



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **4TH DAY OF MARCH, 2009** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5.

Commissioner Leonard arrived at 9:36 a.m.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Tracy Reeve, Senior Deputy City Attorney; and Ron Willis, Sergeant at Arms.

Items No. 202 and 204 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS	Disposition:
<p>199 Request of Sharon Nasset to address Council regarding Columbia River Crossing (Communication)</p>	PLACED ON FILE
<p>200 Request of Rondine Ghiselline to address Council regarding Mayor Adams (Communication)</p>	PLACED ON FILE
CONSENT AGENDA – NO DISCUSSION	
Mayor Sam Adams	
<p>201 Appoint Fred Miller and reappoint Mary Edmeades, Jon Kruse, Martin Medeiros and Ayoob Ramjan to the Community Budget Advisory Board (Report) (Y-5)</p>	CONFIRMED
Bureau of Planning & Sustainability	
<p>*202 Authorize an Intergovernmental Agreement with Portland State University for \$16,750 to assist in obtaining a keynote speaker for the 17th Annual Businesses for an Environmentally Sustainable Tomorrow Awards Breakfast, promote the event and solicit a highly qualified pool of applicants for the awards (Ordinance) (Y-5)</p>	182569

March 4, 2009

Bureau of Transportation		
203	Authorize application to the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development for two Transportation and Growth Management program grants in the amount of \$563,000 (Resolution) (Y-5)	36685
*204	Authorize Portland Bureau of Transportation to issue permits for modifications and active uses, including retail use, of two existing significant structures on the Portland Transit Mall (Ordinance)	REFERRED TO COMMISSIONER OF FINANCE AND ADMINISTRATION
*205	Designate a parcel of City owned property located adjacent to 4511 SW 19th Ave as public street right of way and assign to the Bureau of Transportation (Ordinance) (Y-5)	182559
Office of Management and Finance – Business Operations		
*206	Pay claim of Aaron Geiger (Ordinance) (Y-5)	182560
*207	Pay claim of Janet Rose Parent (Ordinance) (Y-5)	182561
*208	Pay claim of Banchai Soubandith (Ordinance) (Y-5)	182562
Commissioner Nick Fish Position No. 2		
Bureau of Housing and Community Development		
*209	Authorize subrecipient contract with Housing Authority of Portland for a maximum of \$290,000 for access to the Risk Mitigation Pool and provide for payment (Ordinance) (Y-5)	182563
City Auditor Gary Blackmer		
*210	Authorize Intergovernmental Agreement with the Oregon Secretary of State Audits Division for loan of employee (Ordinance) (Y-5)	182564
REGULAR AGENDA		

March 4, 2009

<p>211 Initiate City expenditure reductions in FY 2008-09, authorize the Employee Transition Services Program for the period February 25, 2009 through June 30, 2010, and direct staff to research other budget reduction options (Resolution introduced by Mayor Adams and Commissioners Fish, Fritz, Leonard and Saltzman) Continued to March 4, 2009 at 2:00 PM Time Certain (Y-5)</p>	<p>36686</p>
<p>Mayor Sam Adams</p>	
<p>Bureau of Planning & Sustainability</p>	
<p>212 Authorize Intergovernmental Agreement with Metro for \$409,392 for the Recycle at Work program and to implement the Portland Recycles! Plan business outreach and assistance program (Second Reading Agenda 189) (Y-4; Fish absent)</p>	<p>182565</p>
<p>Bureau of Transportation</p>	
<p>213 Authorize contract with Precise Parklink (USA) Inc. for back office software and support services for Stelio parking pay stations (Ordinance)</p>	<p>PASSED TO SECOND READING MARCH 11, 2009 AT 9:30 AM</p>
<p>Office of Emergency Management</p>	
<p>*214 Amend Intergovernmental Agreement with Multnomah County to perform purchase obligations and extend time period for distribution of equipment, supplies and services procured as a result of Urban Areas Security Initiative Grant FY 2008 (Ordinance; amend Contract No. 52304) (Y-5)</p>	<p>182566</p>
<p>Office of Management and Finance – Business Operations</p>	
<p>*215 Pay claim of Anna Acosta Mills (Ordinance) (Y-5)</p>	<p>182567</p>
<p>Commissioner Amanda Fritz Position No. 1</p>	
<p>Office of Neighborhood Involvement</p>	
<p>*216 Authorize a \$50,000 grant from the State of Oregon Department of Transportation for I-5 Delta Park Community Enhancement Projects to support neighborhood improvements to the I-5 Bryant Street Overpass (Ordinance) (Y-5)</p>	<p>182568</p>
<p>Commissioner Nick Fish Position No. 2</p> <p>Portland Parks & Recreation</p>	

March 4, 2009

217 Accept a donation of improvements to Portland International Raceway from the Portland Rose Festival Foundation (Ordinance)

**PASSED TO
SECOND READING
MARCH 11, 2009
AT 9:30 AM**

At 10:28 a.m., Council recessed.

March 4, 2009

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **4TH DAY OF MARCH, 2009** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Shane Abma, Senior Deputy City Attorney; and Ron Willis, Sergeant at Arms.

	Disposition:
*218 TIME CERTAIN: 2:00 PM – Adopt budget adjustment recommendations for the FY 2008-09 Winter Budget Adjustments Process and make adjustments in various funds (Ordinance introduced by Mayor Adams) Motion to amend Ordinance to add Exhibits 2 and 3 to the directives: Moved by Mayor Adams and seconded by Commissioner Leonard. (Y-5) (Y-5)	182570 AS AMENDED
*219 Adopt a FY 2008-09 major supplemental budget for the Grants Fund (Ordinance introduced by Mayor Adams) (Y-5)	182571

At 2:26 p.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

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

March 4, 2009
Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

MARCH 4, 2009 9:30 AM

Adams: Good morning, welcome to the wednesday, march 4th, meeting of the Portland city council. Karla, good morning.

Moore-Love: Good morning.

Adams: Will you please call the roll.

[roll call]

Adams: Commissioner Leonard is on his way. Before we begin, i'd like to welcome to the city council a group of university students from japan. They come from the institute of technology and here in Portland for two weeks while studying at Portland state university. They came to city council to learn about our city government. So if you can all stand up. Welcome. We're glad you're here. [applause] all right. Let's get started. Karla, please read the title for council item 199.

Item 199.

Adams: Good morning, ms. Nasset. Welcome to the city council. Glad you're here.

*****: Thank you.

Adams: You only need to give us your first and last name and you have three minutes.

Sharon Nasset: My first name is sharon nasset -- my first name is sharon and thank you very much for letting me address you this morning. I want to thank the council very much for the last c.r.c. Hearing I was at when ron and others mentioned they had provided data to c.r.c. And the c.r.c. Process. That information has been incorrect and the process has not followed a normal nepa process. Something they've been involved in many times. And I greatly appreciate that council said if there's information that's incorrect to bring it forward and something will be -- that's incorrect and something will be done with it. Well, it will be dealt with. I would like to say that commissioner Adams -- or mayor Adams, three years ago in, contacted me and paul eggar and asked us to talk about the discrepancies we saw with the data because it was getting quite a bit of people calling and saying what's up. And the project managers for columbia river crossing, odot and wsdot, the second person at pdot, which was paul, and roland and the commissioner and I sat in this meeting and I have to say that the commissioner was true to his word. I said I don't know if I want to come. They're going to be mean and he personally called back and said i'll take care of it. When things got loud, he said this isn't high school. And the issue is I was able to provide data for every statement I had. And sam said to them, where is your data? They were the managers of the project and could not describe the project that we were talking about. And were not able to answer any of the questions that sam asked them. I was able to produce actual factual data from other studies for each and every issue. They didn't even come with a list of paperwork of problems. Or concerns that they had, and they had called the meeting. So sam asked me and said to them, you guys have a lot of homework and asked them to come back with a list of answers to questions and asked me to put in paperwork what I found inaccurate. I put together a 246-page book with dozens of issues that were conflicts and incorrect and wrong. The book was produced by paul before it was edited in august. You were in europe and so on and continued to ask roland and not able to get an answer back. I would like to you appoint a person from council who will look over the information with me and decide that the inconsistencies need to be corrected. This needs to be done right now

March 4, 2009

because of the fact that they're looking to go forward with money. And it is very provable in a court of law that the information's incorrect. Such things agency the burlington northern rail is outside the i-5 corridor.

Adams: Sorry to interrupt, but you're out of time. Do you want to wrap up?

Nasset: Yes, I do. I would like that council actually has somebody take a look at the data and sees that the data is incorrect and then be active on it. And contact c.r.c. and our governors and tell them an supplemental e.i.s. needs to be performed.

Adams: Thank you very much for your testimony.

Fritz: May I ask a question?

Adams: Sure.

Fritz: Ms. Nasset gave us a letter from congressman blumenauer about the columbia river crossing. Have you received a response or has congressman blumenauer?

Nasset: I have not received a response. But the congressman received a response that they forwarded on. The response had no data with this. Made statements that were incorrect. Things like i've been in two or three times with them and gone over the paperwork. Have never done that.

Fritz: I will follow up and mayor Adams is in charge of leading the work on this.

Nasset: Thank you. The second letter. Senator benton, he's on the oversight commission. That group only meets when the columbia river crossing project asks them to and they have no process themselves.

Adams: Thank you, ms. Nasset. Appreciate it.

*******:** Thank you.

Adams: Karla, please read the council item title for 200.

Item 200.

Adams: Good morning.

*******:** Good morning.

Adams: Welcome to city council. You need to give us your first and last name and you have three minutes.

Rondine Ghiselline: My name is rondine ghiselline. I have copies of what I want to speak about here today for you.

Adams: Would you lift the mic a little bit?

Ghiselline: I'm fighting a cold, so my name is rondine ghiselline. I live in west linn, Oregon. I work full time in Portland. As a sexual abuse survivor, i'm saddened to be part of a community that commissioners week after week sit silently in support of a predator. I feel unfortunate that back in 1992 when I was a victim of crime, I was living and going to school in eugene. The eugene community was also angry. In turmoil and holding rallies where the figureheads of the lesbian and gay communities were prominent. The important difference is they were rallies behind the victim. I was the 18-year-old victim of the assault, the subject of those rallies. It was directed solely at my perpetrator. Things may have turned out differently for me if I had not received that support. What if I had instead of a rally in my support, there was a rally in support of my offender? What if he got to wake up every morning and continue his high-profile career? Business as usual. As if I mattered not at all. In my opinion, there's what you have done to mr. Breedlove. You may think my situation is different and how can I compare it. You see, both mr. Breedlove and I were young teens when we were used and then quickly disregarded. Although I didn't consent, mr. Breedlove was not of consensual age. Used the city's resources along with his position of power to seduce mr. Breedlove, a young teen at this point. I simply don't understand gay sex, i've been told. To that i'm sure glad that the gay and lesbian community in eugene didn't feel that way. You see, those communities were outraged as I was over having been assaulted. This woman pictured was a prominent member of the gay community and outraged enough to show up in my support and bring

March 4, 2009

100 of her closest friends. She could have reasoned this was a heterosexual situation. After all, we didn't exactly move in the same circles. She didn't care about sexuality or whether I was gay or straight. She cared that a wrong had been committed against a member of the community she loved and she was not going to sit back and do nothing. That community understood that sex abuse knows no -- no matter who the victim is, everyone should be outraged. I'm grateful that the community of Eugene understood that and by speaking here today in support of Mr. Breedlove, I'm showing them that they've paid it forward. It's been suggested that Mr. Breedlove is not angry and says that the mayor is "a wonderful guy." and shouldn't I back off. I did not seek justice against my perpetrator, because when you're a young teen who's been victimized by someone more worldly, you automatically blame yourself. My perpetrator never spent a day in jail, thanks to my 18-year-old brain that felt sorry for him. I sit before you now wishing I had pursued justice, but I was not a 34-year-old woman, but just a scared kid. We don't have the benefit of knowing what Mr. Breedlove will say about what happened to him when he's a 34-year-old man. But I would venture that he'll be wishing he had pursued justice against Mr. Adams. That's why as commissioners, you need to stand up for what is right and not tolerate Mayor Adams in office for one more day. Every day that he stays in office, and you commissioners, Nick Fish, Dan Saltzman, Randy Leonard -- you're making a mockery. Refuse to conduct any more city business with Mayor Adams in your presence. Thank you.

Adams: Thank you for your testimony. I appreciate it. [applause]

Adams: That gets us to the consent agenda. And there are a number of items that we need to pull. If -- unless there's council objections, I'd like to pull item 202 and 204 -- sorry, 202 to the regular agenda and 204 back to the mayor's office. And if we could move -- oh, that's it for me. Any other changes to the consent agenda? All right. Anyone else would like to pull an item from the consent agenda? All right. Karla, please call the roll.

Fritz: Aye. **Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Adams:** Aye. [gavel pounded]

Adams: All right. We have no time certain. So we'll move to the regular agenda. And unless there's council objection, I'd like to have the council consider item 211 with the other budget-related items at the 2:00 p.m. Session of city council. Hearing no objections, so moved. Karla, can you please read the title for item 212.

Item 212.

Adams: This is a second reading, vote only. Please call the roll.

Fritz: I appreciate the staff information that's been given to me about how the money for this was allocated by Metro and what it does within our city and who is going to be doing it. It's a good program. Aye.

Fish: [inaudible]

Saltzman: Aye.

Leonard: Aye.

Adams: Aye. [gavel pounded] Council item 212 is approved. Can you please read the title for council item 213.

Item 213.

Adams: Please have a seat. So this item is about on-street parking and those green parking pay stations which have become so familiar to people visiting downtown. They provide essential parking turnover to support city businesses and an important source of funding for citywide transportation services. In these down times, thank goodness for the parking stations. The money is used citywide and operate with software and as for provided by the manufacturer. A new service contract needs to be authorized and you're here to tell us more.

Douglas Siemens, Bureau of Transportation: Good morning, Mayor Adams, commissioners. My name is Douglas Siemens, a program coordinator for the department of transportation. I'm here to ask for your authorization for in support services for Portland stello pay stations. I have brief

March 4, 2009

comments I would like to add which will take about five minutes. I'm sure you've noticed the green solar powered machines on the street. In January 2002, council approved a contract with Schlumberger, over the next four years, the city installed approximately 1100 machines and pay stations have worked well for the city and made a positive impact on customer service and revenue recovery. During the course of the contract, Schlumberger contract changed to Parkeon. And it expired in January 2007. As we continue to operate our stelio pay spaces, the back office pay stations are successful and critical for the recovery of revenue. The software interface is used to warehouse information from our pay stations, including both alarm information and statistical data. Alarm is used for notification of work needed. Machine failure and this information allows us to take a proactive approach in providing maintenance services. The statistical data is captured to provide managerial reports. And in addition, the back office service supports the secure transmission of bank card information to Portland's payment gateway for processing of the bank card transactions are handled through a secure -- this is important since bank cards are the lifeblood of Portland's system. Ensuring the security of this data is a top priority. They're proprietary in nature because the database is only provided through Parkeon and its authorized distributor, Precise Parklink. The source code, software and hardware is not based on open standards. In December 2006, the city of Portland contracted with Precise Parklink to upgrade all of Portland's stelio pay stations to online bank card authorization. The upgrade, which is part of an overall plan to reduce operating costs requires that the services be renegotiated and continued under a separate contract. As a result, in April of '07, the city entered into a contract with Parkeon for portfolio back office services. This terminated in January 2009. Parkfolio has been replaced with a new version, called Neo. Assigned all Neo contracting authority in the city to Precise Parklink. Transportation and the Bureau of Technology Services are completing negotiations with Precise Parklink on a five-year service contract with an amount not to exceed \$3.5 million. This concludes my comments related to our request for a contract authorization for back office services and support and I'm happy to answer any questions you may have.

Fish: I have a number of questions.

Siemens: Sure.

Fish: And some are only tangentially related to the action item before us. The first is when a citizen uses these machines and the paper is out, so there's no paper -- no receipt is printed that you place in your car, what -- what should people do?

Siemens: Well, generally these machines don't run out of paper. That's one of the alarms that's sent to our system and --

Fish: Let's say it's run out or jammed. As a frequent user, occasionally that happens. I'm not critical, but what's the protocol?

Siemens: There's a phone number on the machine that people can call in and they can contact our front desk over at the 8th floor and then usually we're able to walk them through the process or we can have a technician check the machine.

Adams: When it's happened to me, there's someone on duty that will come out and meet you there.

Siemens: Correct.

Adams: If that's not possible and you end up getting a ticket as we have with other folks, we're able to intercede when you're not able to print something out and make sure that the person does not have to pay the ticket.

Fish: The next question has to do with the placement of the receipt in your car. My understanding it has to be on the window that faces the sidewalk for -- mostly for the convenience of the person that monitors compliance, is that correct?

Siemens: Correct, I think for safety as well.

March 4, 2009

Fish: For safety. One of the benefits of this system, you get to use the unexpired time at your next parking spot. Except if you don't park in the same configuration. In which case you get a ticket if you park and turn your car and now that ticket is facing the street and not the sidewalk, that's actually a ticket-able offense. I learned that the hard way.

Siemens: Correct.

Adams: They are reusable and you --

Fish: I learned the hard way.

Adams: You can put them on the other window.

Fish: The third question, a constituent wrote an email recently, by the name of Steve Novick.

Leonard: Me too.

Fish: He raised an issue of the time it takes for the verification of the credit card. Particularly when it's raining. Once upon time, it was quicker and now there's a authorization process that takes more time. The answer we got back from the mayor's office was you have to go through a verification process otherwise we'd be issuing tickets potentially on cards that have insufficient funds so there could be a significant hit to our cost system. It suggested to me, is there a way for people who are frequent users to get a card that you might issue where you put \$100 on it and keep it in your car and it gives you automatic use? In other words, without a verification process.

Siemens: We have a smart card system you can purchase. Which is a card you can load value on, up to about \$100.

Fish: And it's useable in these --

Siemens: Absolutely.

Fish: Live and learn. Do you have any jurisdiction over the parking lot at River Place that has a big P on up, just up from the hotel?

Siemens: No, we do not.

Fish: I want to pose this as an issue, but this one's got me a little steamed and I guess I didn't think it was city. But if you go to River Place Hotel on a Sunday night to listen to jazz, there isn't a lot of places to park. But there's a big P up the street. To the south. It has one of those machines that you need a P.H.D. to figure out how to operate. It's incomprehensible.

Leonard: Is it like moving the sticker from one end to the other. [laughter]

Fish: Yes. I would love your help on this, with the privately -- someone presumably regulates this business. So the sign says it's evening parking, you get an all-evening for three or five dollars or something. But I went through -- I followed the instructions five times and ultimately -- instructions five times, the only time it would take my card and issue a ticket was when it show -- charged \$10. The answer is, well, now I get it go to my credit card company and protest. But it occurred to me if these private meters are set up that -- with all of my obvious challenges, even I can't operate, I'm wondering if other members of the public have problems and if we regulate them, we can see if that's my problem or a more pervasive problem.

Leonard: Was that a ticket from a private sector group?

Fish: Yeah.

Leonard: The Bureau of Licenses does regulate that. That has been an issue. And --

Fish: I'll share -- I'll talk to you more about it.

Leonard: They have quite a bit of --

Fish: After doing what I was supposed to. It did conveniently punch out a ticket after debiting me \$10. That's strange.

Leonard: It's actually a city center parking lot by the private sector and they retain these private sector folks.

Fish: When it occasionally happens, I don't have a lot of time to go and chase the problem. I mean --

Leonard: The Bureau of Licenses actually has a point person to help with that.

March 4, 2009

Fish: Thank you.

Adams: Be happy to provide you a follow-up. Other questions or comments? Thank you very much, sir. Begin signed up to testify?

Moore-Love: We have one person. Sharon nasset.

Adams: Ms. Nasset, welcome back. Your name and you have three minutes.

Nasset: Thank you. For the record, my name is sharon nasset. I found it interesting, this is on the thing today, and I need to thank commissioner randy Leonard because he rescued me one time when it wouldn't take -- I was supposed to be at council and shook the machine. I was just beyond frustrated. It's raining and i'm shaking the machine and he said, good morning, sharon, how are you? And I said, wow, and he gave me money and I went to his office and repaid him. It wouldn't take -- I had brought my card --

Leonard: I was worried you were going to get arrested.

Nasset: I know. Right across from the courthouse. He said that's the courthouse. And so it doesn't take dollar bills and that was horrible and you may consider that in the future. But the other thing, the \$3.35 million to keep it up and running and all of this stuff, is money that we used to get. The meters that we had before that worked perfectly and recently had all been regraphited and worked perfectly and you could see the hours on are the meters that don't have a problem with not giving tickets, don't have a problem where you have to figure them out and you don't have to pay the upkeep, the maintenance, the fee, changing companies. That \$3.35 million would be money you have in hand. We have a lot of those meters and i'm hoping you no longer put the other meters up. They were ok as a trial. But I would like it that you consider not raising the price of the meters. The meters in town are already so experience that unless you have to come do you know for something important, people -- downtown for something important, people avoid it. The original reason we did have meters was because people would park in front of a business and they couldn't get the other clients to come in. The retail people said if you put a meter there, then the cars have to move around and our clients can get to us and not people park all day and shop uptown. That generated into making it for money, because we do need transportation money but now it's a slush fund and a way to continually attack our pocket and if you went back to the regular machines which we still have, which were all new graphited at the time these others came in, you would not have to pay those fees and have the problems and also, the meters still do not start early enough in the morning. You -- you -- they're supposed to start at 7:00 and don't start until 8:00. You're missing an hour every morning of money.

Adams: Thank you, ms. Nasset.

*******:** Uh-huh.

Adams: Anyone else who wishes to testify for item 213? All right. This is a non-emergency. Moves to --

Fritz: I have a question. Are we planning to move the ones that are still coin-operated to the new kind?

Adams: Where are they coin-operated?

Fritz: In the lloyd district.

Adams: Do you want to speak to that?

Ellis McCoy, Bureau of Transportation: Sure. Good morning, council. My name is ellis mccoey. The parking operations manager in transportation. We actually have both pay stations and single-space meters in the lloyd district and there's no plan to get rid of the single-space meters. We use them on block faces where there's less than three parking spaces per block and it's more cost effective. I have to tell you, though, in places where we have the single-space meters, the majority of the people actually use the pay stations because of the ability to use cards. So typically walk across the street and park in the single-space spot.

Fritz: Is it the same contract to maintain them?

March 4, 2009

McCoy: We don't do it by contract. Our maintenance personnel maintain them. They're simplistic and understood. We don't have a contract any longer for maintaining those.

Fritz: We're committed to this contract because we've changed over and now committed to continuing to pay for changes in software that support that. Is there going to be some kind of analysis of whether that change was cost effective and whether in the future we might look at going back?

McCoy: When we went into this initially, we looked at an analysis to see how much it would cost us to bring that pavement server and software application in house and it was a lot more expensive to do it in house because that system is provided to multiple cities across the country. And so we get actually the benefit of sharing the system with other cities. So it's --

Fritz: And I appreciate it. I also appreciated in the information I received that the \$37 per pay station and we have approximately 1100 and that you did contact other cities and Portland is being charged the lowest for maintenance.

McCoy: Yes.

Fritz: My question is more are we going to study whether this whole system is more cost-effective than going back to coin-operated.

McCoy: We have and from a revenue generation and customer payment point of view, this particular system provides a much better opportunity for people to pay for parking. And I believe that it actually assists the downtown environment from a -- from a turnover perspective a lot better.

The situation we had with the single-space meters some years ago is that people -- because they don't carry a lot of coins with them and looking at the situation now, if we had a four or five-hour meter, people would have to carry \$10 to \$12 worth of coins. They would put in the coins they had which was generally not enough to do the shopping and they would try to do what they could do without getting a ticket and we issued a lot of citations during that time. Under this environment, people are able to pay for the time they need and spend the time downtown shopping. And we've reduced number of citations as a result of it. So the studies we've shown and the studies we've done and the studies that other cities have done around the country with regard to these pay stations suggests that this type of system provides the customer with the maximum opportunity to comply with parking regulations. So we believe it's very effective from that standpoint.

Fritz: Ok. Have we actually looked at the numbers.

McCoy: Oh, yes.

Fritz: If I could get that.

McCoy: I'd be happy to.

Leonard: You've looked at the numbers or, yes, we're getting more money.

McCoy: Both.

Adams: To put a final point on that, for those watching, the amount of gross and net revenue the city receives from the current system as opposed to the old coin-operated system is a bigger positive, the current system is a bigger positive than the old system of coin.

McCoy: Yes, from a gross perspective in 2002 when we started the system earning about \$7 million in revenue. Two years after that is correct after we put the pay stations in, we pulled in about \$9 million in revenue without actually any rate changes.

Adams: And with decreasing parking tickets?

McCoy: That's correct, that's correct. And on I revenue -- we've increased the that unit revenue cost about 50%.

Adams: Portland was one of the early adopters under the then transportation commissioner charlie hales. Is it pretty common practice, these electronic systems around the world.

McCoy: Yes, absolutely. And we are the first in the u.s. to employ this technology.

Fritz: One more question.

Adams: Yeah.

March 4, 2009

Fritz: My question is about the spaces allocated to flex car and so forth. How do those get paid for?

McCoy: We have an agreement with car share. We have a policy and agreement with car share and company. And they actually reimburse us in the downtown environment for the average revenue that we generate on an daily basis. And that's generally about \$6 per space per day.

Fritz: That's how much an regular parking space --

McCoy: On average, yes.

Fritz: Very low.

McCoy: That's average. We've got some areas around town. Some five-hour meters on the fringes that don't generate as much. The spaces in the retail core generate twice that amount. So really, that's the average overall.

Adams: One of the policy changes i've made as city commissioner was these companies start paying us. Up until three years ago, even in the -- even in the on-street spots where we would otherwise charge, we were not getting rent. We are now. We don't charge them rent in parts of town where we currently don't have meters.

McCoy: That's correct.

Fritz: I would like that information to know how much we're getting in from that.

McCoy: I'll make sure you get it.

Fritz: Thank you for the information. I wanted to point out to citizens watching and commissioner Fish and others have demonstrated a very useful technique in terms of having something on the agenda that has a lot of peripheral questions, that this is a fine opportunity to have a staff person and get that information out to everybody else. I appreciate that very much.

McCoy: Thank you.

Adams: I have a couple more to follow up on commissioner Fish's question. The average time for processing shun u should be what? For the card processing? How many seconds?

McCoy: The standard was 15 seconds. Some of our machines are quicker than others and actually the -- the system we're trying to get authorized now, they're going through a process to balance the number of servers that the transactions go through and hopefully that will speed up the transaction time on the street.

Adams: Those are the two points I wanted to make sure got on the table. That, and also if someone is experiencing a authorization time longer than 12-15 seconds, to please call that number. Every -- every meter has a number and call it, because it means that likely something is wrong. Either it's going to the wrong server -- I certainly, as you know, make a lot of calls to the parking department on this issue how much do we save by going to -- because this is a recent change as our budget has deteriorated in the department of transportation.

McCoy: About \$600,000 actually, a year. We cut our operating costs in moving from the batch transaction to online authorization.

Adams: The last nine years, the bureau of transportation has cut I think it's \$60 million and 70 positions. So that's one of the reasons why we went to this system. But we're working to improve the turn-around time.

Fish: I want to say my overall customer experience is great and i'm probably an example of someone who overbuys time. If it says 90 minutes and i'm doing a saturday trip, i'll probably buy 90 minutes even if I use 30. It's the convenience of knowing i'll dodge that ticket if I did go over.

McCoy: It enhances your experience downtown too.

Fish: The one thing I will say is when you said that the rate you charge our friends at flexcar and others, zipcar, is the average, a landlord in south waterfront doesn't charge the average rent city wide for an apartment, we don't get the average commercial charges and I wonder whether we ought to be looking at the average -- the average based on the district, not the city. Because it

March 4, 2009

sounds like as commissioner Saltzman noted, the \$6 is a deal. I realize that there's an enormous benefit of having these flexcars on our streets and -- [inaudible]

Leonard: Zipcars.

Fish: Zipcars, but sounds like the average produces a pretty good deal for the companies we contract with.

McCoy: We debated the issue and wound up determining we would charge them the average revenue. We do have the ability through the system we're trying to reauthorize now to charge the specific rate for the specific block face. But we decided -- we debated the issue and decided to go with the average.

Fish: Thank you, sir.

Adams: Thank you for your work. Both of you. All right. That moves to the second reading next week. Item --

Leonard: 213.

Adams: -- 213. All right, Karla please read the title for council item 214.

Item 214.

Adams: Good morning, and welcome to city council. Glad you're here.

*******:** Good morning, council.

Adams: Give us your name and you have three minutes.

Shelli Tompkins, Office of Emergency Management: I'm shelley tompkins, with the office of emergency management. I'm give you a little bit of background on the intergovernmental agreement. Each year, the office of emergency management applies for the department of security grant. Planning and training and equipping first responders. The city has been awarded this grant each year since 2003 totaling \$47.8 million and is also the administrator of the grants for the region. Previous funding has been received and disbursed to regional responders which include the counties of clark, Multnomah, Washington, and clackamas and tri-met and the port of Portland. After the award of acceptance by the city of the grants, each county or jurisdictions' i.g.a. Is amended to incorporate the grant. This ordinance actually amends the intergovernmental agreement between Multnomah and the city of Portland. The amend amendment is to accept the new conditions of the uasi 2008 awards and its term and extend the agreement to may of 2011 and so the county can perform purchasing when authorized by the office of emergency management in support of area strategies conducted in the five-county area.

Adams: Questions? All right. This is an emergency ordinance and the reason for the emergency is?

Tompkins: If we accept -- we accepted the award back in november and the grant is already in play, so we need to have the regional partners moving forward on the project and it allows them that time to get started on the project. It's only a two-year grant.

Adams: Thank you. Anyone wishes to testify on council item 214? If not, and theres no additional council discussion, Karla, please call the roll.

Fritz: Aye. **Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye.

Adams: Aye. [gavel pounded] item 214 is approved. Could you please read the title for council item 215.

Item 215.

Adams: Good morning, welcome to the city council.

Becky Chiao, Office of Management and Finance: Hello, good morning. Mayor and commissioners. My name is becky chiao with risk management and here to [inaudible] this ordinance which would pay damages to anna acosta mills, who was in a car accident with a police officer who ran a red light. This ordinance would pay \$14,220 -- \$14,200 to state farm that paid for her medical bills and \$37,779 to ms. Mills and her attorney to avoid litigation to a claim we admit

March 4, 2009

we have liability for. Ms. Mills has doctors' opinions she'll be in lifetime of pay after this accident, so that's what we'd be compensated her for.

Adams: Questions or comments from the council.

Fritz: I have a question. Do we have a requirement that holds anyone who is driving a city vehicle has to take a [inaudible] driving course?

Chiao: There's a requirement for anyone who drives a city vehicle to take some kind of course every five years. The police officers have separate driving requirements and training. I don't think that the requirement is always enforced. But we encourage people to sign up for classes and we also have a tracking program for city drivers who were involved in accidents on -- in city vehicles and people in risk management work with them. Sometimes one-on-one on learning how to be a better driver.

Adams: This is an emergency. Is there anyone that wishes to testify on 215? If not, Karla, please call the roll on item 215.

Fritz: I think it would be helpful to have a tracking system to make sure our drivers are remembering --

*******:** I think we have a tracking system but I don't think anyone gets in trouble.

Fritz: Enforcement. But accidents do happen and we need to take responsibility for making compensation. Aye.

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye.

Adams: Aye. [gavel pounded] item 215 is approved. Karla, please read the title for item 216.

Item 216.

Fritz: I wanted this on the regular agenda to point out we're helping a neighborhood provide pedestrian services and also helping them enhance their neighborhood. The folks of the piedmont neighborhood association have done a splendid job of working with the Oregon department of transportation and city's transportation in looking how to increase safety on this overpass and also add other community features so if volunteers from the neighborhood association are busy doing their regular jobs and not able to be here this morning. But I wanted to put on the record that I believe this is a example of staff from various city agencies working well together and been able to get this \$50,000 grant and it's a really good thing.

Adams: All right. Would anyone like to testify on item 216?

Fish: Because we're talking about delta park, can I just ask a question? I've been approached by people who wondered if there was a way to enhance the connection between the max stop and delta park. I don't know who has jurisdiction over that, whether there's currently a path, a bike lane or a shuttle or something. Who would I talk to?

Adams: Me and the bureau of transportation. This grant and there are some improvements that will be made. Were all negotiated as part of the current freeway widening project under way. So i'd be happy it give you ah an overview of what we were able to negotiate from odot in terms improvements to that connection. But i'm the first to say, there's more to be done.

Fish: This sounds great and i'm curious, if maybe it's also to tri-met, but -- and i've never tried this, but how do you get from the max stop to the delta park? We're going to can encouraging greater use there for high schools and other things. I know that i-5 is a challenge to get there. The back way. But i've never taken the max and tried to get over.

Adams: I have and it will be much improved. There are sidewalks now that connect the entire way. But there are not traffic lights. There are stop signs, but not traffic lights on the entire route. And we'll share with you the improvements after the freeway widening is done that will be in place, but again, I welcome the interest, because we should do more. All right. Unless there's additional council discussion, please call the roll for item 216.

Fritz: This is a community-driven project for safety and the upgrades for the bryant street overpass since 2007. One of the initial suggestions was to use the \$50,000 for engineering studies,

March 4, 2009

but instead, the communities provided local resources and skills and they're working on the final design pending the agreement between odot and the city for access for the funding. And going to be improving lighting and disability and the aesthetics and it's coming from the grassroots level and I appreciate everybody's work on this. Aye.

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye.

Adams: Aye. [gavel pounded] 216 is approved. Could you please read the title for council item 217.

Item 217.

Adams: Commissioner Fish.

Fish: Thank you, mayor. We have a brief presentation. I'll let our guests introduce themselves and then take questions.

Mark Wiggington: Good morning, mark wiggenson, Portland international raceway. You manage it for the parks department. I've been there nine years and experienced a great partnership over those years with the rose festival association. It proceeded me. I think the rose festival got involved with the improvements in the '80 when they brought champ car, but this year, is the rose cup, which is a rose festival event. Over that time, they have made more than \$3 million in capital improvements to the facility. At no cost to the city. The improvements have been the kinds of things that are available to all users. They make the track safer. Spectator viewing easier. And those activities have helped the track become the recreation spot it is for the region. And we have 30 different user groups that come because the track is safe, fast, clean, and because of the improvements the rose festival association has made. Again, we're happy to accept those capital improvements and take them on.

Jeff Curtis: Good morning, council. Jeff curtis, executive director of the rose festival foundation. I want to acknowledge this proceeds me as well but some great leaders in the community, past members of the board were instrumental in making these capital improvements to the track. People like bob ames and bill hilldick. Norm daniels at g.i. Joes and dick alexander, among others in our community to took a risk and made an investment so that this community can have major motor sports at the track and I wanted to acknowledge their efforts. Began in 1983 and the first race in 1984 and as the years went by, improvements needed to be made in order to keep the racing series, as well as the guest amenities appropriate for that level of motor sports. And over \$3 million of the rose festival's revenue went directly back at no cost to the taxpayers to improve the facility itself and those are still there today and formally we've been progressively giving them back to the city and this is likely our final gift, really, those activities and improvements we have made at the track and we're proud to do that. Proud of our past, and our current activities related to motor sports. I wanted to acknowledge that and appreciate your support.

Adams: Thank you. Any questions from council? Anyone signed up to testify? Or anyone wishes to testify on council item 217?

Moore-Love: No one signed up.

Adams: Thank you, gentlemen. Appreciate your work. This moves to a second reading, next week's calendar. That gets us to the item I pulled off the consent agenda, which is item 202. Do we have anyone here.

Moore-Love: Read the title?

Item 202.

Adams: Please do.

Adams: Good morning.

Andria Jacob, Bureau of Planning and Sustainability: Good morning, thank you. Thank you, mayor and commissioners. I'm andrea jacobs with the bureau of planning and sustainability. I'm here for authorization that would allow b.p.s. to obtain nicholas kristof of the "the new york times" as our keynote speaker. For the business community. This will be the 17th annual breakfast. And

March 4, 2009

each year, our bureau partners with community sponsors to produce the best awards chug energy trust of Oregon, Portland development commission. Other city bureaus. Portland state and the Oregonian and others. And Portland state university is a key sponsor this year and that's necessitated this.

Fish: How is the money raised?

Jacob: Through ticket sales.

Adams: From ticket sales and sponsorship. Not tax dollars.

Jacob: Correct.

Adams: Questions from council?

Fish: Doesn't nicholas kristof live in Portland?

Jacob: He's from yamhill originally. He considers himself a Oregon farm boy.

Fish: Does a great column.

Fritz: What's the date?

Jacob: April 22nd.

Fritz: How to get tickets?

Jacob: Available on the b.p.s. Website and contacting the bureau and a range of other outreach.

Fritz: Thank you.

Leonard: Where is it going to be --

Saltzman: Where this year?

Jacob: At the Portland hilton in the grand ballroom.

Adams: Anyone signed up to testify on council item 202?

Moore-Love: Didn't have a sign-up sheet.

Adams: Anyone wishes to testify? It's an emergency ordinance. Karla, please call the roll.

Fritz: This is for the 17th annual businesses for environmentally sustainable tomorrow awards which is really recognize of Portland's leadership role in sustainability. The partnerships [inaudible] and supporting this ordinance because it doesn't take any general fund money. Would I like to thank terry parker who watches funds almost as closely as I did and he had that question so I appreciate mayor Adams pulling it so we could have this discussion and pleased to vote aye.

Fish: Aye.

Saltzman: Looking forward to the best awards. Aye.

Leonard: Aye.

Adams: Aye. [gavel pounded] item approved. We remain -- we are recessed until 2:00 p.m.

At 10:28 a.m., Council recessed.

March 4, 2009
Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

MARCH 4, 2009 2:00 PM

Adams: Welcome to the 2:00 session of the march 4th meeting of the Portland city council. Please call roll.

[roll call]

Adams: We are doing budget work this afternoon. Somewhere in my book I actually have numbers. We carried over the item number 211 and I believe we're going to start with the resolution. Is that correct? Would you mind reading the titles for all three council calendar items?

Item 211.

Adams: Welcome to the city council. Please give us your first and last name, and you have an unlimited amount of time to talk.

Andrew Scott, Office of Management and Finance: We won't take that long, I don't think. I'm andrew scott. With management and finance.

Fish: Until 2:15, whichever comes first.

Scott: The resolution that is first up on the list, this is something we've been working on for a few weeks. And it declares council intent to do a number of different items. One is to reduce bureau budgets for fiscal year 2008-2009, the action will occur when you vote on the winter budget action, which is the second ordinance. But the resolution declares the Intent to do that. It also declares a resource constraint for the city, which allows us to utilize the employee transition services program, from february 25th, 2009, to june 30th of 2010. It directs staff to research other budget reduction options that might be on the table. And encourages commissioners and bureau directors to impose further spending restrictions on their bureaus to ensure the city's well positioned as we deal with future revenue reductions. On the budget pieces, the immediate reductions are included in the winter budget. We'll talk about those when we get to the next ordinance. And the employee transition services program and further research, i'll tomahawk let h.r. Talk about that.

Yvonne Deckard, Director, Bureau of Human Resources: Evonne deckert, director for the bureau of human resources. The employee transition program has been in place for quite some time, but it hasn't been looked at or used since 2002. Basically the program is about six years old. Our intent is to look at the program, update and make changes where we need to, that will be more beneficial to the bureau and to the cities to get us through this time. We've had dctu express interest in working with us in making those changes, and so our intent is to work with our unions as we look at revising the program. And we'll -- ken will have the responsibility of really working and taking the lead on that program as it stands right now. And we will be reporting back to Council. We'll actually set up individual meetings to meet with you on those changes, and those will start as early as next week.

Anna Kanwit, Bureau of Human Resources: It's hard with unlimited time. An opportunity i've never had before. Assistant director of bureau of human resources. I can't resist. Actually, the only thing I would add is to elaborate a little bit. The unions mentioned have been very interested in work can with the city on some of these various programs. With the caveat that it saves jobs for their members. We also, offices know there is some interest in some particular programs including targeted severance, additional flexibility with that program, and so those are some of the things that we're going to be looking at in addition to the report that this resolution asks for by next week,

March 4, 2009

which concerns the reductions in work schedules, cost of living, freezes, that kind of thing, which we'll have for you next week.

Leonard: I want to start -- want to articulate, we're hoping for more flexibility, simply by just not being required to give a minimum six-months severance, but have the flexibility to have anything from a month up to six months so that would allow us more tools to create incentives for people.

Kanwit: Right. We did talk about. This we had done some research, it's probably a little dated u. But I don't think it makes much difference in terms of best practices. And how this kind of program is handled. So we'll put that together and make those recommendations. I do recognize evonne and I do, that flexibility is really key here.

Leonard: Thanks.

Fish: I had a few questions. When we come back and talk about severance pay, because I want to concur in commissioner Leonard's request on this, there are -- with every benefit also comes a responsibility. And our current system requires binding release and other considerations back to the city. So it's not just a one-way street. I think the notion of flexibility is very important. So I appreciate your work on that. I had a question for Andrew. We got an email, I think yesterday from Carmen giving the good news about the FEMA money. And do you know offhand whether the FEMA money we may get for the weather emergency will in fact pick up the fire rescue and emergency services contingent fund request and the bad residual fund request?

Scott: I know those pieces have been included with the FEMA requests we set forward, and I think they're pulling together more now. Whether they're going to be ultimately reimbursed or not, I'm not sure. In the -- we'll get to this on the next ordinance, in the winter budget action, we are giving housing a little bit of reimbursement, not giving anything right now for fire. PDOT had a lot of costs as well. So the only one that that would be an issue on would be housing if we got the FEMA reimbursement. But at this point that is still in there, that reimbursement for housing.

Fish: There's still a chance the fire bureau could be reimbursed for some of its costs?

Scott: From FEMA, absolutely.

Fish: I want to state, that was a cost incurred when I was the commissioner in charge, and I think it would be bad form for me to stick that on the subsequent successor commissioner without closing the loop on that.

Leonard: Paid for it one way or the other.

Fish: The fire bureau doesn't ask when they do this emergency work whether they're going to be reimbursed, but in fairness they're being asked to do more with less and I want to make sure that's covered.

Leonard: That's appreciated.

Adams: Same with transportation. It's just a lot bigger amount. Other conversation on focus, and then we'll move and keep them open and vote on them as a package. Any other conversation on item number 211?

Fritz: I want to follow up on what commissioner Fish said in terms of give and take from the employee and the city with the targeted severance packages. One of my concerns is that we might -- I would like you to look at increased flexibility as far as whether employees can come back to city service, that there may be situations, retirements or other situations where normally we have the clause that says the employee can't come back to city service for a certain amount of time. In some of these, it might be that we would want folks to return. So I'd like that to be considered as part of your ongoing flexibility. And I don't know if we need to amend the ordinance to say that.

Kanwit: I don't think. So the way the ordinance was written it is basically directs the bureau of human resources to look at the targeted -- look at the employee transition program, which includes a target severance program, and then we would be coming back to you with our recommendations for changes. So we have that direction and we'll look at that and make our recommendations.

March 4, 2009

Deckard: And we'll look at the entire program. We won't just -- we're going to look at pace by pace the entire program and make sure that we build in flexibility where we need to and where we can for the entire program.

Adams: Just for legislative direction, I want to concur with commissioner Fritz. That's sort of boilerplate, but if we're letting employee go for economic reasons, sometimes we definitely want them to come back. Any other discussion focused on 211? If not, let's have some discussion about 218.

Item 218.

Scott: This covers 13 different funds, this is the winter budget action, which is often a bump, but is a little less, just a budget action. We've covered this in both work sessions on february 10th and the 24th, so I won't go back over too many of the details. But the largest issue in this budget adjustment reduces budgets by \$4.1 million. And those are the midyear reductions we've been talking to council b it also uses \$3 million to cover potential shortfall and business license revenue.

We're anticipating a worst case scenario, business license revenues. We won't know what they are until mid april. But we are anticipating worst case, and these were the actions taken to prepare for that. The other things the budget action are doing is it appropriates \$643,000 from contingency for a number of different things, including the auditor's special election. Some storm related costs, winter warming costs, some transition costs, these are for the bureau transitions in items of housing and some of the others that council has directed and other minor programs as well. And in terms of nongeneral fund changes, it makes \$2 point 3 million in reductions in transportation, and then it transfers \$800,000 from the parking facilities fund to transportation operating. And then i'll talk real briefly about the next ordinance as well. This is the fiscal year 2008-2009 for the grants fund. This ordinance will appropriate a bit over \$29 million into the grants fund. This is mainly a technical increase because of the way -- because of s.a.p. Implementation this year, we didn't allow bureaus to carry over grant funding in the fall bump as we normally would. We asked them to hold off, when we went live with the s.a.p. Now we're doing that carryover into the winter bump. We're also appropriating some new grants in this as well. Because of s.a.p. We're changing a little of the way we do grants. They used to be budgeted out in the bureaus. We're now going to budget them in the grants fund. They'll still be designated for bureaus, so it won't have an operational impact, but it is a different way we're doing the finances. And as a result of that, the grant increase -- the grants fund sin creasing more than 10%. And local budget law requires us to do a major supplemental any time a fund increases by more than 10%. Those are those -- the two resolutions before you. The only thing i'd add, I appreciate working with the mayor's staff pulling all the midyear reductions and actually all the commissioners' staff, pulling all the reductions together and getting the resolution filed. It's not something we normally do, and it was a little bit of a lift this year, but we can now move on to the '09-10 budget.

Adams: Now is a good time to Preemptively congratulate you on your hopefully soon-to-be appointment to as the city's budget director. You're doing a fantastic job. What I like most about what we're doing collectively, it's proactive, fiscally conservative, and it seeks to prioritize the maintenance of city services that people need most now during this recession. So I think the city council teamed with you and our staffs are really doing a great job. Questions for andrew? Did anyone sign up to testify?

Moore-Love: No one signed up.

Adams: Is there anyone that would like to testify on council calendar items 211, 218, or 219? Is there any additional council discussion? If there's not, beginning with council item 211, Karla, please call the roll.

Fritz: I'm going to comment on all three right now. I want to emphasize again we're cutting over \$4 million from the last few months of this current fiscal year. And including cutting -- transportation after many years of cuts. Cutting in other -- many other bureaus to all the bureaus,

March 4, 2009

taken -- offered up the cuts they can make and together it's over \$4 million from this year's budget. So it's been a lot of hard work from the office of management and finance. And hard work in the bureaus. And I also want to note that the change to the grant recording and the electronic s.a.p. System, while it may not have an increased cost, it has increased Cost for employee time while everybody is learning the system. All the bureaus are working together to get that to work, it's a significant investment in employee time, and I appreciate the good work that's being done on that and the extra effort all of our employees are doing. Aye.

Fish: I want to echo my colleagues' comments, and say that as challenging as it was to do this midyear correction, and to plug an \$18 million hole, the next fiscal year budget is going to be just extremely challenging. And for those who are interested in housing issues, far far 15th there will be a presentation at council under our rules, no public testimony will be taken, but there will be a chance for people to hear the full magnitude of the challenge we have in housing, just as the mayor uses his platform to remind us that we take a disproportionate cuts out of transportation and he is correct in that, we've degreat our ability to maintain our current infrastructure. I will also remind the public over 20% of the housing budget is based on a foundation of one-time only money that will not be available to us in this next budget cycle. So we have significant challenges. For those who care and are passionate about their parks, on the 16th of march, we'll be taking up the parks budget. Andrew, I want to echo what the mayor said about your role and hopefully your new role, and While you've enjoyed working with the mayor's office, we've enjoyed working with your and your team, because you've come in and briefed us on this and helped us understand the dynamics of the budget. And I think particularly for the two newest members of the council, for whom this is our first budget, it's been particularly appreciated, the time you've taken with your staff, and I have great confidence in what we're doing because of the work for our city. I'm going to vote aye.

Saltzman: I want to thank all the staff for their hard work in making some hard decisions, and my colleagues for doing that. I did want to thank commissioner Fritz for asking for a work session on the bump. I felt that was not only educational -- .

*******:** It was commissioner Leonard.

Fritz: I agree.

Leonard: I know you can't bring yourself to thank me for anything. [laughter]

Saltzman: My apologies. Maybe I tend to attribute the new ideas to the new members.

Leonard: Good idea.

Saltzman: The work session on the bump, and even though we're always flagged by fighting -- finding time for work session and hearing, it was time well spent and helped increase my understanding of this as well as the midyear -- as well as the fiscal year reductions that we're making. It was time well spent. Thank you all. Aye.

Leonard: Aye.

Adams: I want to just add to the thanks, tom miller and warren jimenez from my office who -- the liaisons to the office of management and finance. And I also want to recognize eric and suzanne and buzz who have -- and sue keel and the entire labor and management team and our outsiders as well that were part of the team that picked up the great inspiration of commissioner Leonard on labor management stakeholder efforts --

Leonard: I'm glad i'm not on the out was you.

Adams: It's really paying -- painful, and you'll hear more about that as the weeks and months continue. Aye. [gavel pounded] resolution 211 passes. Unless there's additional council discussion, please call the roll for item number --

Shane Abma, Sr. Deputy City Attorney: Mayor Adams, on 218 there's no reference to exhibit 2 in the directions, and I don't know if you want exhibit 2 to be a part of that ordinance or not. As it stands it would be 1a and 1b, unless there's a motion to amend and add.

Adams: Move to add exhibit 2 --

March 4, 2009

Leonard: Seconded.

Adams: It's been moved and seconded to add exhibit 2 to council item 218. Please call the -- is there any discussion about the amendment? Anyone wish to testify on the amendment?

Fritz: And attachment 3, do we need to add that too?

Abma: I don't see an attachment 3.

Fritz: It's what we got at the budget work session.

Abma: If you want it to be a part of, then you'll need to move to amend. My packet didn't have an exhibit 1 attached to it for 219. Perhaps it is what you have.

Adams: 218, the maker and the motion of the second consider it a friendly amendment. Anyone here that would like to testify on the amendment to add the exhibit and the attachment? Seeing none, please call the roll on the amendment.

Fritz: Aye. **Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Adams:** Aye. [gavel pounded] amendment passes. Unless there's further discussion, please call the roll on council item 218.

Item 218 roll.

Fritz: Thank you to the city for pointing that out, and also the view for having exhibit 3, which I -- from the work session which I found extremely helpful. Aye.

Fish: Aye. **Saltzman:** Aye. **Leonard:** Aye. **Adams:** Aye. [gavel pounded] 218 is approved. Could you please call -- unless there's additional discussion, could you please call the roll for council calendar item 219?

Item 219 roll.

Fritz: Aye. **Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Adams:** Aye. [gavel pounded] 219 is approved. Council is adjourned.

At 2:26 p.m., Council adjourned.