sophisticated work with us. Probably the only real overall point i'd like to make is one i've come to believe very strongly, which is I think you actually -- we have a really false premise at the national level that it costs too much from our economy to take on these issues, because I actually have come to believe in Portland that if you run a city well, meaning a city, a place where people would like to live with the high quality of life, things you will emit less. So it is actually tied to, you do things in a smart fashion, and here to me is the perfect example. By simply changing the timing of the lights, which does take an investment, you emit a lot less gas because there's a lot less greenhouse gas emissions because considers aren't idling as much, but it dramatically improves your quality of life if you can drive down the street more quickly. So here's a case where if you run the city better, you do it environmentally more friendly and they don't need to be in contrast with each other. So it's a very sophisticated move on the trust's to fund this, and maybe we can take your generosity and also help spread your mission by sharing this with other cities once we get it done. Thank you. Aye.

Katz: Mayor votes aye. [gavel pounded] thank you, everybody. That's the end of our agenda. I want to wish everybody a very safe and happy and peaceful new year, and we'll be back next week. Thank you. We stand adjourned.

At 2:24 p.m., Council adjourned.