



CITY OF  
**PORTLAND, OREGON**

OFFICIAL  
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 20<sup>TH</sup> DAY OF JUNE, 2012 AT 9:30 A.M.

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

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Linly Rees, Deputy City Attorney; and Steve Peterson, Sergeant at Arms.

On a roll call of Y-4; Saltzman absent, the Consent Agenda was adopted.

<b>COMMUNICATIONS</b>	<b>Disposition:</b>
<b>699</b> Request of Tyrone Hines to address Council regarding a near fatal traffic collision (Communication)	<b>PLACED ON FILE</b>
<b>700</b> Request of Charles B. Ormsby to address Council regarding Bureau of Environmental Services projects that impact area of the Birdshell CPO/NA (Communication)	<b>PLACED ON FILE</b>
<b>701</b> Request of James Lopes to address Council regarding sex trafficking in Portland (Communication)	<b>PLACED ON FILE</b>
<b>TIMES CERTAIN</b>	
<b>*702 TIME CERTAIN: 9:30 AM</b> – Adopt budget adjustment recommendations and the Supplemental Budget for the FY 2011-12 Over-Expenditure process and make budget adjustments in various funds (Ordinance introduced by Mayor Adams) 15 minutes requested for items 702 and 703  <b>Motion to amend to correct net increase of appropriation to read \$15.7 million in memo to Council:</b> Moved by Mayor Adams and seconded by Commissioner Fritz. (Y-5)  (Y-5)	<b>185434</b> AS AMENDED
<b>703</b> Authorize temporary operating loans between various funds to provide interim funding to cover lags in federal, state and other grant reimbursements (Resolution introduced by Mayor Adams)  (Y-5)	<b>36935</b>

**\*704** **TIME CERTAIN: 9:45 AM** – Authorize grant agreement with Portland Community Media to manage public, educational and governmental access resources and provide community media and digital literacy services (Ordinance introduced by Commissioner Saltzman) 15 minutes requested

(Y-5)

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<b>705</b> <b>TIME CERTAIN: 10:15 AM</b> – 2012 Portland Parks & Recreation Community Integration Cup and Career Day (Presentation introduced by Commissioners Fish and Fritz) 15 minutes requested	<b>PLACED ON FILE</b>
<b>CONSENT AGENDA – NO DISCUSSION</b>	
<b>*706</b> Authorize an Intergovernmental Agreement with the State of Oregon on behalf of Portland State University for the use of parking permits and access cards at the 4th Avenue Garage and provide for payment (Ordinance introduced by Mayor Adams and Commissioner Saltzman)  (Y-4; Saltzman absent)	<b>185419</b>
<b>Mayor Sam Adams</b>	
<b>Bureau of Planning &amp; Sustainability</b>	
<b>*707</b> Authorize an agreement with the Urban Sustainability Directors Network to receive \$18,400 to assess municipal food policy structures (Ordinance)  (Y-4; Saltzman absent)	<b>185420</b>
<b>Bureau of Transportation</b>	
<b>708</b> Set hearing date, 9:30 a.m. Wednesday, July 18, 2012, to vacate a portion of NW Vaughn St west of NW 33rd Ave (Report; VAC-10076)  (Y-4; Saltzman absent)	<b>ACCEPTED</b>
<b>*709</b> Designate a portion of City property owned in fee title located at the intersection of NE Multnomah St and NE Third Ave as public right-of-way and name it NE Multnomah St (Ordinance)  (Y-4; Saltzman absent)	<b>185421</b>
<b>*710</b> Authorize Continuing Control Agreement with TriMet to operate and maintain the Portland Mall Revitalization Project in City right-of-way (Ordinance)  (Y-4; Saltzman absent)	<b>185422</b>
<b>*711</b> Authorize an Intergovernmental Agreement with Oregon Department of Transportation to define the roles and responsibilities for acquiring real property to be used as part of right of way for road, street or construction of public improvements for the Division Street Reconstruction Project: SE 6th – César Chavez / SE 39th (Ordinance)  (Y-4; Saltzman absent)	<b>185423</b>
<b>*712</b> Authorize Intergovernmental Agreements with Portland School Districts to participate in the Portland Safe Routes to School program (Ordinance)  (Y-4; Saltzman absent)	<b>185424</b>
<b>*713</b> Authorize contract with Bicycle Transportation Alliance for \$260,800 for Safe Routes to School bicycle and pedestrian safety education (Ordinance)  (Y-4; Saltzman absent)	<b>185425</b>
<b>Office of Management and Finance</b>	

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<p><b>714</b> Accept bid of Tapani Underground, Inc. for the N Burgard Rd – Over Abandoned Railroad and N Burgard Rd Storm Sewer Project for \$2,750,372 (Procurement Report – Bid No. 112819)  (Y-4; Saltzman absent)</p>	<p><b>ACCEPTED PREPARE CONTRACT</b></p>
<p><b>715</b> Accept bid of Cedar Mill Construction Company, LLC for The Portland Building Penthouse Stucco and 14th Floor Roof Replacement for \$756,800 (Procurement Report – Bid No. 114132)  (Y-4; Saltzman absent)</p>	<p><b>ACCEPTED PREPARE CONTRACT</b></p>
<p><b>*716</b> Pay claim of Beraly Speckman involving Portland Police Bureau (Ordinance)  (Y-4; Saltzman absent)</p>	<p><b>185426</b></p>
<p style="text-align: center;"><b>Commissioner Nick Fish Position No. 2</b></p> <p style="text-align: center;"><b>Portland Parks &amp; Recreation</b></p>	
<p><b>*717</b> Authorize an agreement with Portland Development Commission for the transfer of certain property rights along the Eastbank Esplanade to Portland Parks &amp; Recreation (Ordinance)  (Y-4; Saltzman absent)</p>	<p><b>185427</b></p>
<p><b>*718</b> Authorize agreement with Verde to fundraise for and construct park improvements at Thomas Cully Park (Ordinance)  (Y-4; Saltzman absent)</p>	<p><b>185428</b></p>
<p style="text-align: center;"><b>Commissioner Dan Saltzman Position No. 3</b></p> <p style="text-align: center;"><b>Bureau of Environmental Services</b></p>	
<p><b>719</b> Authorize a contract and provide for payment for the construction of the Vernon-Sabin-Alameda Phase 1 Sewer Rehabilitation Project No. E10184 (Ordinance)</p>	<p><b>PASSED TO SECOND READING JUNE 27, 2012 AT 9:30 AM</b></p>
<p><b>720</b> Authorize a contract and provide for payment for the construction of the Rose City Sewer Rehabilitation Project E10104.C60 (Second Reading Agenda 682)  (Y-4; Saltzman absent)</p>	<p><b>185429</b></p>
<p><b>721</b> Authorize the Director of the Bureau of Environmental Services to execute revenue generating Intergovernmental Agreements for laboratory analytical services (Second Reading Agenda 683)  (Y-4; Saltzman absent)</p>	<p><b>185430</b></p>
<p style="text-align: center;"><b>Commissioner Randy Leonard Position No. 4</b></p> <p style="text-align: center;"><b>Water Bureau</b></p>	

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<p><b>*722</b> Certify and transfer delinquent sewer system user fees to the Multnomah County Assessor for collection pursuant to ORS Section 454.225 (Ordinance)  (Y-4; Saltzman absent)</p>	<p><b>185431</b></p>
<p><b>Commissioner Amanda Fritz Position No. 1</b></p>	
<p><b>Office of Neighborhood Involvement</b></p>	
<p><b>*723</b> Authorize \$54,805 in grant agreements for the East Portland Neighborhood Office 2012-13 East Portland Action Plan Civic Engagement Grants Program (Ordinance)  (Y-4; Saltzman absent)</p>	<p><b>185432</b></p>
<p><b>City Auditor LaVonne Griffin-Valade</b></p>	
<p><b>*724</b> Assess property for system development charge contracts and private plumbing loan contracts (Ordinance; Z0787, W0018, T0145, T0146, K0135, Z0785, W0017, T0144, K0134, Z1188, P0113, P0112)  (Y-4; Saltzman absent)</p>	<p><b>185433</b></p>
<p><b>REGULAR AGENDA</b></p>	
<p><b>Mayor Sam Adams</b></p>	
<p><b>Bureau of Transportation</b></p>	
<p><b>725</b> Acknowledge potential modifications to the approved FY 2012-2013 Streetcar Operations and Maintenance Budget and direct various implementation actions to increase revenues and ridership (Resolution)  (Y-5)</p>	<p><b>36936</b></p>
<p><b>*726</b> Amend contract with Tri-Met to fund operations and maintenance of the Portland Streetcar System (Ordinance; amend Contract No. 51529)  (Y-5)</p>	<p><b>185436</b></p>
<p><b>*727</b> Amend contract with Tri-Met for certain contract employees for Portland Streetcar (Ordinance; amend Contract No. 51530)  (Y-5)</p>	<p><b>185437</b></p>
<p><b>*728</b> Amend contract with Tri-Met for Other Services as needed for the operations and maintenance of the Portland Streetcar System (Ordinance; amend Contract No. 51545)  (Y-5)</p>	<p><b>185438</b></p>
<p><b>*729</b> Authorize the purchase of Streetcar Fare Collection System and service contract from Parkeon Inc. (Ordinance)  (Y-5)</p>	<p><b>185439</b></p>

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<b>*730</b> Authorize tax-exempt installment purchase through Key Government Finance, Inc. for the purchase of Streetcar Fare Collection System from Parkeon Inc. (Ordinance)  (Y-5)	<b>185440</b>
<b>*731</b> Amend contract with Portland Streetcar, Inc. for Portland Streetcar Operations Assistance (Ordinance; amend Contract No. 33325)  (Y-5)	<b>185441</b>
<b>*732</b> Amend Intergovernmental Agreement with Oregon Department of Transportation for the disbursement of lottery-backed bond proceeds for the purchase of streetcar vehicles (Ordinance; amend Contract No. 30000744)  (Y-5)	<b>185442</b>
<b>Commissioner Dan Saltzman Position No. 3</b>	
<b>S-733</b> Establish the Portland Tourism Improvement District to enhance promotion of Portland as a preferred destination for meetings, conventions and leisure travel (Second Reading Agenda 676; add Code Chapter 6.05)  (Y-5)	SUBSTITUTE <b>185443</b>

At 11:12 a.m., Council recessed.

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**WEDNESDAY, 2:00 PM, JUNE 20, 2012**

**DUE TO LACK OF AN AGENDA  
THERE WAS NO MEETING**

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June 21, 2012

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **21<sup>ST</sup> DAY OF JUNE, 2012** AT 2:00 P.M.

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

Commissioner Saltzman arrived at 2:07 p.m. and left at 2:30 p.m.  
Commissioner Leonard arrived at 2:09 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Ian Leitheiser, Deputy City Attorney; and Wayne Dykes, Sergeant at Arms.

The meeting recessed at 2:30 p.m. and reconvened at 3:15 p.m.  
The meeting recessed at 3:20 p.m. and reconvened at 3:45 p.m.

<b>734</b> <b>TIME CERTAIN: 2:00 PM</b> – Conduct a Proposed Use Hearing on State Shared Revenue (Hearing introduced by Mayor Adams) 15 minutes requested for items 734-740	<b>Disposition:</b>  <b>PLACED ON FILE</b>
<b>735</b> Certify that certain services are provided by the City to establish eligibility for State Shared Revenues (Resolution introduced by Mayor Adams)  (Y-4; Leonard absent)	<b>36937</b>
<b>*736</b> Approve accepting funds from the State of Oregon under the State Revenue Sharing Program for the fiscal year beginning July 1, 2012 and ending June 30, 2013 (Ordinance introduced by Mayor Adams)  (Y-4; Leonard absent)	<b>185444</b>
<b>*737</b> Approve renaming the Parks Capital Construction & Maintenance Fund to Parks Capital Improvement Program Fund, and renaming the Portland Parks Memorial Trust Fund to Portland Parks Memorial Fund and renaming the Local Improvement District Construction Fund to Local Improvement District Fund (Ordinance introduced by Mayor Adams)  (Y-4; Leonard absent)	<b>185445</b>
<b>*S-738</b> Adopt the annual budget of the City and establish appropriations for the fiscal year beginning July 1, 2012 and ending June 30, 2013 (Ordinance introduced by Mayor Adams)  <b>Motion to accept substitute ordinance and adopt the budget as amended in Attachments B, C and D:</b> Moved by Mayor Adams and seconded by Commissioner Fritz. (Y-5)  (Y-5)	<b>SUBSTITUTE</b> <b>185446</b>
<b>*739</b> Approve levying taxes for the City for the fiscal year beginning July 1, 2012 and ending June 30, 2013 (Ordinance introduced by Mayor Adams)  (Y-5)	<b>185447</b>



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<p><b>*740</b> Amend tree regulations to change the effective date from February 1, 2013 to July 1, 2013 (Ordinance introduced by Commissioners Fish and Saltzman; amend Ordinance Nos. 184522 and 184524)</p> <p><b>Motion to add emergency clause:</b> Moved by Mayor Adams and seconded by Commissioner Fish. (Y-5)</p> <p>(Y-5)</p>	<p><b>185448</b> AS AMENDED</p>
<p><b>741</b> <b>TIME CERTAIN: 2:15 PM</b> – Update Solid Waste and Recycling Collection Code to extend the timeline for clean fleet collection vehicle replacement by two years and allow greater flexibility in meeting the timelines (Previous Agenda 631; Ordinance introduced by Mayor Adams; replace Code Section 17.102.050) 1 hour requested for 741-744</p> <p>(Y-5)</p>	<p><b>185449</b></p>
<p><b>742</b> Adopt process for limited, short term exemptions from storing containers in the right-of-way for extreme economic hardships (Previous Agenda 632; Ordinance introduced by Mayor Adams)</p> <p>(Y-5)</p>	<p><b>185450</b></p>
<p><b>743</b> Provide confidential treatment for complainant names and contract information submitted to the Bureau of Planning and Sustainability as allowed under Oregon law (Previous Agenda 633; Ordinance introduced by Mayor Adams)</p> <p>(Y-5)</p>	<p><b>185451</b></p>
<p><b>744</b> Update Solid Waste and Recycling Collection Code to ensure the collection of high quality recyclable and compostable materials (Previous Agenda 634; Ordinance introduced by Mayor Adams; add Code Section 17.102.295)</p> <p>(Y-5)</p>	<p><b>185452</b></p>
<p><b>*745</b> <b>TIME CERTAIN: 3:15 PM</b> – Authorize a contract and provide payment for the purchase of a 24 lane shooting range as a part of the new Police Training Center for the Portland Police Bureau (Ordinance introduced by Mayor Adams) 30 minutes requested</p> <p>(Y-4; Saltzman absent)</p>	<p><b>185453</b></p>
<p><b>746</b> <b>TIME CERTAIN: 3:45 PM</b> – Adopt the Central Eastside Parking Management Plan dated June 2012 (Resolution introduced by Mayor Adams) 45 minutes requested for items 746 and 747</p> <p><b>Motion to change FIPIS 4. Revenue meter operations to FY 12-13 not to exceed 24 meters:</b> Moved by Mayor Adams and seconded by Commissioner Leonard. (Y-4; Saltzman absent)</p> <p>(Y-4; Saltzman absent)</p>	<p><b>36938</b> AS AMENDED</p>
<p><b>747</b> Create Central Eastside Parking Meter District and expand associated Area Parking Permit Program (Ordinance introduced by Mayor Adams)</p>	<p><b>PASSED TO SECOND READING JUNE 27, 2012 AT 9:30 AM</b></p>

At 3:45 p.m., Council adjourned.

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**LAVONNE GRIFFIN-VALADE**  
Auditor of the City of Portland



By Susan Parsons  
Acting Clerk of the Council

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

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## Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: \*\*\*\*\* means unidentified speaker.

**JUNE 20, 2012      9:30 AM**

**Adams:** Sit down. Before I read the proclamation, would you both like to say few words? About the parkinson's awareness month? Awareness week? Is it month or week?

**Jay Nutt:** Weekend.

**Adams:** Go ahead.

**Nutt:** So, I am jay, and I am speaking as a physician who cares for people with parkinson's disease. Parkinson's disease, and we calculate that there are roughly 3,000 people in the Portland area with parkinson's disease. It impacts the whole family. There is about 12,000 people that are living with parkinson's disease every day. Parkinson's disease is not an old person's disease. 5 to 10% of the people with the disease have the onset before the age of 50, and third of the people with parkinson's disease develop the disease before they retire. The third, then, parkinson's disease is not just tremor and slowness. Tremor affects many aspects of person's life. And tremors progress with time. For people like the person to my right, his will progress over period of maybe 40 years. The good news, the person with parkinson's disease can slow the disease with exercise. Drugs and surgery can reduce the impact of the symptoms of the disease. And research is following many leads, and the affect will soon be able to delay the progression and event, stop the progression of parkinson's disease. Parkinson's disease but more good news. Portland has three organizations working together to help people with parkinson's disease. These organizations are [inaudible], the Oregon grant foundation, and the parkinson's disease resources of Portland, Oregon. The ohsu department has its annual fundraiser, cause for cause. On july 14, a saturday. And the following day, the grant foundation has their shake it til we make it, gala. And paws for the cause, the weekend of july 14 and 15, the parkinson's disease awareness weekend for Portland. The third organization, Portland's research board, has their annual fundraiser. The sole support, also walk. So, my request is that, is that we, we recognize that weekend, as very important to the parkinson's disease community, and we hope that there will be support for, for all three organizations. Thank you.

**Adams:** Thank you. Mr. Grant, welcome.

**Brian Grant:** Thank you. On behalf of the Brian Grant foundation, all its workers, every parkinson's disease patient in the pacific northwest and their caregivers, I would like to thank you for this great honor of recognizing parkinson's disease. The weekend of july 15 and 16. It not only honors those of us who are suffering from the disease now. And it's caregivers, but it also honors those who have pass on. So, with that, I would like to thank you very much for that great honor.

**Adams:** Thank you very much. We appreciate you being here.

**Dan Baker:** i'm not a celebrity. And I have parkinson's disease. And have had the opportunity to be involved with both the parkinson's center of Oregon and the brian grant foundation. As a volunteer. When we first thought of this idea, I said just call me sam. Mayor sam Adams, and kind of segued perfectly because there was a bit of information in the newspaper about the 2 pugs that you just adopted.

**Adams:** Yes.

**Baker:** Anyway, we did invite you to be one of our celebrities, or grand marshals, and paws for cause, but we understand that you have a conflict that day, and which is really ok because this proclamation, I think, is probably more important. The city of Portland and state of Oregon should recognize Parkinson's weekend in Portland, and become aware of parkinson's disease. So I want to

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thank you. Those of you who, who would like some information about paws for a cause, ok the shake it til we make it weekend, we will provide you with that. So again, thank you very much. And I appreciate your time.

**Adams:** I look forward to being involved next year when I will have a lot more time. I'm pleased to read the following proclamation. Whereas parkinson's disease is a progressive, neuro degenerative disease for the brain, for which there is in cure, and whereas people with p.d., parkinson's disease, develop a variety of symptoms over time, which progress to severe disability, often. These symptoms vary widely between individuals with no two patients looking the same or requiring the same approach. Whereas the symptoms of p.d. Typically include impaired motor movement symptoms, multiple non motor symptoms affecting many systems of the body. As well as depression, and other psychological changes. And whereas parkinson's disease currently affect over 1 million americans with over 600, sorry, over 60,000 new cases diagnosed every year, and whereas the combined and indirect cost to parkinson's disease includes treatment, social security payments, and lost income from inability to work, and is estimated to be nearly \$25 billion per year in the united states alone, and whereas the parkinson's disease center of Oregon at ohsu is a national leader in the battle against p.d., which strives to improve care, research, new treatments and a cure, and educate the public and health care providers in Oregon and beyond about the challenges of parkinson's disease and whereas the brian grant foundation established in 2010, supports efforts to build awareness in education of parkinson's disease in order to increase earlier diagnosis, educate people, and with p.d., and their families and provide a viable forum for people affected with p.d. And whereas the parkinson's center of Oregon and the brian grant foundation will concurrently conduct two major educational and fundraising events. Pause for cause, and shake it until we make it. And the weekend of july 14-16, 2012 to, further their work on behalf of people with p.d. everywhere. I, sam Adams, mayor of Portland, Oregon, the city of roses proclaim july 14-16, 2012 to be parkinson's disease awareness weekend, in Portland and encourage all residents to observe this weekend. Congratulations. [applause]

**Adams:** Thank you very much. All right. City council will come to order. Good morning.

**Parsons:** Good morning.

**Adams:** How do you like being broadcast in high definition.

**Parsons:** Great. It feels good to be home, doesn't it?

**Adams:** It does feel good to be home. And the camera operator, can you get a shot of sue? Let's see what sue looks like on h.d.

**Parsons:** That's ok.

**Adams:** The cameras are supposed to be able to move. Council looks ten years younger.

**Fish:** That's because we all got makeup this morning, mayor.

**Adams:** Is that what I have? Can you please call the roll? [roll taken]

**Adams:** See, you look great in h.d. a quorum is present. Can you please read the title for item 699.  
**Item 699.**

**Adams:** Mr. Hines. Welcome. Please have a seat. Mr. Hines.

**Tyrone Hines:** I was involved in an automobile accident on the 21st of august. Last year. 7:30 in the morning. I was driving north greeley, just below the hill of the emanuel hospital. There was a bike activity going on that day, and there were bike riders on each side of the road. I drive that pretty often, so if you are familiar with that stretch of the highway, there is hardly ever anyone parked on the side of the road. It was 7:30 in the morning. There was a van parked on the side of the road, and I made a mental note of it, and as I drove along, at the last moment, this person pulled out, and blocked the road in my lane to cross the two lanes of northbound traffic to enter the southbound lanes. I ran into him. And totaled my car. I was taken hospital after being carried to the ambulance by the bike riders. They immediately told me that my spleen had burst. They took it out. My sternum was cracked. I had injuries to my shoulder, to my knees. I will have knee replacement surgery later on this year. My complaint is about the officer who responded to the

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accident. Officer habkirk. He had my car towed to lot. He did not write a ticket for this person's illegal turn. The bike riders wrote me reports of what they had witnessed. Open cans of alcohol. And they saw him drinking, and they were opening cans of alcohol. The officer didn't respond to returning my call after I called him. Until I contacted the city of Portland, and the, the police to get an explanation for him not writing a ticket. When he called me, he told me that, that he noticed that there was open alcohol containers in the car. But, the person told him that they opened on collision. I ran right into his driver's side of the car. He said that he had six pack in the back of the car. Now, common sense would let you know that a six pack of beer is not going to open up individual cans from a collision in the front of the car. Neither did he write a political reporter. Issue a ticket. He let the guy go. He just said, no harm, no foul, pretty much. I got in touch with, with the, the independent police review, and they, they referred my case to, right back to the north precinct. As a, have an incident, a learning incident. Let me say what they say here. A learning opportunity. Service improvement opportunity. My problem with that is that the officer did not perform his duties. If there is an injury accident and a person is shown to have alcohol in his vehicle, I was under the understanding there is an investigation to find out exactly what is in that person's system. I asked the officer if he had followed procedures, and he said, yes, he followed procedures. That's what he was trained. He told me that the ambulance drivers told him my injuries was not, were not trauma. I followed up that call. I called the ambulance company, and they told me that they do not make that call. That call, the extent of my injuries would be, would be determined by the hospital that I was taken to.

**Adams:** So sir, I will, I let you have some additional time. What, what -- I understand your story. It sounds very frustrating. What can, how could I help you?

**Hines:** I read the newspaper. And I hear comments from time to time about the police not getting cooperation from people in the black community. This is an example of the police not doing their jobs. I don't know exactly why he did not do job. I'm not saying that it was just racism. Even though the other driver was white. And the officer was white. But, he showed no concern for my wellbeing. Illegal turn. No ticket. Costing crossing four lanes of traffic. Alcohol, no follow-up. No drug tests.

**Adams:** Would you like me to look into the matter?

**Hines:** I would love for you to. There is nothing in it if me. Just that, you know,.

**Adams:** Was anyone from my staff there? Chad here? So, if you could talk to chad, who is right here who works for me, and I am happy to do a double-check on it. And sorry you've been through all of that.

**Hines:** I thank you for the time. Again, it's not for me personally, nothing that I can gain from it. The, the person who caused the accident, took responsibility for it. But, still, I cannot make an illegal turn on the street without getting an accident. Without getting a ticket. And it's happened many times. A few times. But, I would just like to have the law enforced for, for me, especially, in an extreme situation like, this you know.

**Adams:** I will be happy to take another look at it, and I appreciate you bringing it to my attention.

**Hines:** Thank you very much.

**Adams:** Thank you, sir. Can you please read the title for item 700.

**Item 700.**

**Adams:** Welcome back.

**Charles Ormsby:** See if I got this right. Good morning. Mayor and council. I am charles ormsby, here as chair of the Birdshill CPO/NA. I live in clackamas county at 170 southwest birdshill road, Portland, Oregon, 97219-852. As you can tell from my address, we sort of live in one of those folds in the region that we're the old boundary conditions come together. Our neighborhood is immediately adjacent to the Portland bureau of environmental services, tryon creek wastewater treatment plant, which is on the southern bank of Tryon creek at the confluence point with the willamette river at 20.2. And the problem I have, is that 3 Portland bureau of

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environmental services projects, that are linked to that plant, and will, substantially, affect us. First, there is a rejuvenation proactive of the tryon creek trunk line, put in 48 years ago. Essentially along the fall line of tryon creek. Second, is a, what's being referred to as the terwilliger boulevard gravity sewer line, which will somehow connect roughly lots in Multnomah county, with the tryon creek trunk line, roughly at highway 43, which is on our southern tip at the intersection of highway 43 and terwilliger. Those two projects will necessitate substantial closure of terwilliger boulevard, and if you are not aware, that connects lake oswego with lewis & clark college and points north to barbur boulevard. There will be severe traffic impacts. Day trailers for the semi-trucks, and will not be able to get anywhere south of taylor's ferry and terwilliger boulevard in Portland, Oregon. And unless they route themselves down highway 43 or somehow get boones ferry and into lake oswego. The basic problem is that we have not been notified of these projects. And most substantially, the tryon creek wastewater treatment plant facilities upgrade plan. We were not invited to have a representative voting on the committee. And we received no notice that this committee was being formed. I have stated, in testimony, I have delivered to you by email that this is, frankly, is not supportive of the laws, and I desired the situation be corrected as soon as possible. And I suggest the correction to do so. Thank you.

**Adams:** Thank you. Do you want to --

**Saltzman:** Thank you, charles. I will look into the status of this committee, and why you are not involved. Thank you.

**Ormsby:** Thanks a lot.

**Adams:** Can you read the title for 701.

#### **Item 701.**

**James Lopes:** Hello. First of all, thank you, city council, for allowing me this opportunity to come to you guys. Of course, you know my story. I've been here before about this, and the last time I was here you said that you really couldn't do anything about it. So i'm just really here informing you of what's happening with that. I'm doing the best that I can to, to point out the traps to people in the community. And the problems arise with what they teach these children to do. Mostly, at the fountains. But, I have come to the conclusion that, that, that they keep putting them in front of me, also, and there is, there is -- I don't know exactly how i'm going to do it. But, I am somehow going to get a police report from one of these, even if I have to follow their bait if, I have to, which seems weird because I think that there is a coverup with all this stuff going on anyway because, because, you know, there is always a little policeman around the spots, ready to, to pounce on whoever they are trafficking during these little escapades or whatever you want to call it. So, that's what, that's what I came to tell you, and that's it. Thank you.

**Adams:** Thank you, sir, appreciate it. We'll now consider the consent agenda. Any items on the consent agenda anyone wishes to pull? Sue, can you call the vote on the consent agenda.

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

**Adams:** Aye. Consent agenda is approved. [gavel pounded]

**Adams:** That gets us to the regular agenda. Can you please read item 725 through 732. Oh, i'm sorry, we have, I apologize, we have the, the time certain. Can you, can you please read 702 and 703.

#### **Items 702 and 703.**

**Adams:** Do I read this now?

**Andrew Scott, Office of Management and Finance:** After.

**Scott:** I had no idea that we were on h.d., so I would have worn something different.

**Adams:** You wore the wrong tie.

**Scott:** Clearly.

**Adams:** It's like a gauze, to make us look soft.

**Scott:** Softer.

**Adams:** Go ahead. Let's get a closeup of andrew scott, please.

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**Scott:** The ordinance, as most of you know, this is at the end of the year, what we use when city bureaus have current or projected expenditures that might be in excess of approved appropriations, or if they want to make object code changes in order to line up appropriations for the end of the year. So, what we have before you, there is not a whole lot in here, so I will run through the general fund side of it. You have a, an exhibit no. 3, which might be the easiest table to look at. You might be familiar with this. It's called the general fund reconciliation table. Very quickly, there are a handful of carryover requests. The bulk of the requests are related to the police activities league. We are carrying 35,000 from this year's budget to help fund the 35,000 appropriation next year for the police activities league. The mayor's office, there is also 10,000 for, for the, the youth planner's program for next year. And finally, 45,000 from the mayor's office to balance next year's budget. This was all included in the proposed and approved budgets so now we're doing the actual carryover to show that. There is a small technical mid-year reduction to the training fund. It was overbudgeted so we're making it 3,373 correction to make sure this lines up with the copea contract. And \$6.6 million to grants in general fund loans, which is going to be the second resolution that we're going to discuss. But, and I will just talk about that now. Essentially, we did this last year, one of the things when we went to SAP, we created a grants fund, which is best practice. But, the problem with grants funds in general, is that because the billings are delayed we do the work and have the expenses up front. We don't get reimburse element for a while when it's the federal government, sometimes it's a long while. And thus, that fund runs a negative balance throughout the course of the year. And we can't end the year with a negative balance so as we did last year, what we're asking council to do is authorize \$6.6 million of general fund loans to the grants fund, to ensure that the grants fund has a positive balance. There are some other loans from other funds, as well, transportation and parking, and let's see, there is one loan to the community development block grant fund. So essentially, we're truing up-- all the balances that haven't been received go to the grants fund. It's a one-day loan. We make the loan June 30th at the end of the year to make sure the books are right and we repay that on July 1 to get the money back to where it came from. But again, this is making sure that we're complying with Oregon state law in terms of the cash balances. With that, if there are any other questions. I am happy to answer about the non general fund changes. Or the overexpenditure ordinance or the grants resolution.

**Adams:** According to the budget law ors-294.471 I open a hearing on the fy-2011-2012 overexpenditure ordinance supplemental budget. Is there any member who wishes to testify in the public? I close the hearing on the overexpenditure supplemental budget.

**Scott:** Actually, just one, I should have noted this in the beginning, we just realized that there is a typo in the memo filed with this ordinance. Normally that would not be an issue, except under state budget law we need to include it as an exhibit, so I think that we should get that typo corrected.

**Adams:** Correction of said typo. What's the typo?

**Scott:** On page 1 of the memo, at the end of the second paragraph, currently it says, it's a long sentence, and I will read the end, the ordinance contains budget adjustments impacting appropriations in 24 funds resulting in an increase of 2.3 million, and the net increase of appropriations, 15.7 million. So it's also substantive typo.

**Adams:** Moved and seconded to correct that so that it reads -- \$15.7 million.

**Adams:** Instead of?

**Scott:** Instead of \$2.3.

**Adams:** Ok. Sue, can you please call the vote on the motion. We just saved a bunch of money.

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

**Adams:** Aye. [gavel pounded]

**Adams:** Open it up again. Oregon state budget law? No, we're good. Sue, can you please call the vote on item no. 702.

**Fish:** Aye. **Saltzman:** Aye. **Leonard:** Aye. **Fritz:** Thank you for your diligence. Aye.

**Adams:** Aye. [gavel pounded]

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**Adams:** Can you please call the vote on 703.

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

**Adams:** Aye. [gavel pounded]

**Adams:** Approved. Can you please read the title for item, emergency ordinance 704. Thanks, gentlemen.

**Item 704.**

**Adams:** Commissioner dan Saltzman.

**Saltzman:** Thank you, mayor, I am pleased to bring this item for council consideration today. It is our, it's authorize grant agreement for, with Portland community media. And I am pleased to support this and pleased to say, also, that Portland community media has made tremendous strides in addressing and correcting past financial issues. Portland community media worked diligently with my office, the mount hood cable regulatory commission, and staff of the office for community technology. As well as outside auditors to address a large number of issues that needed attention. We now have successfully completed audits for the last two fiscal years. As well as implementation by Portland community media. Of substantial improvements to financial accounting and management systems as recommended by an outside auditor. In bringing this forward I am happy to note the contract renewal follows my direction by providing for substantial improvements in oversight and remedies for both the city and also for the mount hood cable regulatory commission. This contract establishes mechanisms to ensure past financial challenges are not to recur. Both the city and the mount hood cable regulatory commission have adequate tools in terms of oversight, management, and audit authority. I appreciate the current Portland community media's boards cooperation in working with us to develop and accept the provisions, and I look forward to the regulatory commission and staff to ensure that, that the importance services provided by Portland community media can continue on a transparency and fiscally responsible basis. And I would like to thank Noel for the executive director of Portland community media, for all her work, hard work in bringing, addressing these issues, and getting the house in order. So, at that point, at this point, I am pleased to, to introduce David, the director of the office for community technology, the, also the gentleman responsible for our h.d. Broadcast coverage under our Comcast franchise, I believe. Pcm, and I will let you explain and I wanted to recognize Cece Noel, the executive director of Portland media. Dave, we'll start with you.

**David Olson, Director, Office of Community Technology:** Thank you, council, members, I am David Olson, your very outgoing director of the office for community technology. And I am very happy to be here, and thanks again this, this is a joint effort of, of our office through the Comcast cable franchise funds, and Portland community media, and the, the facilities division, and bureau of technology service, to enable you to be brought to the community in high definition, and so we think it's very important that, that the council look like a lot of the other channels that people are watching, and so we are happy to do that. I would say with respect to this contract, Portland community media has been our partner for over 30 years. In helping to bring transparency to government and putting media tools in the hands of the community, particularly, disadvantaged members of the community. The title of the ordinance and the contractor are quite different, as commissioner Saltzman has mentioned from many of those in previous years, because we're in another century now. We are meeting 21st century media challenges. This renewal, contract renewal is the outgrowth of collateral proceedings and issues without which we could not have brought there to you. This includes the conclusion of the Comcast franchise renewal. Begun under commissioner Fritz, concluded under commissioner Saltzman. And which guarantees a stream of funding, particularly for capital projects for another ten years, and is considered one of the most advanced and successful franchise renewals in the country. This includes the adoption by this council of the broad band strategic plan to which Portland community media and it's programs are now linked in this contract. And this includes, as commissioner Saltzman mentioned, the transition of pcm through a difficult and challenging period. Which required extensive involvement by the



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council, by commissioner charge, by the regulatory commission, and a lot of work with pcm's board and staff to see us through a harrowing period. These, all these threads are woven into their renewal contract, which does, indeed, incorporate an unprecedented level of oversight monitoring, provisions. It clearly articulates the ongoing rule of the mount hood cable regulatory commission members. With respect to pcm their liaison. The role of the city's two appointees to pcm's board, and the role of the program staff and the commissioner in charge. Very specifically articulates that. I don't want to or need to belabor these oversight provisions. I can assure you that with the mhrc and commissioner Saltzman's involvement they are well represented and could not have been developed as well as they have been without the full and complete unqualified cooperation of pcm board and staff who are as anxious as we were to fix the issues that were there, and to move forward and face forward in this century. I want to thank everyone involved, the chair, commissioner Saltzman's office, and pcm board, the president, carl haver and cece noel for working with us to make sure this happens. Cece is vocally impaired today. I don't want her to say it so I can say it with acute laryngitis, that means you cannot contradict anything I say, right, but i'm sure that she will try to comment as best that she can. And I want to just conclude by emphasizing the focus on the future that this contract represents, and the way in which it really melds together the partnership of Portland community media with the city of Portland and this council. The three opening recitals to the contract, itself, describe that relationship differently, and more adequately than has ever been done before, and mentioning pcm's role in providing media, broad band training and distribution platforms to underserved Portland communities. To minorities. Disadvantaged people who are not, have not been able to take advantage of the great digital revolution, but people who need and communities that must have that access. It weaves that in. It links it to the broad band plan and the Portland plan. Pcm's role as a partner with us in the broad band plan and the Portland plan, addressing inequities in the community and working with us, the schools, and employers, and everyone to put these very valuable tools, the city's investment, and the funds arising under the comcast franchise to work in this community, to repay the community again and again. It's a face forward contract with needed course corrections. I think that you can be proud and satisfied that it really, really does face the future and bring the council and pcm together in a way that hasn't -- is unprecedented, and is an excellent way to start the next 30 years after finishing the past 30 years. That's my presentation. I will turn it over to cece has best she can.

**Cece Noel:** Thank you. I am the executive director, Portland community media. And as david said, this has been a collaborative process with the commission staff, our board of directors, and our staff have been very deeply involved in negotiating the terms of this grant agreement, and we're particularly excited about the scope of services that are supported through our programs, but this grant allows us to further the direction that we've been going to serve the underserved to, reach into the immigrant and refugee community, the communities of color, and the senior's youth, the unhoused, people living, moving deliberately in that direction to provide services and increase the kind of technological intelligence to use broad band tools for the last two years, and we're really pleased with the, the goals that are so title in alignment with the city council's priorities to provide equity for the community, all of the citizens and non citizens of the city of Portland. We are especially happy to see specifically, the directions to serve our youth, especially those that are on the margins in this grant agreement. We've been really building our youth media program. Promoting media literacy, and helping young people really understand how to be producers of media, and how to be safe as consumers of media. And we're very pleased that this grant, specifically, calls out the council's priorities to really help our young people become effective members of society and be competitive in the modern workplace so we're really pleased with there agreement. We are in complete agreement in the kind of compliance issues that we are able to really be very clear about. And it gives us a great deal of specific direction that, that we have welcomed, and we're very pleased with, with the provisions in the grant agreement, and we're especially appreciative of the partnership that we are able to continue with the city of Portland to

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provide the services to our community, and I would like to personally thank commissioner Saltzman for his leadership and his support as we move to be better kind of civic citizen as an organization so that we are able to continue to serve the community, for hopefully another 30 years, but I will not be there for 30 years. For another 30 years, and I appreciate it so much. Thank you.

**Adams:** Discussion with council? Thank you. Does anyone wish to testify on this matter? Good morning, and welcome back.

**Dan Handelman:** Good morning, mayor and commissioner, I am dan handelman, and this morning I am representing fine focus video collective, a different organization than you are usually hearing me speak about. We've been around for 21 years now, and working at Portland community media producing weekly programs. And we welcome this, this franchise, I mean, this agreement between the city and, and pcm, and we're happy about the new franchise agreement with comcast, lasting for a long time. And, and we pointed out the, the mhrc item last fall, there is a revenue-generating part of your budget. That the people who subscribe to comcast pay money for the public education on government channels, and that goes to the general fund, and the city decides how much of that money to give to, to mhrc. And Portland community media. I'm glad you are all very supportive it -- supportive of it and people watch your meetings on television because of Portland community media. There has been financial issues at pcm, and our organization has been sending members to the board meetings for, for two or three years now, and because of the financial situation there, and been raising the concern that, that even though the money flows in, and things are turning around, there is a focus on, on making things accessible to everybody, producers are charged \$50 a year to produce something on the channels. And we see it as more like the library. We're everybody should be able to use it, that's what it's there for. We should be able to produce a program regardless, and if they have the money, to give, they should be able to. So, we've been asking for a sliding scale of some kind to be instituted. The staff has said that they have been looking at it but it has been three years since that was instituted, and we still have not seen any movement on this scale. Also it continue to be a confusing relationship, and I am glad to hear that there is a band between the city and Portland community media, it's an independent nonprofit and the city provides the bulk majority of its funding. So, there is, a strange relationship between this community and the board we're, we're the, the people producing shows at pcm and the backbone of the public channels, aren't as involved and engaged in the decision-making, and we are informed this decisions in this contract are going to change the way people interact with Portland community media. But we want them involved in discussion on what the changes will be. We will be told them in the coming weeks, I have heard. We hope you will encourage more democracy in Portland community media, involvement from producers and in the community, as they move forward, and we're very glad that there is clause here, and that reminds the council not to interfere with the content of anything on the public channels because that allows us our free speech.

**Saltzman:** Probably the next contract, we'll tackle that, yeah. Just kidding. All right.

**Adams:** Can you please call the vote on 704.

**Fish:** Thank you for your service to our community and get well soon. David, thank you for an excellent presentation and dan thank you for your leadership on this important work. Aye.

**Saltzman:** Well, this is an important agreement, as we mentioned. It does not only does Portland community media provide very essential services to our community, as cece and david described, but this agreement does make sure that those services continue to be provided on a transparency and fiscally responsible basis. So, I am very pleased to support this. And also, there is a lot of bandying about of the term "30 years." I want to take this opportunity publicly to thank david olson for his nearly 30 years of service as director of the office for community technology. And we will be honoring david next wednesday at 3:30, and in the downstairs atrium. I hope my colleagues can be there. Thank you all, aye.

**Leonard:** Aye.

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**Fritz:** Thank you for being here. Actually, we have gotten the media here. I need to be closer to the mic or no?

**Adams:** Not very loud.

**Fritz:** Our microphones are different. My mother, who came, when I moved in, to my office, told me, dear, you need to move closer to the mic, so I was hoping that I do. Oh, now. Ok. Test. Test. I'll start again. Thank you very much for being here. Thank you for your work on this project. And on Portland community media. Free speech is not free unless the people have an opportunity to express whatever that they want over the airwaves, and I appreciate your acknowledgment of that, both within the office of community technology and Portland community media. We discovered a couple of years ago when there was some threat to the Portland community media budget, just how much people care about this service. And in some ways, it's very similar to the services that the city funds through the neighborhood coalitions. As was mentioned, Portland community media is an independent, nonprofit. And so we have the opportunity to appoint couple members to the board, and I am very appreciative of the board members that I was able to appoint while in charge of the office. And it involves negotiation, and I am pleased with this contract and appreciate Comcast participation and the negotiations, and David, this is one of the things that you have done in an outstanding manner throughout your time on the council, and I think that this is, this is very, very fitting this is the last thing that you will be bringing to us on council. This agreement with Portland community media, which is really dear to your heart. And you have been very diligent in making sure this, that all sides are respected and the money is looked after in an appropriate manner. So I appreciate the diversity that Portland community media is striving for and has succeeded and the attention to equity in the services that you provide. And Dan Handelmann and others who participate have helped continue to push all of us in that direction. And so we appreciate -- I appreciate a lot of the programming on Portland community media and the services that the staff provide and the Mount Hood Cable Regulatory Commission. A lot of effort has gone into this item on the council agenda. Thank you for your service. Aye.

**Adams:** Thanks to Commissioner Fritz, who had the bureau before Commissioner Saltzman and congratulations to Commissioner Saltzman for getting this agreement done. Thank you, David and Noel and everyone else. Appreciate all your hard work. Aye. [gavel pounded]

**Adams:** So approved. Can you please read the item, the presentation item 705.

**Item 705.**

**Adams:** Commissioner Fish.

**Fish:** Thank you, Mayor. Alejandro Vidales and team, would you please come forward? I am pleased to join with Commissioner Fritz this morning in a presentation about a wonderful community program that we are both involved with. And it's interesting. For those people who love soccer, the attention this week and next week will be in Europe. As a European Championship being fought, and we're going to learn whether Spain, Italy, England, Portugal or Germany comes out on top. And we're seeing some of the greatest soccer in the world on ESPN and on television, so the soccer has captivated the world, and conquer this country, and people are now watching soccer the way that they watch basketball. Closer to home, people who love soccer know the real action, at Delta Park on July 6 and 7. And that's when, for the third consecutive year, what we used to call the World Cup is held but also known as the Community Integration Cup, and this is a program that was designed to engage, connect, and integrate Portland's underserved and had underrepresented communities. It's grown from eight teams, in the inaugural year to 20 teams this year and over 300 outstanding young people participating, and we're very pleased, also, this year that they will be, four women's teams competing. I should say, it's about time, but ladies, welcome. I am pleased to introduce our presenters, and we're going to start with Alejandro Vidales, who is the Portland Parks and Rec's outreach and community engagement coordinator. And really, has been the inspiration for this wonderful community event. Welcome.

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**Ronault Catalani, Office of Equity & Human Rights:** If you don't mind, commissioner, I would like to introduce more broadly, our effort and then hand the ball to Alejandro because he's been the ball and kid kick for three years now. Good morning, Mayor Adams, and city commissioners, I am from the office of equity and human rights. Good morning, Commissioner Saltzman. And Buenos Diaz. Our sons and daughters. Please let me introduce you to the leaders of Portland democracy. These are the elected leaders who build our cities. Elected leaders, these are the children who come from our city's most ridiculously optimistic families. And these are the children from some of the parents who are in our audience today, who are just unabashedly ambitious about being new Americans. Their elders, honored Commissioner Saltzman, last month. In the consecration of the new Asian Family Center, which he founded back in the last century sometime. Honored Commissioner Fritz, with the artwork of Professor Assan, and an homage to our mothers, grandmothers and aunts. And Erik Anderson, the volunteer driver, with Portland 2012 award this year. Mr. Anderson drives the lovely water bureau bus that delivers these young people and parents to police precincts and to Delta Park, as Commissioner Fish had described. We honor your wife, Commissioner Fish. And the Cambodian ladies, by taking her in their kitchens we're they labor and laugh the evening away, and then you get to be the beneficiaries of the recipes that she brings home from traditional Cambodian cooking. And, of course, Mayor Adams, honored the family of one of the youth planners of the city of Portland, and whose older brother, Solem, is one of the members of the Culture Integration Cup. So on the whole we are getting to balance of trade between the extraordinary cultural and social, spiritual capital, these children and their families bring, to our lovely city. And your commitment to them in the political, financial and material capital to make sure that they grow up to be a strong next generation of leadership. I think that Mayor Adams often says, the 1980 Comprehensive Plan didn't anticipate what Portland would be today, and today's Comprehensive Plan needs to do a better job of anticipating we're we'll be 25 years down the road, and here you have them. So let me introduce them. Alejandro Vidales, the heavy lifter throughout, and describe what it is he's gotten these kids to do on a day that they are not in school, a day before summer school begins and here they are in front of you.

**Alejandro Vidales, Portland Parks & Recreation:** Thank you, good morning, commissioners, I'm Alejandro Vidales, and I am the outreach coordinator for parks and rec. Thank you for the opportunity to present in front of you today. I grew up here in Portland. I graduated from Jefferson High School and have always felt like I am a product of the city. Growing up here there were two things that made a significant impact on the direction of my life. One was the adults in the community providing support, mentoring and belief in me. And two, the opportunity they have provided to me. Those are two of the core elements on which this was built. We have 20 teams and 300 youth from all over the city that come from many different backgrounds. We partnered and engaged with a plane of the community agencies such as Ayco, Latino Network, and Amistad Soccer, Catholic Charities, David Douglas, just to mention a few, and also our bureaus like Portland Fire and Rescue, Portland Police, Office of Equity, and of course, Parks and Recreation. We were able to do all of this through recreation. This tournament has allowed us the opportunity to continue to learn about the underrepresented communities and how we can better serve them. As a part of the registration, all the youth and community partners that participate fill out a survey that allows us to see how we can engage and continue to improve our services. This year, we were excited to add a career day. Where we let all 20 teams act and participate in the different bureaus, and learn about what it would be like to be a firefighter. They will be going out next Friday to Marine Drive and checking out the facilities and learning what it would be like to become one. With the Portland Police, and through the career opportunities at Portland Parks, and Office of Equity. More than half of the youth in the tournament are first-time participants, and our programs, in the city, in any city event. I want to thank the agencies, and especially, the youth, the youth have been the ones who have made the tournament grow. And who will, have brought so much of their energy, their desire, their passion, and commitment to organize the kids in the neighborhoods. Partnering up with the

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agencies and really taking the lead. Kids like we have today, rosey, marwan, ibrahim kassin, and some of the others here with us today. I want to thank our senior management and community relations team and director and commissioner Fish for not only providing support, but for the resource that is we have. All the youth will be getting jerseys for the tournament, and we'll be continuing after the tournament, to have access to our community centers, the closest one in the neighborhood, or whichever community, again to build on the relationship that we established with them. So at this time I would like to have you get to know the kids who that I had this a success, and it's such pleasure to keep on working on. First from station 7 captain, marwan ahmed.

**Marwan Ahmed:** I am marwan ahmed, and I am from iraq. I am the captain of station 7. Portland, fire. And I have like three sisters and three brothers, and mom and dad. We have eight people. Now I work with -- they find me jobs, like I don't have a job, I ask alex for job, and he finds me job. Thank you.

**Adams:** Thank you. What position do you play?

**Ahmed:** Defense.

**Adams:** Perfect.

**Vidales:** They made it to the semi-finals last year and they're hoping to finish it off. Next, we have one of the captains for the woman's team, rosie morales.

**Rosie Morales:** Hello, I am rosie morales. I am a senior at david douglas high school. We have six people in my family. My dad is from mexico, and I am from guatemala. And my dad knows how to play soccer. He's teaching me to become a better soccer player. This is my first time doing the community integration cup. And soccer will help me to apply for scholarships. My plan for my future after finishing high school is to become a professional hairstylist. I thank my two coaches. The firefighters to, to take, for taking their time to, for our specific prodigy teams, and for supporting all of us. Thank you.

**Adams:** Thank you and congratulations.

**Vidales:** And our captain from ayco, ibrahim kassin.

**Ibrahim Kassin:** I am ibrahim kassin. I am from kenya, but I'm also somalian. I go to david douglas high school. My family -- I have mom and one brother, four sisters in my family. People in my family are very important to me, especially my mom. She's my role model. AYCO they are important to my life. They help me be involved in the community. Especially in playing sports and to help tutor people from different countries. Thank you.

**Adams:** Thank you.

**Vidales:** That conclude our presentation. Thank you for taking the time and having us here, and we are looking forward to having you on july 6 and 7.

**Fish:** Let me recognize commissioner Fritz for few remarks.

**Fritz:** Thank you for being here today and anne downing of david douglas local for her support of this program, and all the community supporters and the city staff who are volunteering, as well as giving of their time. This is wonderful event. Unfortunately I can't be there year. I'm out of town the weekend of the event. I was impressed with the level of play last year so I will hope to be back again next year watching. Glad to see women's teams showing their way and participating. That's wonderful. And thank you, commissioner Fish, for your partnership, and especially alejandro for your work and your leadership in this program. And thinking about -- it started as let's play ball, and then how we integrate everything and pull this work and bring it for the career day today, and this is part of who we are at Portlanders, and if you play together, we can get beyond our differences. It was really striking to me last year that there was a lot of language differences, but we all know the rules of football, soccer that most of us all football, and the rest of the world. So thank you very much for being here today. Welcome to your city hall. This is your city hall. The office of equity and human rights is going to be continuing to work to provide opportunities for everyone to have access to the city jobs and services and contracts. So, you are part of that program. And I hope that you will continue to participate in your city of Portland.

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**Adams:** I wanted to thank you for all the great work that you do. And whether it's adult volunteers. Whether it's coaches. Or participants, players, it's fantastic. Plenty of you also have signed up to do volunteer work and I want to thank those of you that have volunteered to do that. Keep folks on the right path. Literally and figuratively so thank you. Commissioner Fish.

**Fish:** Thank you. First I want to just again, do a shout out to Alejandro. We are very proud of the work that he does at Portland parks and rec. He brings distinction to our bureau. All the time, this is just one example of a program which engages the community. The broader community. In our work. One of the things that we are interested in, and polo is really the person pushing this, is beyond engaging young people in wonderful programs like this, how do we capture the talent at the back end? How do we introduce these people to career paths? So that some day, they are going to wear the uniform of the fire bureau or the police bureau. Or be a park ranger or whatever their career aspirations. And that's where the magic will happen when we go beyond what Charles Jordan used to call fun and games. Which draws us together. But actually, builds community and creates opportunity, and we are committed to taking that step forward. I want to thank the bureaus, the office of equity. Human rights. I want to thank the Portland fire and rescue. Randy your bureau has done a marvelous job. Obviously, water. Parks. I want to thank Amanda Fritz for her dedication to this cause. Our community partners, but mostly I want to thank the young people here. You are the reason that we're here today to celebrate their program. And you are also the reason this council has been prioritizing spending a bit of our discretionary money and improving ball fields around the city. Most recently two grass fields in Parkrose. So, in east Portland you have the same quality facilities that we have in other parts of the city. So congratulations to all the participants from 20 countries. And good luck. And in this competition. And beyond this competition, good luck in your life's journey. We're rooting for you. Thank you very much.

**Adams:** Thank you. [applause]

**Adams:** You are welcome to stay. Also if you need to leave now, we'll take that, just a two-minute break while we set up the next presentation. And Sue, I have a big task for you, please read all the titles encompassed from 725-732.

#### **Items 725-732.**

**Adams:** All right, please to have the city council consider this package of, of items. That get us ready for the grand opening of the Portland streetcar loop project on September 22, 2012. This has been, given the strings attached to federal funding, given that we have a private lid, so private parties are paying for part of this, the city council has supported the creation of a new industry in the region, with cars being awarded. Contracts for cars to be built locally. With United Streetcar. And we have had construction on the Broadway bridge, which is a county owned facility. And we have had the bridge over the railroad tracks, and to the Oregon Museum of Science and Industry. And we have sought to simplify every opportunity that we can. The civil construction, as I have been told, is 99.65% complete. I don't know where you get the 65. Is that like thermalplasty on crosswalk? But, civil construction is the 99.65 complete, and we'll finish the project within the approved budget of \$148,272,823. And the majority of items today are preparing for start-up, and I would like to introduce the vice chair of Portland Streetcar, Inc., who has been instrumental in helping us get millions from the private sector with the support and ability to move forward on the lid, local improvement districts, which are taxes, special fees, or taxes on those that benefit from the streetcar so I'm pleased to thank and introduce Dick Cooley.

**Dick Cooley:** Thank you. I am an east side property owner. And real estate developer. I became involved in streetcar in 2002 when then Commissioner Francesconi invited me to serve on the east side steering committee to recommend an alignment and to assess public support for the streetcar service to the east side. I am very proud to say, after ten years, that we're about to start operating the Portland streetcar loop project. PSI, Portland Streetcar, Inc. board plays a unique role in the city linking, providing a link between private business, public and private institutions, the city of Portland, and Tri-Met, to help meet the ambitious development goals and the enormous transit

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challenges of Portland. We're able, I think, and think and act out of the box. I think that evident in the way streetcars are built and operated and had maintained today. And these qualities are evident in matters that are presented to you today. And particularly, in resolution 725. Psi, the board, undertook to sell, unsold energy tax credits to help the streetcar operation. We sold those credits in the business community, and many to members of our own board, who stepped up to help. So, I think my -- I encourage you to, to approve the, the resolutions before you today. And I am going to ask vicki to explain to you details of that.

**Adams:** Thank you, mr. Vice chair.

**Vicky Diede, Bureau of Transportation:** The first resolution asks council to acknowledge the potential modification to the adopted fy12-13 streetcar budget. And direct various implementation actions to increase ridership and revenues. We will be come back during the fall budgeting monitoring process to recognize the things we're talking about today, once they come to fruition. The current adoption streetcar om budget totals about \$8.15 million. And that's about 1.2 million lower than we anticipated, that we would have, and that time frame was in 2007 when we submitted an application to the federal transit administration. And the assumption at that point in time is that we would have service on both the east and west sides of the river every 12 to 15 minutes. And the current budget supports a 10 trained operation, which requires 36 operators, and we have a frequency of about 17 to 18 minutes between streetcars. So the pbot management and staff members of the psi board and their consultants have been concerned about the service levels that could adversely impact the public's first impression of the loop project. But we also recognize the economic impact on the budget, not only in the city but tri-met who also participates in the funding of the project. So, between the time that, that we developed and, and submitted the fy12-13 budget now, the city staff and psi have focused on several actions to increase revenues and improve efficiencies. And the four main ones, the sale of the business energy tax credits, known as betc. The streetcar system has earned in the past because of our use of electrical propulsion to the cars. And secondly, we look at increased fares and enforcement. Especially with the end of the free rail zone on september 1. We looked at changes to the organizational structure and how we operate. And we continue to look at our evolving relationship with trimet and it's continued financial participation and support. First, the betcs. The current budget assumes that the city will receive \$500,000 for the betc proceeds this is fy12-13. There is an additional 750,000 of betcs available, so as mentioned, the psi board has been working diligently to sell the credits, and they are doing this without taking any markup or adding or receiving any commissions. And so far of the 1,250, they have received commitments for \$990,000, so we would ask council to recognize the work this the psi has done to increase the revenues to the project through the betc credit, and to encourage a continued effort to sell the balance of them. We were to also ask council to direct pbot to use the added betc revenue to add operators, so that we can increase the number of trains in operation and, and the service frequencies when we start this september. And we would like to add those operators based on the commitment psi has received for the sale of the betcs, with the understanding that as the fall budget monitoring process there will be a thorough review of the budget. And adjustments will be made. Either by increasing the annual budget or by reducing the service, which we would do, by decreasing the number of streetcar operators and their training. So the net effect of all of this on start-up is the current, currently we have a money to run a ten-train operation, 36 operators, the service on the east side would be every 18 minutes with 17 minutes on the west side. And now, because the 2 lines overlap, between the pearl district and southwest 10th and market we would have services in the eight to nine-minute range. And that's a really, a really heavy, heavy demand in area. If we add the betc credits and can increase to a 11-train operation, we would need 38 operators, still have 18 minutes service on the east side but 14-minute service on the west side. Ideally to get to 15-minute service we need to run 12 trains, and to use 41 operators. But that is for another conversation. And secondly, on the increasing the fares and the enforcement, the fy2012-2013 budget assumes fares and passes will increase because of tri-met eliminating the free rail zone,

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which will also apply to the streetcars and because of the expansion to the east side, and in order to be successful, we need to do three things. One is we need to prepare our riders for the change in policy, which we have gone through a very extensive public involvement process. And two, we need to provide an easy way for them to buy the tickets. I was going to talk about the ticket machines. And three, we need to enforce that fare policy. Within the budget, we have two fare surveyor positions, and these positions will provide both education and enforcement. So, we are seeking council support to buy the vending machines, today, they will be placed on both existing platforms and the new platforms as a result of the loop project. But, we also recognize that we have a number of riders who only use the streetcar, so we will be offering a \$1 streetcar only circulator fare, which will be valid for two hours. It will not be transferable to tri-met but it can be used for those two hours on the streetcar. We are continuing the sales of the annual passes. We are increasing the rates from \$100 a year to \$150 a year, and but, for some perspective, tri-met's adult annual pass, the cost to the consumer, is \$1100. And those are very different systems, but, we think that between the circulator fare and the annual passes, that we can, we can continue to serve our customers. The third thing that we have looked at, is the organizational change. And we are proposing that the two existing full-time and up to two new administrative staff become employees of Portland streetcar, inc instead of being subcontractors, which saves us a fair amount of money also we intend to replace through attrition the trimet contracted Superintendent with city employed supervisors. Those are similar positions with different names to delineate between city employees and tri-met employees. And lastly, we're looking at, at two new agreements with tri-met. That will further define their relationship between the two organizations. There is both a master agreement and an operations agreement that will be coming to the council on July 25 the master agreement sets out a longer term agreement regarding both streetcar service and the future development, and it puts in place more rigid structure. And the operating agreement will succeed the three existing between the ones in place right now that we call the funding agreement, the personnel agreement and the other services agreement. And lastly, on the resolution, exhibit d slows a number of other different items that both the city staff and psi will continue to pursue over this next fiscal year so we are serious about, about the revenue. Exactly. I would -- the resolutions probably are most complicated of the topics today, so I would be happy to answer questions now, or we can wait until we get to the end of the items. Your choice.

**Fritz:** I have some questions. On the business energy tax credits, the betcs, in the past we used those for funding student bus passes. How was the decision -- first, I am wondering whether we have a plan for our funding student bus passes next year. Second, how was the decision made to allocate it to this project?

**Diede:** The betc credits were earned because of the streetcar's operation. And therefore, we feel it was only fair that we kept those, the revenue from that in the streetcar operation.

**Adams:** Those are different betc credit.

**Diede:** Right.

**Fritz:** And that's because the streetcars are considered energy efficient?

**Diede:** Right.

**Adams:** Green power operators.

**Fritz:** Are you in discussions with travel Portland regarding the, the convention center visitors and, and to honor our commitment to provide for them?

**Diede:** Absolutely.

**Fritz:** What's the status of that?

**Art Pearce, Bureau of Transportation:** There was a meeting last week to discuss that. Or earlier this week, so the conversation still underway, and I don't think that there is, a full resolution, at this point, but, certainly supportive to find a good solution.



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**Fritz:** Good. Commissioner Saltzman and I serve on the visitor development fund board and we make promises to conventions when they agree to come to Portland, that there will be certain services, one of those is, is the transportation by a rail fund at the downtown hotels.

**Pearce:** One of the key priorities for us has been to ensure that the streetcar could honor that new fare device, so we really wanted to make sure that we are providing adequate funding to the streetcar system, that it's compensated when that new fare price is established.

**Fritz:** And finally, something on what Vicki said, how does making the administrative staff part of Portland streetcar, inc. Save us on overhead?

**Diede:** Because the staff has been a consultant to, a consultant to Portland streetcar, inc., and there is a certain amount of overhead that they have to carry to support that particular person. So we are saving those charges.

**Fritz:** But don't we, we have to pay that to Portland streetcar, inc.?

**Diede:** Not, no. They will have the direct costs, and the direct benefits only will be charged to the city.

**Fritz:** Moving forward, if I could get more information about the overhead charges.

**Diede:** Absolutely.

**Adams:** We'll get that to you, but for people listening, we avoid a trimet overhead charge by making this change?

**Diede:** By moving the superintendents to supervisors, we do that, and that's a very healthy charge.

**Adams:** Ok so much by moving the employees, from tri-met, working for tri-met to working for Portland streetcar directly, we save in having to pay as we would charge ourselves if they were working for, for the city. We save the overhead charges?

**Diede:** Yes. There are two things going on. There have been administrative personnel, who have worked for Oblitz Johnson as a subconsultant, and they will work now directly for Portland streetcar, inc. And then we have the city supervisors. Or the superintendents from tri-met. Three of them that through attrition, we want those positions all to become city employees, which will, again, save us some additional overhead moneys from tri-met. And their administrative costs.

**Adams:** So this saves us overhead charges for tri-met and also overhead charges from the consultant?

**Diede:** Yep.

**Adams:** Ok. We'll get more details.

**Saltzman:** Couple questions. So, the full compliment of the streetcars we need right now is 13? We have ten?

**Diede:** We have ten. To get the ten cars, we have ten cars right now, and we run those cars, we provide services to 17 or 18 minutes. If we can up it to 11 we can improve the service on the west side. We will have the 11th car certified during the month of July. That's the prototype. And then, to move to the 12 to 15-minute service we need to have 12 cars operating. Now, there is a big assumption behind all of that. We can do that, but we don't have any spares. We really need to wait for the delivery of the cars from Oregon iron works.

**Saltzman:** You mentioned using the betc tax credit to pay for two supervisors. Was that correct?

**Diede:** We're going to use the betc credit to add in to the revenue side of our budget. The first thing we'd like to do is to up the operation to 11 trains with the 38 operators so we think the 2 additional---

**Saltzman:** Those betc credits, are those an ongoing payment or a one time.

**Diede:** It's kind of a one time deal. We earned the credits over a period of time, over 4 or 5 operating years. Last year the legislature discontinued the program.

**Saltzman:** So you're just putting that money into the overall revenue side in order to pay for 2 additional operators. And then the fare machines, did you say cashless fare machines?

**Diede:** Yes

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**Saltzman:** I don't get that. If the fare is \$1, there will be some people like me who want to pay with quarters.

**Pearce:** There will be 2 choices. The onboard fare machines on every streetcar will still accept cash and coin payment. For those who want to pay at the stations, that will be a card-only transition. Cashless would be off the cars.

**Saltzman:** What's the reason for going --

**Pearce:** Well, it saves us on the collection costs rather than having to go around to all the stations to collect the revenue. The revenue is transmitted electronically, and then the cash transactions that happen onboard the cars are essentially driven home every night to the car barn. We have the potential to change the machines to accept coin in the future if we do want to do that. We may elect that we want to add that capability. There's so many changes happening over the course of the year that there's going to be a lot to track. It's going to be a big transition.

**Saltzman:** Thanks.

**Adams:** Let's work our way through. Folks, if they could, save comments until the end just so sue can keep up her momentum. Call the vote.

**Roll on 725.**

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

**Adams:** Aye. 725 approved.

**Roll on 726.**

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

**Adams:** Aye. 726 is approved.

**Roll on 727.**

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

**Adams:** Aye.

**Roll on 728.**

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

**Adams:** Aye. Approved

**Roll on 729.**

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

**Adams:** Aye. 729 is approved.

**Item 729.**

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

**Adams:** Aye. 730 is approved.

**Roll on 730.**

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

**Adams:** Aye. 731 is approved.

**Roll on 731.**

**Fish:** Aye.

**Adams:** Oh. Is this the last one?

**Leonard:** Aye.

**Leonard:** Aye. We almost got by you. I was like, yes.

**Fish:** I'll trim my remarks. Initially I intended them to be about 30 minutes. I'd settle for less. I want to thank pbot, trimet, the board of Portland streetcar, the folks who have come in and briefed us on this before. Thank you for your good work. This is quite complicated, so I appreciate the hand holding at the council to make sure we understood this, but really thank you for sticking to it. No one said this is going to be easy. There are obviously legions of critics. Once this thing is operational on the east side, I think it's going to be terrific not just as a development tool but also as a transportation option. Thank you for your good work. Aye.

**Saltzman:** I'd like to thank everybody, too, for their good work. Look forward to the opening on september 22nd.

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**Leonard:** This has been an absolutely mind-numbing financial transaction. [laughter] that you're able to do all that plus balance the needs of the riders has been remarkable. I want to appreciate sam as well in pushing this through. Aye.

**Fritz:** Thank you all for your work on this project. It is complicated, and I appreciate the attention, especially for looking at the overhead issues and looking at how to make this the cost-effective, energy-efficient way of transportation. Aye.

**Adams:** Thanks, vicki, for your fantastic work of being the rock of gibraltar, hub of the wheel, the tamer of complexity.

**Diede:** Herder of cats?

**Adams:** Herder of cats. Federal funding, private funding, local funding, capital, betc funds. This is a 40% expansion in Streetcar trackage and knits the city again by streetcar for the first time in 40-some years. We'll be back in july with the new longer term operating agreement with trimet. This gives us two months to do some final scrubbing on that agreement. We'll be making the rounds and airing that out publicly so that we're on firmer long-term footing in our partnership with trimet. Our thanks again to the Portland streetcar. Not only do you help us raise the money, sell tax credits, which are not easy to sell right now. You also make sure that the operations are well oversighted and also to the rest of the team at pbot. And thank you for all your great work. In addition to doing the trackage, you're helping make sure that the new industry that the city council helped start is getting off the ground with the best possible quality product. So thank you all very much. Aye. Please read the title and call the vote for item s 733.

**Item 733.**

**Fish:** Mayor, I just want to note this is our first day under the h.d. experiment, and I think i'd be remiss -- and each of us looks increasingly pale and sickly -- that I do want to give a shout out to commissioner Leonard who has chosen to wear a new suit for the occasion, tortoise shell glasses.

**Leonard:** I knew i'd pay for my prior comments.

**Fish:** I think he also looks like he got some sun this weekend in anticipation of this. Randy, you look awfully sharp.

**Adams:** Sharp as in well groomed, made up, and powdered. [laughter] please stay on topic.

**Fish:** I think there was some confusion in the press about this that this is a tax levied on people who are coming and renting rooms here. We've had a significant increase in visitors. This puts us in a competitive position with some other of our sister jurisdictions, other cities on the west coast. Most importantly, this gives us an additional source of revenue to market Portland, and the goal here is to get even more people to come and make our local economy more vibrant. It seems like a particularly thoughtful way of getting it back, but it also puts us in line with other cities that are doing this already. As you noted in the presentation last week, actually advertising in our own city that they should be coming to our city. I'm pleased to support this. Aye.

**Saltzman:** Well, I want to thank matt grumm in my office, the revenue bureau, travel Portland. Most important the hoteliers who virtually were unanimous in coming together to say, we want to, in essence, tax ourselves to create about six million dollars a year to specifically market Portland as a destination for leisure or business and to keep us competitive. Hotel/motel revenue taxes are truly the bright spot in our revenue picture. Those revenues are going up dramatically. I think 10% last year alone. So tourism and the hotel industry and all the spin-off businesses related to tourism and conventions and cultural tourism are awful job generators, and they're good careers for people. This is going to be opening more doors for more jobs in those industries by this improvement district. Pleased to vote aye.

**Leonard:** Aye.

**Fritz:** This is a tax on visitors to the larger hotels. There's an exemption for hotels with less than 50 beds. And I think that, when the visitors get to Portland, they will be more than happy to pay that tax and be glad that they have been lured here to see the benefits of our beautiful city and the wonderful experience they can have here. Over the three and half years that i've been on the

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council, I am particularly impressed by travel Portland and the hospitality industry for the diligent approach towards both providing a great visitor and experience and also providing services and benefits to the citizens of Portland through generating economic benefits far and wide. This particular tax also works again with the visitor development fund board and the hotels in east county as well as those in Portland and made sure that benefits and the impacts are fairly apportioned. I think it's an excellent program. I look forward to it generating more visitors to our beautiful city. Aye.

**Adams:** I want to thank commissioner Saltzman and his team for his leadership on this. I think it will have a huge benefit to and improve our competitive advantage and marketing for individual leisure travel and also business travel and just the general visibility of the city that will be to the benefit of the visitor industry. The ease in which you are able to pull this off is really remarkable, but I know that, although you made it look easy, it took a lot of work, and I want to thank you. Aye. We're in recess till tomorrow.

At 11:12 a.m., Council recessed.

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

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: \*\*\*\*\* means unidentified speaker.

**JUNE 21, 2012      2:00 PM**

**Adams:** Welcome to the chambers of the Portland city council. Today is thursday, june 21st, 2012. And we have a full agenda. Can you please read the items associated with consideration of adopting the city's budget?

**Parsons:** Shall I take the roll first?

**Adams:** Oh, yes, please call the roll. [roll call]

**Adams:** A quorum is present. We shall proceed. Please read items related to consideration of the city's budget for adoption.

**Items 734-740.**

**Adams:** Would you please take us through the run of show for the portion related to the adoption of the city's budget?

**Andrew Scott, Office of Management and Finance:** I will. One thing I will note, we will need a fourth commissioner for many of the items.

**Adams:** We're hopeful. Sergeant of arms, could you go bring them in? The other commissioners, could you let them know we need them? Either one is fine.

**Adams:** Thank you.

**Scott:** We will just very quickly there are a number of steps to formally adopt the city's budget. We'll be first conducting a Portland use hearing on state shared revenues, to talk about how we will be using state shared revenues. We'll then have a resolution that certifies that we need the eligibility to use the state shared revenues. This is the state budget requirement that we pass a resolution. We'll then have an ordinance to accept state shared revenue so there's a number of items to get our \$12 million from the state. We'll accept the state shared revenues. We have an ordinance that renames three different funds. And finally we get to the heart of the matter, which will be the actual ordinance to adopt the 12-13 budget and we'll have a substitute at that time, and I think the mayor will introduce. And the very final action council will take today is considering an ordinance to levy taxes for the city of Portland. That's what we're going to go through. I think we start off --

**Adams:** This hearing is being held by the city council of Portland, Oregon, in compliance with the provisions of the state revenue sharing regulations, Oregon revised statutes 221.770. It is to allow citizens to comment on the proposed use of these funds in conjunction with the annual budget process. As proposed for city council adoption. The fiscal year 2012-2013 budget anticipates receipt totaling \$12,882, 863 from state revenue sharing under ors 221.770. As has been the case in prior years, it is proposed that this revenue be allocated in equal parts to support fire prevention and police patrol services. Is there anyone here today who wishes to be heard on this subject? Hearing none, i'm now closing the hearing to the discussed proposed uses of state revenue sharing. Can you please call the vote on the resolution?

**Roll on 735:**

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

**Adams:** Aye. [gavel pounded] resolution is approved. That gets us to -- please call the vote on emergency ordinance number 736, approving accepting funds from the state of Oregon. [votes]

**Roll on 736:**

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

**Adams:** Aye. [gavel pounded] can you please call the vote on religion ordinance item 737.

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**Roll on 737.**

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

**Adams:** Aye. 737 is approved. Please call the vote on -- on the substitute. I move -- why don't you describe what's going on in the substitution before I move anything.

**Item 738.**

**Scott:** Sure. So there's a substitute document that I think has been passed around to everyone very recently. We took a final look at the adopted budget and we may need to make a series of technical adjustments. Basically to the omf reserve fund reductions -- to assure reserves coming out of the reserve funds are going to the appropriate places. Overall this has resulted in the need to use an additional \$300,000 out of general fund contingency in order to balance, and I think that in our discussions with the mayor we believe we're going to be able to replace that \$300,000 in general fund contingency from additional ending fund balance by the end of the year. We'll have more certainty on that after we close the books on the year and see where all the revenue numbers come up, we're reasonably confident we'll be able to do that. Also in conversations that we've had with council and mayor to the extent there's additional funding available we also will be boosting contingency higher than it was in the approved budget. The approved budget you passed almost a month ago now had a \$600,000 general fund contingency so this action will take this down to 300,000 with the intent of replacing those funds.

**Adams:** We'll do that in the fall bump, right?

**Scott:** We can do it in the fall bump, could you do it earlier.

**Adams:** We'll do it earlier. Great. Any one wish to comment on this item? Council discussion? Sue, please call the vote for -- I move to substitute.

**Fritz:** Second.

**Adams:** Moved and seconded to substitute. Sue, call the vote on the motion to substitute.

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

**Adams:** Aye. [gavel pounded] motion to substitute has been approved. Please call the vote on item number 738, the substituted emergency ordinance.

**Scott:** That was a motion to fully substitute -- I think we need a motion to consider the changes in the approved budget in that substitute, c and d.

**Adams:** We just moved the substitute. That should have moved all the changes as far as I know. Now we're now voting on the substituted -- we're voting on the substitute item 738.

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

**Fritz:** This is a major item in this packet, and I need to take note and thank Andrew Scott and Jeremy Patton for your diligence on this, the whole of the staff, both in office of management and finance and all the bureaus. This has been another challenging budget process. And the budget we're adopting both represents significant sacrifices as well as significant opportunities and our citizens engaged diligently with us in going through the cuts and add backs and we appreciate the engagement that we had. The staff in represented and nonrepresented positions have also been fully engaged, and the taxpayers and ratepayers funding this budget which provides services have been engaged also and I'm grateful that we have the resources we do, recognizing we don't have the resources to do everything that everybody wanted. But I have appreciated being part of this process and I thank Mayor Adams for your leadership. Aye.

**Adams:** I'm going to give comments on 740 as a proxy for overall comments. [gavel pounded] so approved. Aye. Please read -- please call the vote for emergency ordinance item number 739 regarding taxes.

**Roll 739.**

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

**Adams:** Sorry, 740 is on trees. 739 as the proxy. Thank you to the -- to everyone at omf, Jack, Rich, Andrew, Jeremy, everyone except our economist who didn't come through with enough money for me. [laughter] no. I'm teasing. Thank you all very much. You worked tirelessly for three, four

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months, and I want you to know how much I appreciate it. This was a difficult budget, it was my toughest budget, and couldn't have done it without the individual contribution of each and every one of you. Thank you. And a special thanks to Andrew for your great leadership of the team. We appreciate it. Aye. [gavel pounded] all right. We're done. Give yourselves a round of applause. [applause] a little more enthusiasm. [laughter] you need a nap, don't you?

**Scott:** Or a drink.

**Adams:** Please read the title for nonemergency ordinance 740.

**Item 740.**

**Adams:** Commissioner Fish.

**Fish:** It's self explanatory, we're just delaying the effective date until July 1, 2013.

**Adams:** Would you be open to just the emergency?

**Fish:** Happy to.

**Adams:** Move the emergency.

**Leonard:** Second.

**Adams:** I think that might help with the continuity. Sue, please call the vote on the motion to apply the emergency. The emergency is applied for the health and safety of the residents of the city of Portland, Oregon.

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

**Adams:** Aye. [gavel pounded] emergency has been applied. Please call the vote on item number 740.

**Parsons:** Do we need to take testimony?

**Adams:** Does anyone wish to testify on 740?

**Parsons:** We skipped over that on the others.

**Adams:** No. Anyone wish to testify in any matter? I guess I'm looking out and seeing one very good journalist. And public employees.

**Fish:** Aye.

**Saltzman:** Good public employees. Aye. **Leonard:** Aye.

**Fritz:** This was a good public process on whether or not to delay. In particular the citywide land use group, the development review advisory committee and the urban forestry commission, all were contacted and although not happy with the delay, I think agree with our understanding of the reasons for it. I particularly commend commissioner Fish and his chief of staff who has been working on this very diligently, also commissioner Saltzman, environmental services, figuring out how to make our new policies work. So I appreciate taking the time to get it right. Aye.

**Adams:** Aye. [gavel pounded] so approved. Please read the title for 741, 742 -- right. 743, and 744.

**Items 741-744.**

**Adams:** Explanation here. After consultation with my colleagues on the city council, and learning about the full tools available to the bureau of planning and sustainability right now, I am not pursuing administrative authority for the bureau to be able to levy fines. I'm not pursuing that. And I want to make sure that legislative intent is on the record. Who's got a copy of my memo? I don't. I just want to enter that into the record. We'll get a copy of that entered into the record. The first year of experience with the changed garbage and recycling service is halloween. October 31st of this year. We will be issuing a report in November as to the first year efforts, get feedback from all involved and have a council discussion on how things are working. So that's our plan and then until then, this maintains the administrative authority, and I want to make sure this legislative intent is very clear for the director of the bureau of planning and sustainability to be able to problem solve for any account holder in the collection system that is having trouble meeting the current program. So, for example, if someone has an individual in their home who is producing a large number of let's say diapers, and the person cannot accommodate it with the size of can they have now, and let's say that individual has -- is suffering from economic stress, that we are giving the authority on a

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case-by-case basis to the bureau manager to, for example, increase the size of the can without necessarily increasing the cost. So this gives her the full authority on a case-by-case basis to make this system work for folks and to deal with any unique circumstances. Any questions about the legislative intent of what we're considering? Sue, please call the vote -- does anyone wish to testify on any of these, 741, 42, 43, 44?

**Fish:** Do these go to a second reading?

**Adams:** They're already second reading. And they don't require -- with legislative intent put into the record they don't require any changes. Sue, please call the vote on 741.

**Roll 741.**

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

**Fritz:** This one is extending the time line for cleaner trucks using the cleaner diesel fuel. It will reduce the rate impact of moving to cleaner trucks from 90 cents to 35 cents next year. And yet still requires the cleaner trucks to be installed. Aye.

**Adams:** Aye. [gavel pounded] 741 is approved. Call the vote for 742.

**Roll 742.**

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

**Fritz:** This one is on limited short-term exceptions for the storage containers in the right of way. I want to commend the bureau of planning staff who have been working on this for years, and dan Anderson of the nw district who likewise has been diligent even up until today both daniel sending in more comments and the bureau of planning giving me written responses to those. So I celebrate, this is actually the end of I believe of containers in the right of way after decades.

**Adams:** 160 years.

**Fritz:** Possibly so. And I think it's constructive and fair, and reasonable approach and I very much appreciate all the work that's gone into this. Congratulations. Aye.

**Adams:** Thanks to everyone on staff who has dealt with this issue. It really has been a problem for I think the entire history of the city, so happy to vote aye. [gavel pounded] approved. Please call the vote for 743.

**Roll 743.**

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

**Fritz:** This matches the rest of our procedures for confidentiality and reporting. Aye.

**Adams:** Aye. [gavel pounded] 743 is approved. Please call the vote for 744.

**Roll 744.**

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

**Fritz:** Appreciate the mayor setting out his legislative intent in putting the rules in the code. It is important to have the rules in the code so everybody knows what goes where and it's clear to be referenced. I also appreciate the legislative intent that we are not enacting the garbage police that we're going to be working with folks to help and encourage if necessary the financially with bigger cans if that's necessary. I think there's been good discussion on the council on this issue. I also remember when we had the report from the pilot project neighbors who had been -- who had had the project for a year already, that we had one neighbor who said that they invited the family living next door who had seven children and lots of diapers, that they said we don't need all the space in our cans once a month, so you're welcome to do that. And so there is that capacity for community building with this new program to sort and see who has capacity, who needs capacity. And that can be a very good thing if we work together as Portlanders, so thank you to the mayor for your leadership on this. Aye.

**Adams:** If folks are having trouble with the current provision of services, they need only look at any city vehicle for the phone number to call, 503-823-4000, they'll be transferred to the appropriate section of the city and we'll send people out. We've got great master recyclers, like master gardeners that are trained through the osu extension service. We've got a lot of volunteers that want to go out and help you make it work, and if it doesn't work, we have now empowered our bureau



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manager for those in need who really can't make it work, to provide the relief that is needed. So happy to get this going. Aye. [gavel pounded] 744 is approved. Everything else is a time certain. Yep. So we're in recess for however many minutes.

[Recess. The meeting recessed at 2:30 p.m. and reconvened at 3:15 p.m.]

**Adams:** We're back from recess. It is still wednesday, june -- thursday, june 21st, 2012. Sue, please call the roll. [roll call]

**Fish:** The mayor said these were very sensitive, so I whispered it so as not to offend anybody.

**Adams:** Can you please read the title for item -- emergency ordinance item number 745.

**Item 745.**

**Adams:** Do you want to go ahead and come on up? So this is -- we're wasting no time to begin the retrofit of a former freight related facility. We're wasting no time to convert it to a training facility.

And this is an important step in terms of allowing for being able to qualify police officers and others in the safe use of firearms.

**Barb Gibson, Procurement Services:** Good afternoon, mayor and council members.

**Adams:** Can you get that mike closer to you? Thanks.

**Gibson:** I'm barb gibson, procurement manager for procurement services. Today you have before you an ordinance recommending that contract award to action target incorporated for a 24-lane shooting range as part of the new police training center for the Portland police bureau. The shooting range is a large part of the police training center due to its size and also the environmental requirement, the building tenant improvements must by necessity be designed around the range. In order to move forward with the design of the tenant improvements, the city must first identify the manufacturer of the shooting range and contract for the shooting range design, installation, and implementation of the instrumentation services. On may 10, 2012, a public notice was posted on the procurement website with a written determination that the 24-lane shooting range was available only from action target incorporated for a cost of \$2,086,000. At this time we -- I can tell you that no comments or protests have been received. At this time i'll turn it back to council for any questions you might have about the source process, and rich is here from facilities to help answer any other questions you might have about the project as a whole.

**Adams:** One thing I found interesting is -- that I hadn't thought of before we started digging into what it means to put together a training facility is that for a shooting practice range, there are a lot of environmental issues. There's noise issues, so you have to have it contained, and then there are environmental issues for having a closed -- in closed shooting range. So that's why the complexity of this is what it is. That's why the providers in the united states of these kinds of facilities is very limited, and the police bureau looked at -- you looked at a number of options. We've gone with the option, the provider who will also help us maintain it that have other facilities that they currently maintain in the region. Seattle and eugene?

**Gibson:** I believe salem.

**Adams:** Any questions from council? Does anyone wish to testify in this matter? All right. Sue, please call the vote on emergency ordinance item number 745.

**Fish:** Thanks for your presentation. Aye.

**Leonard:** Thank you. Aye.

**Fritz:** I appreciate that the briefing I got in the office from you and the police chief, and the director. Fascinating to think of the issues of lead and the bullets, and bullet noise, and safety for our officers as well as for the community. And certainly we need a high-class training facility. This is a good first step and I appreciate you bringing it. It is in the budget, and as expected the level of funding. So a good next step. Thank you. Aye.

**Adams:** Thanks for your great work. Appreciate it. Thank you. Aye. [gavel pounded] so approved. We're in recess for 25 minutes. We have these time certain so we can't start early.

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[Recess. The meeting recessed at 3:20 p.m. and reconvened at 3:45 p.m.)

**Adams:** Can you call the roll. For the record.

**Fish:** Sue why, do I look like i'm half the size of my colleagues? Is it up there on screen? There is something wrong with this chair.

**Adams:** We just changed out the whole audio system, so now, you get to see us and, and in high definition. Which i'm sure is a thrill for, for you and the audience. Can you please call the roll.

[Roll]

**Adams:** There is a quorum. Present. We shall proceed. Can you please read the item resolutions 746 and 747. Oh, sorry, 747 and non emergency ordinance 747.

**Items 746 and 747.**

**Adams:** If we could have the appropriate staff come up for the initial presentation. So, the central east side district is one of Portland's most dynamic neighborhoods, and a key, key employment district for the city of Portland. Its historic uses of warehousing, heavy manufacturing, has also been joined by new technology and, and also, educational facilities. Visitor facilities, it's a major employment center and part of the central city. And the economic health to the east side is critical to the economic health of the city as a whole. Central east side industrial district leaders have told us that parking is a top priority. And a real constraint to new growth and development within the district. The business is to it be successful, their customers and suppliers need to know that they can find place to park when they come into the ceid. Parking is so important, to the district that, a group of stakeholders have worked with the city staff in recent months, years, and to develop a comprehensive plan to manage parking in the district. The result is a plan that better matches parking supply and demand in the district. The parking management plan is a collaborative effort of businesses and property owners in the central succeeds industrial district. The central east side industrial council, representatives from adjacent neighborhoods and the city staff. And I am very pleased to present the work. For council consideration today. And I want to thank you for all of the great contributions. I would like to call on bill hoffman from the Portland bureau of transportation.

Who is a project manager. And for this plan, and Juliana lukasik, chair of the central east side industrial council.

**Bill Hoffman, Bureau of Transportation:** Thank you, mr. Mayor. Members of the city council, I think that we're going to start with juliana. Juliana is president of the central east side industrial council. Has been involved with this from the initiation, and want her to say a few words to kick off the presentation.

**Juliana Lukasik:** And this is my first time speaking in front of the city council, so everybody be gentle.

**Adams:** Ok. We will.

**Lukasik:** As bill mentioned I am the president of the ceic. Central east side industrial council, and the owner of building and business in, on 8th and couch. Called at large films. So, in that capacity is how I got interested in issues surrounding the district, and I actually was there since 2002 on your side. And since finding the building in 2002, i've been able to sort of see what's been going on with the parking in the district, and certainly, in my area, the parking has become a problem for us. We get a lot of – we're on the couplet, so there is problems with people parking and riding into the city.

There is problems with people walking from our area across the way to lloyd district. And it's very, very difficult for employees to park in the district. That's not just true in my section, which is kind of towards i-84. It's true all over the district. It's the number one problem that comes to our attention time and time again. I am also the former land use chair for the ceic, and I think that parking came up on every single agenda. There is always a question about parking. So, it's a huge issue for us. And one that, that we really, really want to, to try to create some resolution around. For about a year and a half or two years, we've been working with bill hoffman and rick williams

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and their team on the sac, the stakeholder advisory committee. I've been on that committee. And we have other members of that committee here, as well. And i've been on other sac's, and I was so impressed with the process. I went into the, the sac really wondering how we could possibly tackle this huge problem. And through the process, with the establishment of a lot of research, and work done by the consultants, I was very, very surprised and delighted to see that there was a plan that could be created, that would really solve some of the problems in the ceic. Specifically, around capacity and how often people were parking at particular spots, for instance, along mlk and grand, there is 80% occupancy so the, the study really helped me to understand why a, a spot like that might be ok for a meter versus a spot that was up on hawthorne that had about 40% occupancy, which doesn't have any need. So the current plan, which we're very excited about, really helped me to understand the need base. Also, critical to this plan for the ceic is the tpma and the establishment of that the transportation, parking, management association. That is, absolutely, critical to this for us. Because through that, group, we can establish the need for the district because not everybody, surprise, surprise, not everybody in the district thinks that meters are a great idea. And I don't think that meters are a great idea, either. But, if I can find way to establish, if we can find a way to establish need, and the meters could be a part of the, a bigger plan, then that is the only way that I will feel good about submitting those ideas to our members so, the tpma is really important us to and, and I would strongly encourage you to adopt the plan, but also to make sure that we're supporting and staffing the tpma. And the biggest element of the plan that's important to us and to my business is the permits. The permits are very much needed in the district to help with the employee parking, and customer parking, especially along the streetcar, and we are really, it's really important to us this the permits, as part of the plan, are a part of your resolution to have happen quickly. Hopefully in conjunction with the streetcar. So, you know, that would be something that we would strongly encourage you to both adopt the plan, but also to implement the permit part as quickly as possible. So, thank you very much for hearing me out today. And I guess that was not so bad for my first time.

**Fish:** Wait a second. We have not had questions.

**Lukasik:** Let's see if I can handle this.

**Fish:** Tell us about at-large films.

**Lukasik:** That one is easy, that's a full service production company that specializes in commercials. We are a national-based commercial production company. And so that means that our, for instance, our biggest client is nintendo so we do television commercials and any kind of message, or excuse me, visual content production that you can imagine for any corporation or advertising agency in the world.

**Fish:** And why Portland?

**Lukasik:** Portland is probably the coolest city in the country right now. That's not why I was here originally. I was here because I grew up in the northwest. And I established my production company in 1999. And since then, I have found it very easy to sell Portland as a destination for filming. And with the, with the state incentives, it also makes it easier for us to draw companies like nintendo into town. We do probably four shoots a year, and at least three of them tend to be in Portland. Of course, you know, bringing people to Portland, you know, back to the parking. When I have big crews over at my studio, parking is a huge issue for us. So, we are Portland-based. Portland is extremely hip right now. And internationally, we have got a lot of things going on here, so it makes it a good place for a film production company.

**Leonard:** Do you ever use the Portland, Oregon sign as a backdrop for your commercial?

**Lukasik:** We have. And we have no problems showing Portland as the reason that we're, you know, the corporations that we work with also don't have a problem with it. They think that Portland is really cool.

**Leonard:** Even if it said university of Oregon?

**Lukasik:** I would have to get permission from the university Oregon for that. [laughter]

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**Lukasik:** Can you help me get that permission?

**Adams:** Madam president, don't pay attention to that. They are simply seeking compliments and attention. [laughter]

**Adams:** I want to make one change, and I just want to get it out there early. The -- there are meters that currently are on the streets in some part of the city. That are not turning a profit. And so, some of those meters, we could relocate to some of the areas right around the stops of the streetcar when it's operating. I am most concerned about the businesses right around the stops getting impacted by parking and riders on the streetcar. So, getting permits in, and asap, my intention is to move on that, and I want to -- the current draft says meters by the end of next fiscal year. I want to have some, some of our meters that we already own, moved over next to some of the stops, so I want to move a change of that could start going in 2012-2013. We're not going to have enough meters to meter up the whole meter area, but I also don't want to leave what I know from experience will be park-and-rides, and we can have, I would rather have people self police themselves with meters than making a lot of angry people by writing a lot of tickets where I can help it. Is that going to be ok with folks, I hope?

**Lukasik:** You know, it's, it's -- we wanted to implement meters a year after the streetcar. That was our desire. With the implementation of the tpma, I don't think that we have time for that to be implemented to answer that question. But, those are the kinds of questions that the tpma would answer. So, I would say that, I would have to take it to the rest of my group to know if we have a problem with it. I can't answer for everybody. But, I don't think that i, personally, would have problem with that.

**Adams:** We have how many stops up and down the two couplets?

**Hoffman:** I can't tell you that.

**Adams:** The streetcar stop, so I will move, but when, when testimony is done, I will move for the council to make change that around the streetcar stops, where we have meters, we already own, we would put some meters in there, just to make sure that we are not writing tickets all day. We don't have -- it will take longer to, to have the entire district metered up.

**Lukasik:** I think that we would be more comfortable with that if there was permit program in place at the time that you started.

**Adams:** I commit to you that well we will not put a single meter in without the permit program in place.

**Lukasik:** Thank you.

**Adams:** Yep. All right, mr. Hoffman. You can stay up here, if you want.

**Hoffman:** I would like to invite our consultant team, rick williams and jason franklin up to assist me with the presentation.

**Adams:** Welcome, gentlemen.

**Hoffman:** So, I want to start off, just refreshing you, the study areas is the whole central east side industrial district from the river to 12th and from 84 to powell. It's 500 watts. It's a very large district to be doing a plan for. So, this was an ambitious undertaking. You will get a flavor of this as we go through of the presentation, but this was a very comprehensive plan. The parking plans, really, take a fair amount of work, and we'll share that with you. But it was comprehensive. It started with data collection and went on to defining the problems. Developing alternatives. And most importantly, this was done collaboratively with a group of stakeholders and with the community at large and, and several open houses, and the product we'll share with you was a product of that work. We believe it's defensible. And we believe that it engaged the community in terms of developing the solutions. What you are going to see is an overview of the process. We'll spare you a lot of the details but we want to give you a sense of what the recommendations are based on so, we're going to go through the background, which is the inventory. The land use. And the analysis, and some of the projections that came from that. We'll share with you the problem statements that begin to define what it is that we're trying to solve in terms of our series of

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recommendations. And a bit of the public process, and then summarize the key plan actions, and finally, talk a bit about the tpma. We're going to break this up between Jason and Rick. Jason started with a background, with the public process, and Rick will talk about the key plan action. So, let's go right into this.

**Jason Franklin:** All right. Thanks, Bill. Good afternoon. So, as Bill said, this was a real comprehensive look at parking in the district. The first thing that we did, we started off with was a full survey of all the parking stalls in the district. And this provides probably the best survey of parking within the central city right now. And what we found, and as you see there, it is about 14,000 or so stalls within the district. And it's interesting to note that, that, that many of those are, you know, offstreet surface lots. So 8,000 of those. Those are not available to the general public, and they are accessory uses were, were generally reserved not for public use. The inventory also recorded what type of stalls were out there so, of those 6,000 plus parking stalls around the street, what are the time limits within each, and as you see on the chart, there is a wide variety of different stall times within there. And everything from five minutes up to no limit. And this is, obviously, a lot of variability in the district. And the plan, as you will see, addresses this. So, it is confusing to customers. And it's not good for business, as you heard from Juliana. So, the next thing we looked at was the utilization. And, and the utilization of these spaces. And we took samples throughout the district to get a handle on this. The numbers you see before you are averaged throughout the district. As a whole, and you will see that they are pretty solid throughout. They started at 69% in the morning. 75%, and tail off in the afternoon. And what this tells us is that this district really serves employees. And it's formatted for employees and does a good job of providing parking for, for employees. But you will also see that the offstreet system is, actually, much less utilized. And again, that gets back to my previous comment about the accessory uses of many of those lots. And you will see that, that 75% utilization will creep up towards that magic number of 85% that Rick tell you about. After we did the parking, we looked at the parking inventory, and at the land uses because the land use drives the parking demand, and we looked at the current land uses, which, as anyone who has been down there, recently, can attest, are changing, and you have about 41%, actually, industrial uses. According to the Bureau of Planning and Sustainability. And that's despite the fact that 70% of the total district is zoned industrial. So the district is changing. It's evolving, and the parking is changing and evolving with it. And the plan really takes that into account, and we'll talk a bit more about that. The other thing we looked at was not only the numbers, but exactly we're that employment is. So, this map, it shows that, that where the employers are. The larger the dot, the more the employees. And the interesting thing about this map is, it shows an even distribution of employment throughout the district. And it also shows that the healthy district, it's around 17,000 employees, and the plan, again, looks at, takes this into account as we redistribute and reformat the parking. So what's going to happen in the future? A question we ask ourselves as we're going forward. The plan is very proactive. It's looking towards the future of what's happening. And how things are changing. And the Bureau of Planning and Sustainability indicates that there is 47 acres. Identified in the area, and if all that develops and redevelops, you would see it doubling in the amount of office space, in the district. And so, with this new development, it brings new parking demands. It will only continue to drop, the parking supply will drop as the new development comes in and builds on surface lots and doesn't replace the parking one for one. Other things going on in the district, lots of new investment that's happening. The streetcars are coming in. And as was referenced before, numerous stops up and down MLK and Grand, which will increase the temptation of downtown and Lloyd employees to park in the district and travel through. And OMSI is looking to redevelop their parking lots, and really build on that synergy down there with 200,000 square feet of new office space and 720,000 square feet of research again. It impacts the southern part of the district that we address as part of the plan. And we then looked at projecting forward, we thought about different alternatives or different scenarios of what could happen in the district. One scenario is that, is that there is, there is a small amount of development

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no, redevelopment. We don't think this is something that's going to happen. But we looked at it. The middle area is the city adopted employment numbers, future employment numbers for the district. And again, you will see that occurring about 16,600. And 7500 new employees in the 20-year time frame. Giving us 24,000. And what happens if those 47 acres redevelops? You would see a significant amount of new employment and, and a number that's probably not sustainable for, certainly from a parking standpoint. So, what does this mean for parking? Well, if you looked at the minimal growth standpoint, you have 70% utilization across the district. On and off the street. And again, managing towards the magic 85% number, so, if nothing happens, we can say parking will be generally ok. And summary formatting, if development occurs we begin to see that bottom number again, move towards 100%, which means the peak hours are not finding any place to park, and finally, if we see significant redevelopment down there, development that's probably not going to happen without structure parking and other types of things happening. So, with all that information, we in research sat down and, and as juliana indicated we really begin to work through these issues with the sac, and we came up with a series of problem statements. And, and the key problem statements are there before you. And these are things that the parking plan focuses on, and these are the problems that we're solving with that parking plan. So, the district is not efficiently managed. And there is probably more demand than supply and, and existing, you know, existing policies really are not beneficial to employees, for customers in the area. And a lot of the district parkers, you will hear that over and over again, people are poaching parking in that area, and really, what, you know, any changes, any future management policies are going to have impacts to the neighborhood, and we'll talk about that, as well. We had a robust public involvement process, that bill led. In my opinion, he did a great job of leading us to this process. And the networks around the region, I was impressed by what was accomplished here. And through the public workshops, and really start off with the stakeholder interviews that bill led as part of the process, and, and then individual meetings, as well. And then the big piece of it is really the stakeholder advisory committee. And we had a, a good, great group of folks that stuck with us throughout the process. Weren't afraid to tackle these issues and, and you will hear from many of them here this afternoon. The public process included the workshops, we have quick snapshot of that. And the public workshop within the industrial district. One of the great things about working down there is there are a lot of creative spaces, so we have had some fun times finding spaces and also setting up in those spaces. And, and so finally, I just, before I turn it over to rick here, just to go through the outline of the plan. We tried to focus the important stuff up front, the plan details, or the plan, itself, includes the problem statement and the key plan actions, which rick will address, and after that, you see some more of the details. The program elements, those things, and finally, the background stuff. With that, I will turn it over to rick.

**Rick Williams:** Thanks, jason.

**Rick Williams:** mr. Mayor, and city council members, good afternoon, I am rick williams, principal of rick williams consulting. A member of the project consulting team. I think that jason made five important points. To consider as you understand how the plan lays out. First, there was a jumble of parking in the district. And it was not, as saw, there is ten different types of onstreet parking in the district. It's confusing to people. And it's not user friendly. And in many cases, the type of parking that's in front of a business is not necessarily conducive to that business. Number two, the district is changing. The trend towards non industrial is already underway, and it's expected to continue. And that's going to have significant impacts on parking. There is lots of surface parking in the district. In the near term, that's a good thing, but it means those are also future development sites so as development occurs there will be a quickening of the constraint on parking in the district over time. Also, as you saw, with streetcar and omsi and other opportunities, there is a lot of new investment and new opportunities being targeted for the district. And they are significant and they will come with both management impacts and capacity impacts. And finally, what's so important about the stakeholder advisory committee, is there is consensus on the process.

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On the problems. Related to the role of parking in the district. And you saw the problem statements. So, where we began, our role was to take our ability is to solve those problems with the stakeholder advisory committee, and that's the key action items that you see in the plan. I won't go through them all. But it begins with simplifying the system. And going all the way to the formation of a transportation and parking management association to provide a holistic oversight and partnership between the city and the stakeholders in the district. To continually manage the parking. The program elements of the plan, include four key elements. The first is to create a parking and, and a permit and meter district. It's a large boundary as you could see, but, again it, allows us to manage the district holistically and look at it as a district and a part of the component of parts by establishing that planned boundary. Two, we need to simplify the format of parking, so it's understandable and efficient. And it's contributing to the economic vitality of the district. And one thing we heard over and over again, is enforcement. If you have a plan, you have to agree to it. And you have to commit to it. And a key element of that is enforcement. And this plan takes enforcement from current levels and, and targets additional resources to enforcement to make it work and efficient. And the hours of operation won't change but the commitment to resources for enforcement will change. And finally, expanding the employee district as juliana mentioned. As currently major portions of the district are unregulated. And we have conflicts between people who are doing business in the district, and employees of the district, and people who are using the district as a launching point to other areas. The expanded employee district is important to do that, and directly addresses the problem statement of managing out of district parkers, in the district. And also, the ability to use that program as a platform for imposing surcharge on those permits, that provides a funding resource for the tpma, and gives it a good platform on which to launch itself. We're going into the colors. What are all the colors on the original map? One is in simplifying the time stage is we're really moving to a district mostly that is mostly 2 hour parking, and beginning in the center of the district, on the key retail spine, mlk and grand, which is that area between i-84 and clay, and the streets in between. And establishing that as a planting our flag there and saying, in the beginning, this is we're we want customers to park. If you come here, you will get a parking stall. It will be two hours parking. And at the appropriate point and metered. Employees will not be allowed to park on these block faces, and it's also very good in terms of managing the impact of the streetcar. The next plan action is the expanded employee permit program. The blue color symbolizes, also, two-hour parking but it's the assigned parking, and with valid employee permit, employees park at those two-hour stalls all day, but what it means now is someone who comes into the district, particularly in and out of district employee, who wants to park all day, won't be able to. And because to do that, you need to be an employee of the central east side, and that permit will allow you all-day parking. The southern triangle, as you saw, some of the numbers are daunting. Nearly a million square feet of redevelopment there with the real interest to do so. And also, the nature of omsi is different than the rest of the district. Requiring a bit of a longer time stay. And three hours. And so, as the blue area was two hours, assigned permit parking, the southern triangle will be three hours assigned permit parking. However, as some of those development opportunities begin, in the second phases of this plan, this would be an opportunity area to evaluate for expanding the priority area to meters over time. Next, we have the impacts of neighborhood mitigation. First I want to say that we were really lucky to have representatives of buckman, kerns, hosford-abernathy and brooklyn on the committee. But anything that we do in the district by going to more aggressive level of management on east side could have impacts, adverse impacts on the neighborhoods. So, the first thing we did was create this green buffer zone. And all the parking that's within that green band, won't change from how it currently is structured today. I think broadway, weidler as the buffer zone between irvington, elliott and sullivan's gulch in the lloyd district. When Lloyd district went to meter district, a buffer zone was created. It creates a distance from the neighborhood. And it also serve as purpose in that way. The other element of the plan related to neighborhood mitigation is revising the existing city process for establishing a neighborhood permit program.

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Right now, it's extremely cumbersome, and all the burden is on the neighborhoods. So, it's very, very difficult even though you are being impacted, potentially, by overspill from a commercial district, it's difficult to launch a permit program, so this plan is calling for new criteria for the neighborhood permit program, and that simplify the process and reduces the size of the, of the scope necessary to begin a neighborhood permit program. So, if there is a smaller area that can be, that can begin a permit program to open the door, and begin mitigation, this plan allows for that and streamlines that. Exceptions. One thing that we want to say, so first thing, people might say, you simplify the time stays but what about businesses that need something other than that? And we don't want to not recognize them. There are businesses that have very unique needs. Dry cleaners. One-hour dropoffs, and quick turnaround businesses. And what this plan provides, for and it's in your larger packet of materials is criteria for exceptions. The idea would be eventually that those would become a process that would be engaged through the tpma. But, this allows businesses to come in and ask for exceptions. For instance, a 15-minute zone, or a three-hour zone in a two-hour area. But what we're trying to do with the criteria is assure that we're not going back to that jumble of parking that we have now. So the criteria are a bit more specific. There is a process that they go through, but it doesn't deny a business with a unique need with the parking that they need in front of their business. Longer term, as the plan is unfolding and gets its feet underneath it, there is longer term items, actions that need to be considered. As we know, particularly in the near term, there is a real opportunity in the offstreet parking facilities. Again, we have 8,000 parking stalls off street. Potentially 4,000 of those are empty in the peak hour. But there is -- the way they are operated and restrictions within the city code requires them to be accessory uses and limits our ability to market them in shared use parking lots even if we wanted to. So through the tpma there is an opportunity to go business-to-business to see if we can open up and free up some of that underutilized space, and that's a longer term action in the plan. Also to begin planning now, and in the mid term, for what happens when all those surface laws do go away through the development? There needs to be planning in place that would provide strategic locations for, and processes for evolving to structured parking over time. And, of course, the more important longer term action is at what time and under what criteria and growth patterns works would occur to allow us to begin expanding the customer priority area, and therefore, expanding the meters to broader area of the district. And finally, the tpma. We believe that the consultant team believes, and I think you heard Juliana say the same thing. One of the key elements of this plan to make it successful is the tpma. It's a system of self governance, a partnership relationship with the city, and representative group of stakeholders in the district, to routinely and constantly monitor and objectively monitor the performance of the plan in the district.

**Fritz:** For those watching at home, could you say what tpma is?

**Williams:** Thank you, commissioner. It's -- tpma is the transportation and parking management association. So a nonprofit business association with city partnership. But it really is a system of self governance, provide as forum for the implementation and sounding board for new ideas and provides an objective forum for reviewing the performers of the district. And in making decisions, and advocating for the decisions back to the city to implement future elements of the plan. And it also allows beginning with the surcharge on the permit, to begin to leverage the resources that is there which is new parking management. And for the better element of the district. -- with the betterment of the district. And with that I will turn it back over to bill hoffman.

**Hoffman:** We are done with our presentation. We will step aside and allow testimony, but before we do that, just want to acknowledge the incredible work of the stakeholder advisory committee. This is a group of people who met with us monthly for 12 months, who work through lots of material. Work through lots of tough issues. And were able to find agreement on, on items that some thought that we would never be able to agree on, so we did an extraordinary job, and it was my honor to work with them, and I think that the plan you see today is, is very much their product.



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**Adams:** To our esteemed, fellow Portlanders, how many are here to testify in support of the planned proposal? If you could raise your hand? How many of you are here to support it? Don't necessarily have to have signed up. How many are here in opposition to the plan? Three. So, I am going to lose the quorum because some of my colleagues have preestablished commitments. So, if I could get the three people who are opposed to come up. And we will have you talk amongst yourselves and get the three people that you would like to testify in support. And we'll go from there. Hi, welcome. Have a seat. Glad you are here. If you could just give us your first and last name, and that clock in front of you will help you to count down two minutes.

\*\*\*\*\*: Ok.

**Stuart Shliefer:** I am Stewart, and with Shliefer Furniture on Grand Avenue.

**Adams:** I have bought quite a few things from your store. Nice to meet you in person.

**Shliefer:** Thank you, and thank you.

**Adams:** Yeah.

**Adams:** And go ahead and tell us what you would like us to do.

**Shliefer:** 36 years ago, the mayor came to some of us in the central east side and said we need a revitalization study. First thing we did was the consensus of the property owners of the area. And we said one thing, what do you need most, and the answer was parking. Over the years, we have gone through study after study, very similar to what I have heard today. And it comes out the same thing, we need a parking structure. And each one of these very expensive studies have said the same thing. But we don't have the money. We cannot afford it. The cost is incredibly expensive. So, what we're doing today is coming back with another proposal. Similar to the proposals I have heard for 36 years. I was president of the CEIC, very involved with the organization, and I am absolutely, not in concurrence with them on this particular issue. If you want to move people off the street, enforce it with patrols. First, it's going to cost you less money to do it. You put the signage up where it's necessary and you can do the patrolling. We have no problem in front of our operation. We are not finding permanent parkers. Maybe it's being enforced there. But whatever it is, we are getting the turnover we need. Put up signs and enforce it. First, you would have to hire extra staff members. \$30 to 40,000 year person. 1.5 multiplier effect. Incredibly good for the economy. So there are positive aspects to it. I think that we're putting a bandaid on a major issue and I don't think this is the solution to the issue. I would like to encourage each one of you to not vote positively on this proposal. And I think that it's a bad ruling.

**Adams:** Thank you, sir. Appreciate your testimony. Hi, welcome.

**Ani Haines:** I am Ani Haines, and I work with KBOO community radio, located at 20 Southeast 8th. That's right between Burnside and Ankeny in Southeast 8th. So, I have come because of concerns that we have about the implementation of the parking management plan. And the impact it would have on our volunteers. We understand that there would be a certain allotment of passes, annual passes to be purchased by staff. And we have a very small staff. And we have 12 people on the staff. 300 volunteers we are relying on to create the programs that, actually, benefit the community, as a small social service organization, broadcasting in community support. So, we have a number of volunteers who use the facility every day. First, we encourage bike transportation. We have interior bike parking. Many of our volunteers are committed bicyclists or public transportation users, and there are, however, a number of volunteers, who because of the physical ability or distance traveled or how they are able to schedule volunteer time into the rest of their busy lives, come in for three to six hours during the work day. To do things that can, but cannot be interrupted to park a car, working as journalists under a tight deadline after being on the air for three hours at a time. You cannot just leave to re-park. And I want to make sure that the council understands our situation. With such, you know, there is probably 30 volunteers daily during the work day. That are using the facility. Many of them for more than two hours at a time because of the nature of the work they do providing important training to other volunteers, our classes are four hours in length, and our air shifts are three hours in length, and our production use, and etc. So that

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is when, when the plan was announced to our volunteers, people were very concerned, and I said that I would come and speak on their behalf.

**Adams:** Appreciate that very much. One thing that, the reason that we established the tpma is to deal with very legitimate and unique circumstances. And so that's one reason we don't just pass the code, and the code is the only thing that governs the actual on the ground management, so I think it's an important issue to raise. It's an issue that's been raised in other parking districts, and they have used a variety of methods to, to address the problem. So thank you for being here. Appreciate it. Hi, welcome.

**Sarah Koch:** Good afternoon, everybody. My name is sarah koch. I work over at shop people, which is on the corner of southeast oak and grand. And we also have an interesting situation in there. Well, I will start with the fact that ok, I have heard about this a few days ago, and I started talking to people in my neighborhood. Ask the surrounding area to find out how they felt and were they aware of what was happening. And clearly, whether they should have known or not, they did not. And they were upset, and I acquired lots of signatures, and a lot of stories about what they learned about. And it does come down to so many people work out there, can't take mass transit who cannot walk or bike in, so they are afraid about losing their permits. And, at shop people, again, ideally, these people can be accommodated because we have currently almost 45 members, and these of people who run businesses, from shop people, 20,000 square feet of shop space where people come to work on whatever pretty much that they want. But, there are other people that are, there who may be there for a few hours a day, or even three hours day, and they are trying to get work done, and parking for them is critical. They have to have the materials close at hand. So, mainly, what it has come down to is just, just, I think, so much more communication does need to be accepted, and these people certainly, do want to know what's going to be going on.

**Adams:** Thank you very much for your testimony. Appreciate it. All right, the next three. I saw three folks opposed and other hands didn't go up. Why don't you come up here, susan. You will be in the middle. Go ahead.

\*\*\*\*\*: Me first?

**Adams:** Please.

**Peter Stark:** Thank you very much for seeing us. You know, first let me say I really appreciate hearing some of the other businesses coming forward with concerns. If you could.

**Adams:** State your name for the record.

**Stark:** I am peter stark. I appreciate the fact that there are business with concerns. I think that within the east side district council this has been a long, very difficult discussion. And I want to emphasize that the tpma, the transportation parking management association, has been a very important aspect to this effort, and the reason for that, actually, goes back to something that the city council adopted in 2 on your side. The central east side development opportunity strategy. That strategy, which was put together by pdc, suggested that there be the potential of 1.2 million square feet, or 1.3, million square feet of development just in the area from, from, mlk down to the waterfront and omsi. We realize that, at that point, the infrastructure couldn't support that amount of development. And we believe, and we continue to believe, that the district should continue to evolve. Nor radically change, but evolve to allow the businesses that are there to succeed. And that evolution, at times, can be painful, and we're at that point now, that we don't want to kill the district by implementing a plan through parking or traffic management. That is going to hurt the businesses that came forward. The tpma, we're hoping, will help to moderate and, and address those concerns. And, and I think that frankly, that's why we supported this effort. We think that, that being in charge of, of, and being on the ground, if you will, understanding what the real issues are, and being able to talk to these businesses one-on-one and address them is important. Lastly I will just say that recently, we had an effort on 12th avenue we're there is a bicycle path that was project to be at that location. They were not aware of that until a number of had progressed. We did not know about it

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until too late but I will tell you that it was successful in the end. And a tpma allows us to be involved early so that we can, you know, work together as a team. And really make it successful.

**Adams:** Thanks for your work. Appreciate it. Susan.

**Susan Lindsay:** Chair of the buckman community association. Good afternoon. Whenever you limit parking in one area, or restrict it, you move it to another. Oftentimes. And so the concern that came up a lot during the process on the committee was the, the transposition of the commuter folks either dropping their cars off to ride their bikes or walk or take public transit, but they will just move into the residential area of, of buckman. Buckman, as a neighborhood, goes from 28th all the way to the river, so the central east side portion is an overlay over buckman. So, at this point, with this plan, when we talked about it, I was really concerned about that, that we were going to end up with a great deal of these commuter cars, that may be closer into the, the area, so, we are, through the process of the committee, I want to commend bill hoffman in particular. With his efforts to try to work with, with the parking enforcement folks, and around the restrictions at a potentially difficult time because what was happening around parking during all of that. I still have some concerns about the plan, and in particular, one that I have is that, that, that the issuance of 100% of permits to all employees on the east side, i'm very concerned about that, and there are not, if there is 17,000 employees, there are not 17,000 available parking spaces, and I am concerned that it's kind of polluting. At a time when we're trying to encourage people to not take their cars if there are not enough spaces, and they have permit, then they may feel it's like license to hunt. And they will just sort of roam around and try to find a spot. And so, i'm very concerned that was overgenerous, and I want to make sure the neighborhood is very involved in the tpma. With the formation, we need to be a partner at the table. Not just sort of an auxiliary seat at the table. And, and the other thing that we had talked about, as kind of a help for, for buckman, in particular, we're many, there are not as many single family homes, there is a lot of apartments and the older homes have broken into, subdivided into two or three units so there is not great deal of street parking to begin with. We had talked about having the permit that is allowed in the area if we, if the residents do vote for getting residential permits, they would also be able to use that on the east side, because many of them do like to shop. And like to go to the restaurants on the east side, like to volunteer and things like that, and they would want to be able to still do that. And we would not want to drive the nearby residents who are very active in the central east side, sort of out of the east side, so we talked about that, and this plan does not include that overlay so I want to bring that up.

**Susan Pearce:** Hi. I am susan pearce, and as many of you probably know, I am a member of the, of the hosford-abernathy neighborhood board. And also their representative to the stakeholders. Committee. And, and we have not had an opportunity to talk about this recently. In fact, it's on our next agenda. Things moved faster than we thought they were going to. And thank you for moving this forward. And I want to echo the words of the people who spoke highly of how the stakeholders' committee was organized, and worked. I thought that we worked really well together. Most of us came away with no scars. I understand that, that many members of the ceic are and would be happy with this, and if they are happy, I am happy. With the following caveats. I think that it's important to hear the concerns of buckman and also the ones I just heard from regarding some of the issues around parking and permits. And some time ago there was a conversation on the hand board, those people who abut the east side, which is largely [inaudible] addition, they were more concerned about having to have a permit district than they were about the current status of the park and ride group. However, that could change. Much is happening in the, on the east side and a whole a lot of what is happening on the east side is happening in the hands portion, and as that happens, things will be changing. Therefore, I think that, that the need for fluidity with this plan is, is critical, and the way that's going to happen is, is the tpma. So, I am in favor of the plan with the tpma. The neighborhood involvement as susan described. The other thing that I want to emphasize if I may is the importance of recognizing the need to encourage alternative forms of transportation. Did I get cut off?

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**Adams:** No. But you need to summarize. So the importance of alternative form of the transportation.

**Pearce:** Thank you. Streetcar. We don't need so many cars parked.

**Adams:** Fair enough. Thank you very much. Mr. Yates.

**Dan Yates:** Good afternoon, mayor and commissioners. I have been involved in a dozen of these stakeholder groups over the years. And I have to admit this was the most rewarding one that I have ever participated in. It was bill hoffman and his group did an amazing job of providing us information, letting us get our concerns out. Allowing us to create a plan that is workable, but the most exciting thing to me is we're not solving the problem and when we're done we are moving on. We created a framework for addressing the problems are going to occur because there are going to always be problems with parking. And with moving people around, and one major development of one location is going to change the dynamics of an area in the central east side. And one of the numbers that was stunning to me was that there was over 1,000 people driving into the district on a daily basis. Offload their bike and bike into downtown. 1,000 people. They are not going to be able to get a permit. That's going to open up parking for a lot of people, but it is more concerning, is displacing those people, possibly, into the neighborhoods. And that is only going to be an active agreement and working through the tpma with neighborhood representation. And I think that there is a strong to working that way, and I am very excited that this is a living solution. Not a static solution. And thank you for, bill, for putting up with us for year and a half.

**Adams:** Thank you all very much. So, unless there are objections, I would like to move into consideration the resolution. And I would like to make an amendment that on the, under revenue, item no. 4, under revenue where it says, talks about operations, 13, 14, I would like to say, 12-13, not to exceed 24 meters. There are 18 stops. So this is not blanketing the meter space with meters. But, Mr. Schleifer, respectfully, we don't want to write tickets. For one thing, we only get 40%, 40 cents of every dollar when we write tickets. And it makes people, especially in retail areas, incredibly unhappy. We would prefer people so they manage themselves around, especially around streetcar stops. I do want to, with the additional staff that we will have, for this I do want to focus on making sure that the permit district is well enforced. I think that mr. Gates' comment, 1,000 people ride their bike in, from the central east side, we're they have driven their bike to the east side and then ride in, and we have a lot of work to do to change those sort of habits. So, that's my motion.

**Fritz:** Could you explain we're that is?

**Adams:** Right there.

**Fritz:** That's a change to the financial impact statement.

**Adams:** Change to the financial impact statement.

**Adams:** Moved and seconded. Call the vote on the motion.

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

**Fritz:** It was just brought forward today and I have not had a chance to study it. You were just about to suggest that we vote on it next week?

**Adams:** Oh, we are doing the resolution today.

**Fritz:** Oh.

**Adams:** A question? The reason to do it today is we, actually, have to hustle to get permits in place before streetcar goes. And I think that, that the folks that, that respectfully, I think the folks that disagree and reasonable people disagree, disagree on deeper issues than it's not the process. It's not what's being put forward. Just a disagreement, and that's fair enough. I would like to vote on this today. It is not an emergency. It will be considered next week. So with that, sue, please call -- oh.

**Fish:** Mayor, there were three points raised that I want to quickly address. One is the displacement, and is it -- can you confirm that the impacted neighborhoods would have representation on the tpma?

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**Adams:** Absolutely, and that's contained in the document. And I just want to underscore the fact that people have been so willing to work with one another, I think, bodes incredibly well for the tpma's launch.

**Fish:** The other, two other questions, mayor. It was noted in the presentation, that we're going to streamline the neighborhood permit system. And so, has that been worked out in a way that people are generally comfortable with? Whatever approach we're taking?

**Adams:** On the city side, we are very comfortable, and on -- we did that because on the human--district side, we need to be nimble and move quick.

**Fish:** The third question, mayor, is in another district that we're currently examining, as a council, we did not get to 100% employee permits. Although, there were some voices for that. I'm talking about northwest. Where there is voices for that. And I heard susan's point, but, actually, I have thought that we ought to get closer to 100% so we made it as convenient as possible for employees. And I guess there's a tradeoff here. You just explain why in this district we're at 100%?

**Adams:** I will seek to provide the expert answer but I will tell you this is an employment district. First and foremost with spines and limbs of retail. But, in order for this, in order for the city to get the full value and to strengthen and have the employment district prosper, a I want, as a Portlander I want to keep it largely an employment district. And b, we need to provide for employee parking here to greater degree than you will find, I believe,.

**Fish:** That's a satisfactory answer.

**Adams:** Sue, call the vote. Did I do ok there, Bill?

**Hoffman:** You did great.

**Fish:** I was prepared to vote no until dan yates testified. [laughter] in my four years this is the first time he's urged that I voted on something, and I don't want to lose this opportunity, dan. No. I thank you for an excellent presentation. To all. I'm going to support this for the reasons that have been articulated more eloquently by the presenters. We have strong support on the stakeholder advisory committee. And what sounds like a model public process of making sure people were heard. Because of the unique character of this district, which I think is different than others, which will make our deliberations harder, elsewhere, but because of the characteristics of this district, I am heartened to hear the tpma will be open to all the voices, so those issues of displacement which are germane to this and other areas can be addressed real-time. I personally favor getting us closer to 100% as possible on the employee permit side because whether you are a for profit or particularly a nonprofit business, or you have your school or whatever, there is a convenience factor there. And we don't to want make this burdensome. And finally, I am pleased to hear that there is going to be an effort to streamline the permit process. So, I am incredibly impressed with the presentation and the discussion. And thanks to everyone who took time out of their busy lives to be here with us today. And mayor, thank you for leading an excellent process. I am pleased to vote aye.

**Leonard:** Interestingly I was prepared to vote yes until dan yates testified. [laughter]

**Leonard:** I feel like I missed something.

**Fish:** Poor dan. The lightning rod.

**Leonard:** But this is clearly a collaborative process. Balanced. I like that it's flexible in terms of how it is implemented, and the concerns that we heard here today should and will be addressed in that process. Aye.

**Fritz:** Thank you all for your participation. In the process. I was reassured to find some people testifying in opposition or with concerns because there is always room for improvement. And this structure, with the transportation managed plan. Association allows for that. And you know, as the mayor was referring to, to taking meters from one place and putting them in another place to expedite this, perhaps. This is a system that is very fluid and flexible, and if it turns out it is impacting a business, disproportionately, it can be changed with this so, I do also support having 100% employee permits. And I am pleased that the permit structure is cost-revenue neutral. Just paid for the cost of administration, and I am hopeful that the tpma will be able to look at the

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nonprofits to provide their volunteers with permits where needed. Without impact the functioning of the, particularly of kboo and other nonprofits in the area. Thank you, mayor Adams for leading there and everybody for participating today and bill for your coordination. Aye.

**Adams:** Thanks to the good folks of the central east side industrial council. The buckman neighborhood. Hosford-Abernathy neighborhood. And everyone else involved. Thank you, bill hoffman. And Katja Dillmann, Catherine Ciarlo and the entire pbot team. You know, four or five issues raised, concerns, you will find more and that's why the tpma is so important. You don't want us from here trying, in a district, making decisions at that level, you know, street-by-street. We want you to, and the inclusive process that we're setting up here to do that for us. So, thank you for your hard work on this, and we're on our way. Aye. [gavel pounded]

**Adams:** Congratulations. [applause] We are adjourned.

At 3:45 p.m. Council adjourned.