



CITY OF  
**PORTLAND, OREGON**

**OFFICIAL  
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **28TH DAY OF OCTOBER, 2009** AT 9:30 A.M.

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

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

Item Nos. 1492, 1499 through 1501 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

	<b>Disposition:</b>
<p style="text-align: center;"><b>COMMUNICATIONS</b></p>	
<p><b>1482</b> Request of Jazmin Menjivar to address Council regarding the Pangaea Project (Communication)</p>	<b>PLACED ON FILE</b>
<p><b>1483</b> Request of Francisco Acosta Vazquez to address Council regarding the Pangaea Project (Communication)</p>	<b>PLACED ON FILE</b>
<p><b>1484</b> Request of Carly Jo Strader to address Council regarding the Pangaea Project (Communication)</p>	<b>PLACED ON FILE</b>
<p><b>1485</b> Request of Mila Buckland to address Council regarding the Pangaea Project (Communication)</p>	<b>PLACED ON FILE</b>
<p><b>1486</b> Request of Jessica Jenkins to address Council regarding the Pangaea Project (Communication)</p>	<b>PLACED ON FILE</b>
<p style="text-align: center;"><b>TIMES CERTAIN</b></p>	
<p><b>1487 TIME CERTAIN: 9:30 AM</b> – Accept Implementation Update on the City of Portland Economic Development Strategy–A Five Year Plan for Promoting Job Creation and Economic Growth (Report introduced by Mayor Adams) 30 minutes requested.</p> <p><b>Motion to accept the report:</b> Moved by Commissioner Fish and seconded by Commissioner Fritz.</p> <p>(Y-5)</p>	<b>ACCEPTED</b>

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<p><b>*1488</b> <b>TIME CERTAIN: 10:00 AM</b> – Approve Memorandum of Understanding with TriMet and Oregon Rail Heritage Foundation to ensure public benefit of City-owned historic locomotives (Ordinance introduced by Commissioner Fish) 30 minutes requested for items 1488-1490.  (Y-4; Leonard absent)</p>	<p><b>183279</b></p>
<p><b>*1489</b> Approve loan to Oregon Rail Heritage Foundation to secure property for permanent maintenance and operation of historic steam locomotives owned by the City (Ordinance introduced by Commissioner Fish)  (Y-4; Leonard absent)</p>	<p><b>183280</b></p>
<p><b>*1490</b> Authorize Management Agreement with Oregon Rail Heritage Foundation to operate and manage three City-owned historic locomotives (Ordinance introduced by Commissioner Fish)  (Y-4; Leonard absent)</p>	<p><b>183281</b></p>
<p><b>CONSENT AGENDA – NO DISCUSSION</b></p> <p><b>Mayor Sam Adams</b></p> <p><b>Bureau of Planning &amp; Sustainability</b></p>	
<p><b>*1491</b> Authorize agreements with Pacific Power and Shorebank Enterprise Cascadia for on-utility-bill repayment of loan payments under Clean Energy Works Portland (Ordinance)  (Y-5)</p>	<p><b>183271</b></p>
<p><b>*1492</b> Authorize an Intergovernmental Agreement with the City of Salem for fleet retrofits paid for by a grant of \$255,000 from the U.S. Environmental Protection Agency, Region 10, from the American Recovery and Reinvestment Act Funding for the National Clean Diesel Funding Assistance Program (Ordinance)  <b>Motion to amend to remove Directive C:</b> Moved by Commissioner Leonard and seconded by Commissioner Fish. (Y-5)  (Y-5)</p>	<p><b>183286</b> AS AMENDED</p>
<p><b>Bureau of Transportation</b></p>	
<p><b>*1493</b> Authorize an Intergovernmental Agreement with Oregon Department of Transportation for paving of SE Powell Blvd-US Highway 26 from SE 51st Ave to Interstate 205 (Ordinance)  (Y-5)</p>	<p><b>183272</b></p>
<p><b>*1494</b> Authorize a grant agreement with Oregon Manifest for Dreams on Wheels to celebrate and engage a wide audience with cycling (Ordinance)  (Y-5)</p>	<p><b>183273</b></p>
<p><b>Office of Emergency Management</b></p>	
<p><b>*1495</b> Accept a grant in the amount of \$35,000 from the Federal Emergency Management Agency Hazard Mitigation Program to update the 2005 Multi Hazard Mitigation Plan (Ordinance)  (Y-5)</p>	<p><b>183274</b></p>

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<b>Office of Management and Finance – Human Resources</b>		<b>PASSED TO SECOND READING NOVEMBER 4, 2009 AT 9:30 AM</b>
<b>1496</b> Change the title of the Nonrepresented classification License and Tax Supervisor to Tax Supervisor and change the salary range (Ordinance)		
<b>Commissioner Randy Leonard Position No. 4</b>		
<b>Bureau of Water</b>		
<b>*1497</b> Authorize contract with Shearer & Associates for the construction of the Burlingame Tanks Improvement Project (Ordinance)  (Y-5)		<b>183275</b>
<b>*1498</b> Authorize a construction contract to replace Walker Creek Culvert in the Bull Run Watershed and install a 24-inch diameter by-pass on Conduit No. 2 near the Dam No. 2 Spillway (Ordinance)  (Y-5)		<b>183276</b>
<b>Portland Fire &amp; Rescue</b>		
<b>*1499</b> Authorize grant application to the Oregon Military Department, Oregon Emergency Management for amount up to \$1,500,000 for the seismic rehabilitation of Fire Station 21 (Ordinance)  (Y-5)		<b>183287</b>
<b>*1500</b> Authorize grant application to the Oregon Military Department, Oregon Emergency Management for amount up to \$1,500,000 for the seismic rehabilitation of Fire Station 18 (Ordinance)  (Y-5)		<b>183288</b>
<b>*1501</b> Authorize grant application to the Environmental Protection Agency for amount up to \$1,000,000 for the replacement of five 1972 pre-emission standards marine engines with Tier 3 non-road diesel engines on the fireboat David Campbell (Ordinance)  (Y-5)		<b>183289</b>
<b>Commissioner Nick Fish Position No. 2</b>		
<b>Portland Parks &amp; Recreation</b>		
<b>*1502</b> Authorize an Interim Agreement with Hoyt Arboretum Friends Foundation for its continued cooperative management of the facilities and programs at Hoyt Arboretum (Ordinance)  (Y-5)		<b>183277</b>
<b>Commissioner Dan Saltzman Position No. 3</b>		

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<p><b>1503</b> Authorize a grant to Big Brothers Big Sisters Columbia Northwest for grant writer services for application submission to Office of Juvenile Justice and Delinquency Prevention (Second Reading Agenda 1461)  (Y-5)</p>	<p align="center"><b>183278</b></p>
<p><b>Bureau of Environmental Services</b></p>	
<p><b>1504</b> Authorize a five-year price agreement for Sodium Hypochlorite to disinfect effluent for an estimated contractual total not to exceed \$3,000,000 (Ordinance)</p>	<p align="center"><b>PASSED TO SECOND READING NOVEMBER 4, 2009 AT 9:30 AM</b></p>
<p><b>REGULAR AGENDA</b></p>	
<p><b>Mayor Sam Adams</b></p>	
<p><b>Bureau of Planning &amp; Sustainability</b></p>	
<p><b>1505</b> Establish the Mayor's Portland Plan Advisory Group to assist the Bureau of Planning and Sustainability in the development of the Portland Plan (Resolution) 10 minutes requested.  (Y-4; Fish absent)</p>	<p align="center"><b>36746</b></p>
<p><b>Bureau of Transportation</b></p>	
<p><b>1506</b> Vacate a portion of SW Stark St at SW 13th Ave subject to certain conditions and reservations (Hearing; Ordinance; VAC-10063)</p>	<p align="center"><b>PASSED TO SECOND READING NOVEMBER 4, 2009 AT 9:30 AM</b></p>
<p><b>1507</b> Adopt the Final Capital Budget and Finance Plan for the Portland Streetcar Loop Project (Resolution) 30 minutes requested for Items 1507-1511.  (Y-5)</p>	<p align="center"><b>36747</b></p>
<p><b>*1508</b> Amend contract with Stacy and Witbeck, Inc. for general contracting services for the construction of rail, roadway, traffic signal, overhead electrical, landscape and structural improvements for the Portland Streetcar Loop project (Ordinance; amend Contract No. 30000609)  (Y-5)</p>	<p align="center"><b>183282</b></p>
<p><b>*1509</b> Amend contract with Portland Streetcar, Inc. to provide additional professional services for project management and other services during the construction phase of the Portland Streetcar Loop Project (Ordinance; amend Contract No. 37251)  (Y-5)</p>	<p align="center"><b>183283</b></p>
<p><b>*1510</b> Amend contract with Portland Streetcar, Inc. to provide additional professional services for design and civil engineering during the construction phase of the Portland Streetcar Loop Project (Ordinance; amend Contract No. 37279)  (Y-5)</p>	<p align="center"><b>183284</b></p>
<p><b>*1511</b> Amend contract with Portland Streetcar, Inc. to provide additional professional services for project management and vehicle engineering services for production of a domestically manufactured streetcar (Ordinance; amend Contract No. 37119)  (Y-5)</p>	<p align="center"><b>183285</b></p>

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<p><b>1512</b> Vacate a portion of N Gay Ave between N Blandena St and N Wygant St subject to certain conditions and reservations (Second Reading Agenda 1467; VAC-10052)  (Y-4; N-1, Fritz)</p>	<p align="center"><b>183290</b></p>
<p align="center"><b>Office of Management and Finance – Financial Services</b></p>	
<p><b>1513</b> Authorize revenue bonds for the Public Safety System Revitalization Project (Second Reading Agenda 1469)  (Y-5)</p>	<p align="center"><b>183291</b></p>
<p align="center"><b>Office of Management and Finance – Internal Business Services</b></p>	
<p><b>1514</b> Accept bid of Shearer &amp; Associates, Inc. for the Burlingame Tanks Improvement Project for \$638,045 (Purchasing Report - Bid No. 110952)  <b>Motion to accept the report:</b> Moved by Commissioner Fish and seconded by Commissioner Leonard.  (Y-5)</p>	<p align="center"><b>ACCEPTED PREPARE CONTRACT</b></p>
<p><b>1515</b> Award a contract to K&amp;S Madison, Inc. for biosolids transport for \$585,735 per year for a five year period (Previous Agenda 1472; Purchasing Report - RFP No. 109947)  <b>Motion to accept the report:</b> Moved by Commissioner Saltzman and seconded by Commissioner Leonard.  (Y-5)</p>	<p align="center"><b>ACCEPTED PREPARE CONTRACT</b></p>
<p align="center"><b>Office of Management and Finance – Revenue</b></p>	
<p><b>1516</b> Establish a Pilot Business Retention and Recruitment Credit for Qualifying Investment Management Firms (Ordinance; add Code Section 7.02.870) 30 minutes requested.</p>	<p align="center"><b>PASSED TO SECOND READING NOVEMBER 12, 2009 AT 9:30 AM</b></p>
<p align="center"><b>Commissioner Nick Fish Position No. 2</b></p>	
<p align="center"><b>Portland Parks &amp; Recreation</b></p>	
<p><b>*1517</b> Authorize Intergovernmental Agreement with the State of Oregon, Department of Corrections to provide work crews to Portland Parks and Recreation through the Inmate Work Program (Ordinance) 15 minutes requested for 1517 and 1518.  (Y-5)</p>	<p align="center"><b>183292</b></p>
<p><b>*1518</b> Authorize Intergovernmental Agreement with Multnomah County to provide Alternative Community Service crews to Portland Parks and Recreation (Ordinance)  (Y-5)</p>	<p align="center"><b>183293</b></p>

At 1:11 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **28TH DAY OF OCTOBER, 2009** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, and Leonard, 4.

Commissioner Leonard arrived at 2:09 p.m.

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

<p><b>1519 TIME CERTAIN: 2:00 PM</b> – Adopt the joint City of Portland and Multnomah County Climate Action Plan to reduce local greenhouse gas emissions by 80 percent from 1990 levels by 2050 (Resolution introduced by Mayor Adams) 45 minutes requested for items 1519 and 1520.</p> <p><b>Motion to accept amendments in staff memo dated 10/27/09:</b> Moved by Commissioner Fish and seconded by Commissioner Fritz. (Y-4)</p>	<p><b>Disposition:</b></p> <p><b>36748</b> AS AMENDED</p>
<p><b>1520</b> Direct City bureaus to implement policies and programs to put Portland on a path to reduce local emissions of greenhouse gases 80 percent from 1990 levels by 2050 (Resolution introduced by Mayor Adams)</p> <p>(Y-4)</p>	<p><b>36749</b></p>
<p><b>1521 TIME CERTAIN: 3:00 PM</b> – Appoint Elliot Shuford, Sharon Little, Lennon Day-Reynolds, Meredith Shield, Brian Wilson and reappoint Kathryn McLaughlin to the Citizen Campaign Commission (Resolution introduced by Auditor Griffin-Valade) 30 minutes requested.</p> <p>(Y-4)</p>	<p><b>36750</b></p>

At 3:58 p.m., Council adjourned.

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

By Karla Moore-Love  
Clerk of the Council

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

**October 28, 2009**  
**Closed Caption File of Portland City Council Meeting**

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

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

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**Adams:** Can you please call the roll.

[roll taken]

**Adams:** We can't hear you. There is something wrong with your mike.

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

\*\*\*\*\*: We're good.

**Adams:** I'm very pleased today to introduce -- or, yeah, to introduce, we have five very special guests as part of an organization that I have gotten familiar with over the past number of years that does fantastic work, and today we're going to hear from some of the individuals involved with the pangaea project starting with council communications item number 1482. Can you please read the title. Council calendar item.

**Item 1482.**

**Adams:** Come forward and welcome to the city council. We're glad you are here. Today, all you have to do is, for the record, you start out by giving us your first and last name, and that's all, and then that clock in front of you will counsel down three minutes.

**Jazmin Menjivar:** Ok. I am jazmin menjivar, and I go to mount scott high school, and I am a part of a non profit organization called the pangaea project. The pangaea project is for low income youth to gain leadership skills, and we go to either thailand or ecuador to study about social justice issues. A big part of the program is to take action in our own community, and when we return, we, so far, have started learning how to grow vegetables organically, and we've been educating about consumer awareness, and a bit about me. I have had a chance to learn about organic gardening in thailand, and I eat lots of vegetables, and I got used to eating, um, the fresh organic meals, and something that I really wasn't really used to because before I came to thailand, back at home in Portland, I will throw up and feel disgusted because I would eat a lot of fast food. And, and I didn't know at the time until I came back, when I came back from, from thailand, I tried eating fast food, and I just had that problem again, and then, and then I noticed that, that while I was in thailand, I didn't have that problem. And, and I have a single father. He works two jobs and I have no siblings. I pretty much live alone so what am I to do, you be? I don't know how to cook, I am a teenager and fast food is right around the corner. So, I learn how to cook a bit in thailand. So I went to the store and I went and I got -- I grabbed some chicken and some meat, and then I went to a learning garden, and I grabbed some tomatoes and carrots and broccoli, and I went in the kitchen and just started cooking. And it just -- I really love starting to cook now, and I love getting in the kitchen, preparing my own jazmin menjivar meals, and best of all I don't go sick any more. And I am able to even cook for my dad, who is a single father, and his favorite is the teriyaki chicken, which is rice and chicken with teriyaki sauce on top and the broccoli with salt and pepper. And one thing that was really constraining me is that, is that I would have loved it in high school if there was a class that taught me about gardening and how to prepare fresh vegetables and how to make meals with it, and I want to, to also, like learn how to garden indoors. All I remember making in high school was gingerbread houses, sampling apples, and crepes. That's all that I pretty much remembered doing, and I wish that there was a garden like in the side of the school we're I can come after school and, and, and maybe like work in the garden after school, you know, like some kind of gardening club. Not only that, but, but, you know, I hated eating the soggy wiener wraps,

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and greasy pizzas and fake eggs in the morning. I enjoy eating like fruit and yogurt and steamed vegetables over rice and, and chicken on the side, you know, fresh, and, you know, not only that, but school should be eating from multiple farms, and it would be supporting the farms in those local farms in the Portland area, and, and you know, it's not that hard to, to engage kids to, to garden, you know, you should force us to garden. We were forced to do math, you know. So, not only that.

**Adams:** Gardening is much better. [laughter]

**Menjivar:** Gardening is like a lifelong skill. I learned that in thailand that, that all that they do is, they do self sufficiency, and it's a lifelong skill. If i'm out in the desert, I have a million dollars, I don't like, that can't get me anything. I have to go and do my work and see what kinds of foods I can get and plants. And I know that i'm not the only one who gets sick when eating a double cheeseburger, and I want -- and I want to make a change, but sometimes I just, like people out there, they just don't know how to make that change.

**Adams:** Thank you very much for your testimony.

\*\*\*\*\*: Thank you for your time. [applause]

**Adams:** Would you please read the title for council calender item 1483.

**Item 1483.**

**Adams:** Good morning and welcome to the city council.

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

**Adams:** You just have to give us your if I was and last name.

**Francisco Acosta Vazquez:** I am francisco acosta vazquez and I am a member of the pangaea project, and I want to talk about this person, from my experience in thailand because i'm also from the pangaea project, and I went to thailand. And I want to talk about this person that I met over there. His name is soy, and this is a man that, basically, came from living in the city, and his brother got killed, and he took revenge, and did the sail thing, he killed the person would killed his brother. And basically, his life was leading nowhere. And was, used to use drugs. He used to, to, basically, he had no, no route in life. So, what I learned about this guy, this man, is that he turned his life around, and he helped himself, which allowed him to help others, and what I liked about that is because, because this guy does anything for people. He gives himself, allows himself to help other people, and I admire that a lot because I know a lot of people who are in the same situation, but they are not able to help themselves, so I recently graduated from the school called Portland youth builders, and that school really helped me and helped a lot of my friends that i'm going there, gave them an opportunity to get somewhere and gave them a career choice, and it allowed them to finish high school, and I believe that program is, is a very good one. And there shall be more like it.

And, and some of these programs need, need help. They need more, more, they need more help, they need to be more, more programs like Portland youth builders. The ged program, it's an apprenticeship program, also, and without these, without that school, I wouldn't have been able to go to thailand and to have learned and see what I did, and so, it's like, they take people who are from 17 to 24 years old and have criminal backgrounds, and help them fix the life up, and we need more programs like that. I think we need more programs like that around Portland, because there is a very, it helped me out and my friends out, and I think it helps people change their lives and puts them in the correct path. I mean. Got me through construction, and my friends through into construction, so I believe it is something good, something worth investing. It's for our future.

**Adams:** Thank you very much for your testimony. Well said. [applause]

**Adams:** Can you please the title for council calender item 1484.

**Item 1484.**

**Moore-Love:** She's not able to make it.

**Adams:** Ok. 1485.

**Item 1485.**

**Adams:** Good morning and welcome to the city council.

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

**Mila Buckland:** My name is mil, a and I am a junior attending roosevelt english international school and I am a member of this project. Before my group went to ecuador, we learned a lot about the social justice issues that go on in the country and that ecuador has a huge financial debt, and were we traveled to ecuador we were there to get a global perspective and a closer look on the problems that they have to go through with their daily life. And we met a lot of people who were affected by the things that are going on because ecuador turns to trans-national corporations, which are companies that come from a different country, and they buy ecuador's oil and copper resources. And we saw a lot of the destruction that happens in ecuador. We saw a lot of families who didn't have the resources that we have here in Portland, and that we got a whole different experience. My group and I because we never had to be in a situation we're we didn't have running water or bathrooms, and that had, had showers and toilets that just flush by themselves. We never had to pour a bucket of water in a toilet to make it flush so when we were in ecuador it was easy for us to get down, like if we saw all of the problems that they had to go through, it was easy for us to -- it can have been really easy for us to be down and depressed about their problems and feel like, what can we do to help. Why isn't this there for everybody to have the same resources? But tvs hard for us to be down in ecuador because we saw a lot of the people in ecuador, we saw how they were not, not being sad about their problems. They were doing something different about them. I play volleyball, and my coach told me once that you if you didn't like something, you have to change it for yourself, and she said that's in the game but I saw that in real life in ecuador because I saw you that there is a bunch of communities doing what they could to benefit themselves instead of trying to, to -- the trans-national corporations took away their resources, they made their own businesses. My group and i, we worked, we worked by people who picked beans and made coffee and sell it to their community and make money for their community, and we were really, really inspired by the people who are in ecuador because they found ways to make money for themselves, so they wouldn't have to turn to a solution that distorted their community, and I was so inspired by all the people who did what they could to benefit their own problem, to help solve their own problem, and I think that we should focus more in Portland on the people who do that in their own community, who do stuff to provide for their families and their profit goes to helping them and their families. That's it.

**Adams:** Thank you very much. [applause] Can you please read the title for council calender item 1486.

**Item 1486.**

**Adams:** Good morning and welcome to the city council. Glad you are here.

**Jessica Jenkins:** I am jessica jenkins, and I go to oakville middle high school and I am a senior and I am with the pangaea project. I went with the ecuador team. So going to ecuador was, was a life-changing experience. Really wonderful, and I got to see things first hand, not just read it on paper. It was more personal. So.

**Adams:** Pay no attention to him. He's with the media.

**Jenkins:** The one take that impacted me the most was, was the problem that they had in cocoa, which is at the rainforest. Texaco is a large oil company that drills for oil in the amazon, and in 1964 to 1998, texaco drilled for oil, but they left a big mess behind. They dumped 18 billion of wastewater and 17 million gallons of crude oil which destroyed the crops and the water and all the natural resources that they used. So, the question is, do these people support this kind of behavior? There are some who use texaco as a source for gas or whatever, so.

**Adams:** You are doing great.

**Jenkins:** I am extremely nervous.

**Adams:** Don't be nervous, it's just us.

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**Jenkins:** For those who support the, the i'll company or whatever, it's something bad. When they go in, they dig oil pits and stuff, or pits in the ground, which destroys everything or whatever. So, ways to prevent this from happening, people should use other sources to save gas, and, or scooters or whatever, and I think that some shops, or for those people without bikes, some of the local bike shops should, should donate bikes out to people volunteers come in and help do all of that, and another way to prevent this from happening is people should walk short distances to certain places, instead of getting in their car and driving using oil, and another thing is, is people should use zip cars or something, or like cars that run by electricity or biodiesel and hydrogen. And all of that. So, there are ways you can prevent texaco from going in and doing this other, the other things.

**Adams:** Thank you very much. Very well said. Appreciate it. [applause] You are welcome to stay, but if, perhaps, there is something else you should be doing with your day, maybe school or something, unless you have got other things to do, I just want to thank the good folks at the pangaea project team for, on a very small budget, doing a great and wonderful thing for Portland's youth. Thank you. [applause] We will now consider the consent agenda, and I would like to pull 1492. Are there other items to be pulled?

**Fritz:** 1499.

**Adams:** I'm sorry?

\*\*\*\*\*: 1499 --

**Adams:** Anyone wish to testify? Karla, please call the roll on the consent agenda.

**Fritz:** Aye. **Leonard:** Aye. **Fish:** Aye. **Saltzman:** Aye. **Adams:** Aye. [gavel pounded] Consent agenda is approved. We have two time certain, first one is a 9:30 time certain. Item 1487.

**Item 1487.**

**Adams:** While our team is playing their way, oh, ok. On July 8 the city council adopted a five-year economic development strategy to create 10,000 new jobs and Portland is the most sustainable economy in the world. We asked the Portland development commission working with the economic cabinet to come back this fall with an update on the implementation of the strategy, and what we can expect in the coming years. And back in July, Robbie Roberts from Vesta America testified in support of the strategy and said very well, what we hope, one of the main goals we hope to achieve in this strategy, and that is Portland should be to clean energy what Houston was to fossil fuel, and while the implementation time line for this strategy is five years, it is important that we start, started work on it right away, and we have. We have, among other things, launched the clean energy work program and are busy on the, the, in the midst of the, of the pilot, of clean energy all right fits energy savings to 500 homes. And we have adopted the open source purchasing policy for the city of Portland. We have also been able to recruit Volt, which is a battery manufacturer that chose Portland for their north American headquarters, since electric cars need batteries, this is a very big recruit, team effort. And, and after we met with almost 30 venture capital fund managers, we were introduced to a number of small software firms, such as GreenPrint Software, that we're working with for the city of Portland to be, to be a customer. And help them, in turn, get other customers. We have met with a number of delegations from say far, and next week I travel to Japan, not only for the 50th anniversary of our sister city relationship with Sapporo, one of the oldest sister cities in Japan, but also to do business calls. Everything from -- and also academic calls like Tama Art University, to discuss a partnership with a product design program with Portland campus, the University of Oregon, moving forward, one of our four targeted industries, and I'll be meeting along with PSU president, Mitsubishi and Nissan to make sure that Portland is the launching point for their electric vehicles. So now, I would like to turn it over to Kimberly Schneider and PDC chair Scott Andrews and Patsy Quentin, who will discuss the next steps and take us through a concise step on what we have as we promised in July and implementation efforts. Kimberly.

**Kimberly Schneider, Mayor Adams' Office:** Good morning. So, as the mayor mentioned, we said that we would come back this fall and, and give an update as to what, what PDC and the mayor's

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staff and our key partners are doing to make good on the commitment to bring 10,000 jobs in the next five years. In the future, you will receive the quarterly reports online. And they are available at [pdxeconomicdevelopment.com](http://pdxeconomicdevelopment.com). We thought it was important to share with you the progress that we have made and answer any questions you might have. So you will hear from terry andrews and patrick quentin, and is responsible for implementing the strategy, overseeing the work at pdc but before they begin I would like to thank the economic development cabinet, who used their expertise in small business and academia leaders and organized labor to really advise and move forward strategies. So a lot of the things you will hear about this morning, these folks have had a big hand in making sure that they happen.

**Adams:** Thank you. And chair andrews.

**Scott Andrews:** Thank you. And good morning mayor and commissioners, I am scott andrews. It's my pleasure to begin the first of many pdc presentations to the city council on the city of Portland's economic development strategy. In these difficult times, we must make sure that the strategy is implemented, and we plan to report annually to council on the status of the work plan, as well as the results to date. We will also preview the initiatives and projects underway, and detail our expectations for delivering on the five-year plan. I also want you to know that we'll be returning to council in november for a detailed report on our community economic development efforts. At that time, you will hear about the numerous grants and low-interest loans that we've been providing to small businesses throughout the city and our soon to be announced green main streets program, which will provide funding and support for our city's neighborhoods. Both programs increase equitable economic opportunity for Portlanders. Back to the broader action plan, you adopted the strategy in july of this year. It is the first to be formally adopted in more than 10 years. It calls for an aggressive plan to create 10,000 new jobs over the next five years, by focusing our limited staff and resources on four large and growing clusters. Software. Clean tech, advanced manufacturing, and active wear. Through this strategy, the city of Portland has also embarked on the next generation of green urban innovative innovation including the construction of the first commercial living building in the united states. Grant as the Oregon sustainability center, and pilot echo districts, both to strengthen our international reputation as the center of sustainability and grow jobs in the urban core. We also continue to support other important clusters, as well as our higher education institutions. For example, we are now in the process of approving a grant to psu in collaboration with ohsu to build a wet lab space that will provide some infrastructure to our bioscience industry. Thanks for giving us this opportunity, and now let me introduce patrick quentin, who leads the business and industry division at pdc.

**Patrick Quinton:** Thank you, good morning. So, as kimberly and chair andrews mentioned, we're going to revisit the strategy just briefly just to remind everybody of the approach, and then we'll report progress primarily on goals 1 and 2 of the strategy, as chair andrews mentioned, goal 3 will be reported on next month in a detailed briefing on the neighborhood business efforts. So, is the goals 1 and 2 will be the focus of the briefing today. Before I get into the briefing, though, let me just remind everybody we're at from a more of a macro economic perspective. We, we, we're still, obviously, in a recessionary environment. We continue to see unemployment rates in the region that are above, well above the national averages, and we continue to see job loss as opposed to, to job creation, and, and while these conditions are certainly not favorable for our strategy implementation, they certainly, I think, we're at a point that we're beginning to see a turn in the environment. If you follow the trends here, I think we're seeing a flattening of the unemployment rate, and, and the rate of job loss is, is declining. What you will see in our strategy is, is some of our efforts are designed to, to address the areas in our economy that have experienced most significant job loss, namely the construction and manufacturing sectors, which really having hardest hit in this recession. The other thing, it's worth noting, is that, is that, is that many of our businesses are still having difficulty getting access to capital, both debt and equity capital, and that's going to

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be is a constraint on job growth in the region and, and part of our strategy and the broader efforts of the city is to, is to reverse that trend, as well. And so, this is, this is very simplified reminder of how we, we, how we design the, the economic development strategy. Three goals, maximizing the competitiveness of the traded sector businesses, and driving urban innovation that encompasses the innovative work that we do in the variety, and then the third part is our neighborhood business vitality strategy, as I mentioned, that will be addressed next month, so i'm going to talk about our, our first two efforts, these three different goals are designed to work together to stimulate job growth throughout the city, job growth that comes not only from our traded sector of businesses, but the clusters that, that chair andrews mentioned but the small businesses throughout the city, as well as draw growth, and in the construction industry, through our, our investment in a, in the central city and revitalization. So, this is a quick snapshot. The implementation of the economic development strategy is, obviously, complex. The strategy ended up with 30 action items, within the competitiveness goal we're tracking these action items and as you could see, the progress we're a quarter into the strategy, so the progress on many of these fronts is, is limited. We will, as we report quarterly, we'll continue to update this and you could see how we're tracking. I would like to point out that, that the two areas we're we are seeing is the most progress are the clean energy works program as, as the mayor mentioned, that's been quite a success story in terms of the objectives but also, in terms of how quickly we got that program up and running so that's been an achievement. And the second is existing harbor redevelopment initiative which is designed to return contaminated industrial land to productive use, and that was an existing program that now has greater strategic context with the focus on manufacturing. Once again, these are the infrastructure that relate to our competitive section, so it's the higher ed strategy and workforce, which all support our work with cluster firms. So, I just want to give you a quick overview of the achievements to date, within our competitiveness activities. Most of these relate to clusters. As the mayor mentioned we have successfully recruited a company called a revolt, which is a manufactures innovative battery technology with applications not only through the electric industry but other sectors, including renewable energy. We expect that, that company to produce between 75 and 250 jobs here in Portland in the region. A combination of the office and, and engineering jobs, as well as manufacturing jobs. We continue to make progress in our stolen recruit efforts. We are expecting another regional recruitment to be announced within the month. So, that, that, I think, Oregon is establish, has established itself international as a home for the manufacturing and we continue to see great results from those efforts. And Oregon has been the beneficiary of many grants. Portland will be the site of testing vehicles and charging stations funded by stimulus dollars. In addition on the wind energy side, Oregon-based companies and companies with the presence in Oregon have received over 600 million in stimulus awards to develop wind farms, and some of those farms are in Oregon, but in terms of the administrative presence for those companies, that's located here in Portland, so those dollars will, will impact jobs here in the city, and lastly, as the mayor mentioned, we have our clean energy works program, which is really a clean tech initiative designed to, at growing our efficiency sector. We are also making progress in our active wear cluster, and as well as our advanced manufacturing cluster, and in active wear, we are working on a business plan for something called a materials library, which is a collaborative industry effort to, to create a shared resource for companies throughout the active wear and design industries, and, and on the manufacturing side, we, we were, we received the good news recently that freightliner will stay in their sight, and that we are retaining 660 jobs here, but it should be noted that throughout that, that, the time since freightline announced their plans we've been marketing that site for the manufacturing uses that, that involved our clean tech industry, so is we were, we were actively working both scenarios and, and once again, we're fortunate that freightline has decided to stay. On other fronts, on higher ed, I think it's important to note that, that we have made significant progress in our relationship with psu on economic. Psu just recently announced their economic development

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plan, which closely align with this economic development strategy. It sets the stage for, for extensive collaborations with our cluster work, with, with the increasing psu's research and innovation agenda, and certainly on the workforce side, as well. Chair Andrews mentioned the wet lab work that is about to get underway at the psu accelerator, which will benefit psu and ohsu, and last thing I want to highlight is our work on the workforce side. The, the, the workforce strategic plan that is, that is, that is monitored by work systems, inc. Was aligned with the economic strategy, so we're seeing alignment on many fronts around economic development, and on a specific note, the clean energy work program has, once again, an innovative community workforce agreement which ensures that the jobs created through this initial fif will flow to local residents. I just want to remind everybody of our four clusters, clean tech, software, active wear and advanced manufacturing. And each of these has a significant presence in Portland, has experienced growth up until the beginning of the recession, and, and each of these have competitive advantages, which, which, which positions them well for growth when, when we have come out of the recession, and we anticipate our work with the clusters will be responsible for, for, we believe, about two-thirds to three quarters of the 10,000 jobs we're protecting as part of the strategy so it's a big part of our efforts to achieve our 10,000 job goal. And just --

**Adams:** For councils and viewers appreciation, there was a recent report done in terms of industries out there, clean technology was one of the few industries that has grown during the recession. It actually improved its position.

**Quinton:** We suggest a little, a little reminder of how, how we are organizing our work, both pdc and the city organizing our work around clusters. I don't want to spend too much time on this but we are approaching each of these clusters in a methodical way working with the clusters more mature, and working with them at a different level, more of an action stage level, than we are with some of the, some of the more merging clusters like software, so our clean tech, some of more mature industries as well as advanced manufacturing, we are, we are working with them in terms of the actual initiatives whereas software, energy efficiency, some of the others we're trying to help them come together in a way that they have not in the past, and then that will lead to an action agenda. And I would like to.

**Adams:** I would like to pause there just to, to -- members of the city council, in the past somewhere, have rightfully picked up on, on when, when our business assistants and job creation efforts were, were more rhetoric than substance, and so, we pushed really hard to, to pursue the honing of the strategy. I'm going from, from all the possible industries that we could focus on and with the limited staff and resources, we need to be strategic so we have figured out the four based on research that we have a local advantage in, and that we're going to see the most global growth. Therefore, benefiting our local economy, hopefully, the best with the resources and, and the leadership that we have. Having narrowed it down to four, though, we need to hone the strategies for each of those four, and this is the basic template, as opposed to words on a paper and a laundry list of to-do list, within the area of clean tech, which is a huge industry with a lot of different segments to it, we're honing in on all those segments, we're do we have the opportunities for the fastest growth in terms of the local jobs? So, the honing of the strategy continues at the same time we're out there hustling for, you know, businesses with the focus on helping local businesses grow.

**Andrews:** I hope i'm not stepping on patrick but the other thing I point out is these jobs are important because they create other jobs. These kind of jobs create restaurants and grocery stores and gas stations and doctors and attorneys and all of the other things. So, it's another really good reason to focus on these sorts of clusters.

**Quinton:** Thanks, so on the, the -- so in terms of looking ahead, we just talked about what, what we have accomplished today, in terms of looking ahead, we are taking two time horizons here in terms of the reporting on this. We, we, um, within the next year, I have given you an update on

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we're we are to date, I think within the next year, we expect to see significant progress on the materials' lab effort that I mentioned and expect to see a, a articulated strategy for addressing the lack of venture capital and other capital in the market. We hope that the clean energy works program completes the pilot phase, which is 500 homes in 30 jobs, and then as part of that, that we have, we have helped develop the supply chain to meet the demand for products and services as part of that and set the stage for, for additional work as the program grows, and then I think that, that cluster, that development process that the mayor described will, will have progressed along and we'll have more detailed information on, on industry trends and opportunities within each of our clusters. Over the next five years, and if I could, just, just as president president barack obama tried to shake the tree from, from his position in terms of getting banks, especially who have received tarp funding to start lending more to, to small businesses, we are going to be convening the financial institutions locally in november to do the same. We're a local government. We have less leverage on them, obviously, than, than the president of the united states, but we're going to do what we can.

\*\*\*\*\*: Right.

**Quinton:** If we were to look ahead five years and I would provide the highlights of our work, at that point, we would like to see three quarters of the 10,000 jobs provided from our cluster work, and I think that we would like to see reactivation of one of the harbor-ready sites, which given the obstacles that we face, I think that's a significant achievement, and we would see active supply chain work within the clusters, and the clean energy work program would be, would be an extensive program, with significant scale, up to possibly 20,000 homes, and I think that, that we would see more robust connection between our research work at the universities and, and our, sour, and local firms, and then, and then, we would have, have, develop a full supply chain for the energy efficiency and green development sectors and, and building out, buildings like the Oregon sustainability center and other buildings. So moving over to the second goal, urban innovation, once again, a high level snapshot of we're we are on implementation, the, the categories here are broader because they, they encompass much of our redevelopment work, particularly in the central city, and the progress we have made, significant progress in advancing the, the sustainable center, i'll get into that in more detail in a second, but the conceptual work is, is really finished and we're in the feasibility state. We're looking at the model so, in terms of the development of that project, we, we made significant progress, and then when we look at our work with psu and ohsu in terms of the physical expansions, there is a lot of work that's been done. The campus planning by psu and the contributions of the sustainability center, the, the potential district, streetcars, have helped to flush out that expansion plan, and then ohsu, our work in south waterfront, with their planning and the life sciences center and light rail going through there, have, have helped for flush out that part of their, their campus expansion. So today, on the urban innovation goal, and let me just remind you, the goal really, really, was about, about trying to maintain the city's leadership position sustainable in a particular green development, and, and you know, the, the innovations that, that we, as a city, became known for, and that's why we have an international reputation, and those are -- we felt, in the strategy, we needed to call out the need to continue to push on the envelope in that regard, and so this is part of the strategy for that reason. So, initiatives like the Oregon sustainability center and ecodistricts are crucial in that regard, the next generation of green building innovation, they are the highest priority action items within this agenda. So, if you look at the Oregon sustainability center we have, the state has committed \$80 million to this project and we're seeking money from the federal government, and there was a delegation that went to Washington recently, to raise awareness for this project, and to begin to educate Washington on how to funds projects like this because this cuts across so many different funding areas and programs in Washington, really, isn't set up to fund projects like there, even though that's what we are suppose to be doing. So, that, that project has advanced quite a bit.

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**Adams:** Patrick, just a quick addition on that. It was a great delegation, public, private, went back to Washington, and we had about a dozen meetings in two days on this issue, and, and just to underscore the part that you said we're ahead of the federal government, the federal government at this point is looking mostly at funding technical assistance and feasibility studies on how to bring together all these components, green building components and to make, make very green buildings, in this case, the living building, so our challenger with the federal government is that we are ahead of the sort of curb in terms of we're they are at. They are doing technical assistance and funding feasibility studies. We're beyond that, but our delegation was, was very enthusiastic about this project, so, so we're going to keep hammering away at the federal government for funding.

**Quinton:** The discussion is also an important piece of this, and to the extent that, that we will, we will be undertaking innovative projects like the sustainability center, ecodistricts around the central city on the west side, we need to figure out whether we have the right resources to do that, so that process, the, the progress that we have made on that is, is significant in advancing this agenda. The life sciences center on south waterfront received 130 million and, and in bond financing or the authority to issue those bonds. That's, that's, that project, if we are able to close the funding gap, will be a, a, an anchor to that campus and, obviously, will drive collaboration between the various universities and drive innovation in life sciences and other industries. So, the progress that we have made is significant. Ecodistricts, they are in the conceptual phase but this is the next step in our work, in our, in our redevelopment projects. We submitted the application for the tigrard grant to help to build out a lot of the infrastructure in and around the, the psu and ohsu campuses and we have coined that the innovation quadrant because the notion is to connect psu, ohsu, omsi through the light rail bridge, and, as an innovation district for the city of Portland, and, and so, the infrastructure needed to build out those connections, is an important piece of that, so the application that we have submitted is, is a first step in finding the funds to do that. Once again, looking ahead on, on this goal, I think, within a year, we would love to see a decision on a new downtown ura, and I think we would like to see that the first ecodistrict has been designated and, and we're moving forward on that, and that we, on the sustainability center, that we figured out issues like funding and who the tenants are and, and how we move into the construction. Five years from now we would like to be able to say that, that we have two ecodistricts, that we have an open, open sustainability center, that it's, it's, that people are visiting from around the world. This, this innovative building, that, that, that, once again, attaching the two goals, we have a real supply chain connected to the green building industry and that it's driving growth in that industry, and then, we moved beyond these, these, the signature projects like, like the Oregon sustainable center and we're looking at other sites like the Broadway bridge and the linking development with our clusters, that's an important part of the strategy that the investments that we make in these catalytic sites, and actually is tied to the work that we are doing in terms of the driving job growth. And driving growth in our construction industry. And then the last thing that, that I would highlight on this is, is we really believe that part of the strategy is that we need to make Portland a greater center of innovation, and that involves all the different institutions that play a role in economic development but we would like to, to five years from now look back and have people say about Portland, it's a center of innovation. If I want to start a business, this is we're I want to be, but, that I want to be at psu or ohsu, and that this is, this is viewed in some respects like, like other regions across the country that are viewed for their innovation. So that's the update. We would love to take any questions or, or hear any, any reactions. Thank you.

**Adams:** Thank you. Questions, comments from council? Do you want to do it when we vote? Unless there are -- do we have signed up?

**Moore-Love:** No one signed up.

**Adams:** Ok. Karla, can you please call -- well, first off, I will do it when I close. Please call the vote. We have got a lot to cover today.

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**Moore-Love:** Do you want a motion?

**Fish:** Motion.

**Fritz:** Second.

**Adams:** Moved and seconded to approve 1447, would you please call the vote.

**Leonard:** Well, sam politely referred to those of us who have in the past had similar presentations and have been less than enthusiastic for the lack of follow-up, consistently that occurred. Anyone who works with or knows sam at all knows that, that when he takes on, you know, scott is politely nodding and smiling before I get it out of my mouth, knows that when he takes on an issue such as this, he is anything but, but a shallow symbol of wanting to look like he's doing something good, but actually, wants something done, which is why he politely interrupted you throughout your presentation to make sure that the specific explanations were put behind certain points. And I could not be more impressed than what I have read and heard here today on a number of levels. Not the least of which is, it's really, I think that dan and I sometimes suffer from, from being here so long that we put things in such context that, that we sometimes don't get the more immediate message sent because the context i'm looking at this from, from is a pdc that, at least was at odds with the council, and mostly, even with the mayor. Frankly, ran amok in terms of the economic development, absolutely apart and disjointed from whatever policy the council wanted. I'm sitting here today listen to get a mayor and p.d. Staff and the mayor's office, and having collaborated and worked exactly the way that pdc was designed to work, and that is as our economic development agency. Sounds simple. Didn't happen until sam became mayor. And we have arisen from our slumber. This city was in slumber for four years, and this is a key milestone for me in that. And I would suggest that those business leaders who really truly believe that we need a good economic strategy plan, ought to focus on how we can help them sell more chevrolts and sweaters and not sit back and impose their privileged view of the world, including their morality, and, and switch gears and come down here and sit with you guys and figure out how we can sell more chevrolts and sweaters. That's what this is all about. And so sometimes people ask me what's it like sitting on the city council? And it's like being in a wind tunnel, a horrific wind tunnel, and if you don't grab a hold of the rope in the center, you are thrown here and there and never gain your balance. And for me, I think of it like grabbing a hold of the rope and not letting go, and making sure that I keep my eye on what it is that I want to do. Well, that's, that's exactly sam's approach, how he balances the various aspects of being mayor, and then, and then to focus on bringing this all together, needs to be understood by Portlanders. This, this -- I would stack sam and this policy up against mayor daley, who i'm a huge fan of, the mayor bloomberg of new york, who i'm a big fan of, and I think that we would win, nobody has a better economic development strategy focused on the industries that this country and world should be focused on than sam Adams, and I respect that and appreciate that, and I find it a privilege to work with him, aye.

**Fritz:** I'm very impressed there report was out in july of 2009, and it's now only ok and here you are coming back with a specific report about what's been done and going to be done, and I was very glad to see you mention the freeway land as part of your strategy, and it's not just about downtown, not just about the harbor, and the [inaudible] and that's part of our city and we like developments in every corner of our city, and I appreciate that, and echoing commissioner Leonard's sentiments on the role of mayor Adams and the Portland economic development commission, thank you for your work, and noting that when the mayor hasn't been here the past few weeks, he's been off in british columbia or in the district of columbia, and then off to japan, and these are not jaunts to have a good time. They are working trips to, to implement the strategy, and it's key that we do that, and that we have a mayor who does that, so I appreciate that. And erin flynn and all the commission staff, and the people in Adams' office, assembled a great team. Often this report you put out in july would sit on a shelf and this is sizzling in the frying pan, never mind not on the shelf. I would like to see updates every six months to see what, how things are going. The harbor ready program has been

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providing me with updates and I am impressed with his strategy of three-month check-ins and very specific to-do lists, and it's not just whenever we get to it, but there is going to be done by this date, going to be done by in state, and certainly very excited with the office of health working rivers to be working on the harbor ready project in collaboration and seeing what else we can do to add value to that. So, that's, that's what I had to, to -- you read the, the report, and it's impressive, and then hearing you talk about it and hearing the mayor's comments to add more that's been put into it, many think that we have done in the past few weeks have shown how many partnerships that we have, and partnerships with the businesses, with the community, with all kinds of different agencies, and, and it's working, so thank you very much. Aye.

**Fish:** Since I have two eloquent colleagues, who proceed me, probably the smartest thing to say is I say associate myself with their remarks. Patrick and scott and kimberly, thanks for a very sharp and very informative presentation. I'm tempted to say that I also saw it on channel 30 the other day but you would be questioning my priorities. [laughter] And then I also want to, to just echo what has been said about sam's leadership on there. This is an outstanding piece of work, and it's wonderful to have things that we can come back and verify and frankly, one of the criticisms that I have heard about the housing world that i'm in charge of is that we don't do a good enough job setting up our benchmarks and showing how we met them. So there is a lot for us to learn here, as well. So, pleased to vote aye.

**Saltzman:** Well, very impressed with, with the presentation and the progress. I want to acknowledge mayor Adams and his leadership role here, and, and in aligning. He's very good at I lining. Taking chaos and aligning order out of that, and the order, as it stands now, is to focus on clean tech, advanced manufacturing software and active wear, and I think that those are, it doesn't mean we're excluding others but those are the areas that I think hold promise, potential, and areas that Portland offers, unique opportunities for, for those businesses to thrive. And at a time when we are really in the darkness, hopefully, seeing the light at the end of the tunnel in terms of the economy and jobs, and I think that there is great potential here not only as has been demonstrated by recent announcements about revolt, the electric battery manufacturing, but, but also, the tremendous investments in wind energy, that, that as scott andrews said will spin off many, many jobs here, even though the wind turbines are not necessarily going in Oregon. We are well positioned and we have to, to seize our opportunities. It's great to see that psu and ohsu and pcc is in there, i'm sure, in the mix, as well, working together here to make sure that we create, meet that goal of 10,000 jobs in five years so keep up the good work and we'll be watching and thank you. Aye.

**Adams:** My colleagues have been very generous with their praise but this is very much a, a team-council effort. Every one of them have, have been moving forward either pieces of this economic development strategy, taking on other work so I can focus on this, or helping folks in need, and we have got a lot of folks in need in this community and in communities across the united states. So, i'm just, just very grateful for their compliments, but i'm also very proud to be a part of a group like this that is more focused on job creation and business success, and helping folks in need, and I think that any other council that I have had the privilege to serve around or work for, here at city hall, but it is a team effort, and I want to acknowledge kimberly schneider and my great economic development team and the mayor's office, skip and clay. We have got a great chair, the Portland development commission and chair scott andrews and patrick and aaron and keith and bruce and the entire pdc team as commissioner Leonard alluded to, is more focused and, and on point than, than ever before. So, thank you all for your work, and we'll be back. Aye. [gavel pounded] Thank you very much.

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

**Adams:** Can you please read the time certain, 10:00 a.m.'s time certain item 1488.

\*\*\*\*\*: Will you read all three?

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**Items 1488, 1489, and 1490.**

**Adams:** Commissioner.

**Fish:** Thank you, and before I preview this it up, I just want to, to report to the, my colleagues that we had a very successful dedication yesterday of director clark, and the teacher's if you want downtown, and commissioner Saltzman was there, and others, and we had, I think, over 300 people who, who crammed the plaza, and I had the occasion on behalf of this body to thank tom and jordan, director schnitzer, for the, for the, the \$8 million cumulatively that they invested in that project, which represents 60% of the overall cost. It is just a -- it is astonishingly beautiful and you wonder how they had it ready because it looked like it was half finished but, we had a wonderful celebration, and, and rebecca levinson, the head of the pat, was there on behalf of the teachers to dedicate the fountain. So, a lovely event and I encourage you to visit and the restaurant will be serving food in three weeks. And there will be a soft opening which i'm sure we'll be invited to. Thank you for your support, I was proud to represent the city at the opening. So, today, we are asking the council to approve a package of three separate agreements with the Oregon rail heritage foundation. This is a little complicated, so if you bear with me, i'll try to lay it out in my opening and answer, anticipating most of your questions. But we have our team here to answer any questions that you have. A little history, through a series of donations from the railroad companies in the 1950's, the city of Portland actually now owns three historic locomotives. It was some, it was surprising for me to learn that, as well. And the locomotives are currently stored a the union pacific's brooklyn yard and are under the management of the parks bureau. I understand Portland is the only city in america that owns operating steam locomotives. The parks bureau, in turn, has established relationships with several non profit organizations who perform the day-to-day operations, maintenance, and ongoing restoration of these treasures. Each of those are represented by, by the Oregon rail heritage foundation or orhf. We'll call at no time foundation. A non profit corporation which serve as the umbrella organization. , and about a year ago, the union pacific, this is we're it gets complicated, notified the foundation that they would need to relocate the, the locomotives to improve rail traffic, and they have set a deadline of january 2012 for the locomotives to be relocated, and based on that, the foundation tri-met, the Portland bureau of transportation, and parks, have all been working closely and diligently to find a new home for the locomotives. And the preferred site is, as you can imagine, the omsi district, for a lot of reasons, including the fact that, that omsi would like to incorporate the locomotives into their programming for the public. And that would be just north of the proposed milwaukie light rail station in that particular area. Now, this, this relocation effort is not without complication, and in part because it intersection with many projects, big projects which are currently proceeding in the east side industrial district. And for a variety of reasons, we propose a two-phase reciting plan. Ideally, the foundation would, would take some time, clear all the, the debris and all the, the issues, and, and move directly to their preferred site. However, that's not possible. Therefore, we believe it is in everyone's best interest to, to proceed with a two-phase strategy and, and to begin with helping the foundation purchase the site number 1. Once the federal transit administration funding is received by tri-met, to complete the light rail staying, the foundation will have the opportunity to purchase the preferred site number 2, which is we're we would like to relocate the locomotives. The collaboration has been going exceptionally well, and we are on track, I believe, to facilitate the seamless transition from site 1 to site. We've been working with property owners near omsi to coordinate a long-term plan that includes, as I mentioned, the station for the future, Portland, milwaukee light rail, the east side streetcar, new stops for bus lines, and a proposed parking garage. All of this will converge in the middle of, of much robust, much enlivened omsi district. And now, I believe that there are many public benefits to the initiative we are presenting for you today. The vision includes the pedestrian plaza, which will connect different tourist attractions, local business, and educational facilities, and the plan benefits are transportation system, economic development efforts and the, in the inner east

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side and all Portlanders and all visitors who love trains, and the locomotives will put the eye back into omsi by providing opportunities to learn about the history and significance of the rail in our region. Now, the relocation will also assist union pacific in making our current regional rail traffic more efficient, and although this relocation plan is, is admittedly complex and involves a lot of parties, we feel confident that the agreement before you provide a pathway to, to successful collaboration. The memorandum of understanding and the management agreement, which are before you today, outline the nuts and bolts of the partnership. The loan agreement allows the foundation to move forward with a relocation in the heart of the omsi district, and we have concluded that the foundation has demonstrated its ability to make good on the payments, which would be due under the loan. And it has taken over 50 years to acquire a permanent home for the city owned treasures, so today is a major step forward. And [inaudible], and I want to get his titles right, the property acquisition and services manager for, for Portland parks and rec and has been our point person is here to provide briefly some additional details and to answer any questions that my colleagues may have on the three ordinances, ordinances which are before us, following his presentation, we have two invited guests who are, who briefly will tell you about the work of the foundation and will ask for your support. Todd, thank for your good work.

**Todd Lofgren, Portland Parks and Recreation:** Todd lofgren, manager for parks and rec and I am with fred cowl, the finance manager, and I will reframe the three agreements that you have in front of you. First, the memorandum of understanding between tri-met, Portland parks and recreation, and the Oregon rail heritage foundation, and provides the framework for roads and responsibilities of how we're going to acquire the property and, and how we're going to work together to get a management agreement and a loan agreement in place, and find a permanent home for the, for the steam locomotives, and the second agreement is the loan agreement, it's, it authorizes commissioner Fish to, to execute all documents related to providing a loan of up to a million dollars, to acquire property in the omsi district for the steam locomotives. And Oregon rail heritage foundation has signed purchase and sale agreements with union pacific for site one, that was described by commissioner Fish, and we hope to close on, that that transaction later next month. And the source of the funding for, for the loan agreement will be assistant development charge fund that Portland parks and recreation managing and that fund will be made whole in the loan agreement, and the payments made by the Oregon rail heritage foundation. So, all of the investment income that would have been made and gained by, by the funding, if it would have been left in the fund, that would be covered by the interest payments made by the Oregon rail heritage foundation, and the term of that agreement is for two years. The final agreement that we have in front of you today is the management agreement, it's a five-year agreement with the five-year renewal, and again, defines the roles and responsibilities between parks and the Oregon rail heritage foundation, and the members to, to restore and maintain and use the steam locomotives on behalf of the parks so happy to answer any questions and we also have, have Oregon rail heritage foundation members here today that would like to provide the testimony, as well.

**Fish:** Thank you.

**Adams:** Council?

**Fritz:** I have one question. Actually, a couple of questions. I heard on the radio this morning that the council is planning to finance 3.5 to 5 million to build the facility.

**Lofgren:** That is incorrect.

**Fritz:** That's what I thought. Clarify.

**Lofgren:** The only funding we are providing is for, for the financing of the loan for the initial purchase. That's up to a million dollars, and we expect that will be paid in the next few years because the reason being that we're competent in that fact is that site 1, which is being purchased, is of the site that is targeted for acquisition by tri-met as part of the Portland milwaukie light rail project.

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**Leonard:** Will you be careful with that? Are you saying here on the record, something reported in the media won't be accurate?

**Lofgren:** I am. [laughter]

**Leonard:** Wow.

**Fritz:** That's why I was asking to clarify.

**Fish:** Illusions die hard. [laughter]

**Leonard:** And I resent the various signals given to me by the members from the media in the audience.

**Fritz:** My second question is, we're essentially loaning a million dollars for two years.

**Lofgren:** Correct.

**Fritz:** So which other assistance development projects will we not be able to do for two years?

**\*\*\*\*\*:** Do you want to answer that?

**Fred Kowell, Portland Parks and Recreation:** Well, yeah, that depends. Right now, we have some reserve within the fund, it's not like all the, all the unreserved fund is projected out, so it's hard to say what projects won't be done. It's, at this point, there is an unreserved balance that we can use, so --

**Lofgren:** One of the reasons for, for that, you know, what we may lose in opportunity, that's one of the reasons for the short-term of the loan, to keep it only to two years.

**Fritz:** Some other time I would like information on how that assistance development charge funding is, is divided up, how you figure out, you know, which projects get done first and that kind of thing. Thank you very much.

**Fish:** If may -- thank you very much for your presentation. I would like to invite doyle mccormack who is the president of the heritage foundation and laura lyon, the founding president of the Oregon rail foundation to come forward. They have a brief presentation, and before, before they start, I would like to ask the other foundation members in assistance if they would just stand. Ed emil on the board, phil salijer, and john frizee toni marquee and george forbes, could you all stand so that we can just acknowledge you? Thank you for being here. And would you please kick us off? You've been joined by bill, it looks like. Welcome and if you could started.

**Doyle McCormack:** Good morning to all. I am doyle mccormack, the president of the Oregon rail heritage foundation. The Oregon rail heritage foundation is made up of several rail history oriented organizes in the Portland area, and we've been basically the custodians of these engines for the city for more than 25 years. We have managed to, to restore the locomotives and keep them operating without ever coming to the city for any resources of any kind. We are happy to have done that. Right now, these locomotives are, are gems in the rough. The people of Portland do not know what they have before them, and we want to, to bring this to the people of Portland. Our exodus from brooklyn yard has been a long time coming. We've been at brooklyn since 1981. But the gracious, you know, union and southern pacific railroads, it's now time for us to move forward because we must leave brooklyn yard before january 31, 2012. This is daunting undertaking for us, for we are nothing but, you know, mechanics who, who like to work on the locomotives. We're not into, into the politics, so to speak, so this is new territory for us. We feel that, that we have the resources with the joint efforts of all the groups to, to put this program together and make it a very nice, interpretive center we're the people of Portland can enjoy these treasures and watch them operate locomotives that are sitting cold and dead in parks, do not spark the imagination. Those that are alive and can operate, do. And, and we hope to be able to do this for many more years to come. This is a luge undertaking for us, and it is a, a, a milestone for us, and purchasing this site to, to relocate these locomotives is a very important step in this endeavor. So we look for your help.

**Laurel Lyon:** Hello, I am laura, the founding president of the royal thorn heritage foundation. Thank you for listening to us. Oregon has been fortunate over the past five years and has experienced growth as an organization fueled in part by, by, by the annual holiday express train,

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you are welcome to join us for that. And, and we understand our responsibilities, also, to expand our perspectives and our relationship with the community. We have the abernathy neighborhood, the central succeeds industrial council, and, and the, and the omsi district property owners, or have meetings wide receiver them soon. 4 we are committed to accessibility for everyone, and we are working with knowledgeable city staff to help get a transition put in place. We are working closely with tri-met, odot, and piedmont, and, and to, to assemble the site 1 development. The mou is, is included in the ordinance before you. Also included in the ordinance is, a management agreement mentioned before that, that formalizes the relationship. Both the landmarks and the design commissions have been briefed on, on our project and are supportive of it. Finally, we are, we are recruiting high profile community leaders to, to join us in our campaign to build the restoration facility and to help increase our fundraising success.

**Bill Failing:** Bill Failing, president I was having an abstract conversation with one of your predecessors, mike lindbergh, and we were, we were discussing what, what might have been Portland's golden age, and, and, and bill naito's name came up, as part of what we considered that period, but sitting here today in front of this council, I believe that, that we're still in the midst of that golden age. And I think that, that, that, that what we have done with the rail transit, for instance, we have become really the, the, the, the transit hub, rail transit hub. We're known for that, and it's become part of our brand. What else has also become part of the brand is how Portland weaves the history. The past into the present, and, and, and it works together, and I think that this is a perfect example of what that does. If you think about the, the ladd carriage house or you think about, about the trolley, and this council really weighed in on, that thank you, to help preserve that icon. And I think that, that, that you see how it all works together so this richness of history of how, how, how we bring the past in and help, help it define the present and the future was really what Portland is all about, as part of the richness of what the city offers. And I think that, that the confluence of streetcars, light rail, and great, all the, the rail entities that are going to be setting up in the backyard of the omsi is a tremendous opportunity, and I would hope that, that today you will sort of keep this historical perspective in mind, and I thank you very much for your consideration and hope to push this through. Thank you.

**Fish:** I also want to acknowledge maynard, who I don't know that he's here but also has been instrumental in the life of the foundation. Thank you all for your service.

**Adams:** Is anyone signed up to testify?

**Moore-Love:** That was all.

**Adams:** Anyone wish to testify on these three ordinances? All right. Karla, please call the vote.

**Fritz:** Thank you, commissioner Fish for your leadership on this, obviously it's very complicated, and particularly, for, as was mentioned, working on the accessibility issues after the human rights commissioner brought that the, to the attention regarding the holiday stress and the financial impact statements, there will be no expenses to the city because the loan will be paid back with interest, and I am satisfied with the answers that I got over this. Thank you for your staff for giving us a lot of information ahead of time. Emily, it was very helpful and terry from my staff was looking into this, great enthusiasm, and I appreciate the project. Aye.

**Fish:** I want to begin by thanking the Oregon rail heritage foundation for their service. We are, we are, as I mentioned, the only city in the country that can claim to have three steam locomotives of this vintage, that belong to us. But like so many parts of our great parks system, we can't do the job without citizens like you that step up and volunteer and provide your expert seize and your time and your treasure, so thank you very much, and in addition to your service, and because you do what you do so well, we've been able to bring together a great group, including tri-met and the Portland bureau of transportation and the foundation with parks to come um with what I think is a unique funding arrangement, which allows us to meet the goal of relocating the steam lobe motives, and finding a permanent home. But beyond that, I have to tell you, i'm very excited and, and my 5-year-

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old is more excited that we are talking about developing a permanent home we're these historical locomotives can be enjoyed by the public and are accessible to all. Finding property near omsi, which works, is really not fanning opportunity, and to be with light rail and streetcar and [inaudible] is magical. I want to thank the group that came together to make this happen, but particularly, I want to acknowledge todd and our team at parks who have worked tirelessly to pull this together. It this has been very complicated, and I believe that this is in the public interest that we move forward on that. I want to thank, thank commissioner Fritz for her kind remarks, and particularly calling out emily hicks. I don't think that I have ever acknowledged emily, but I met emily when she first came to council to denounce me and later I hired her figuring I had like her on my team. She's a fantastic coordinator of parks issues in my office, and, and one of the really great people who work in this building, so thanks to all and I am very pleased to vote aye.

**Saltzman:** This is a great opportunity. I have toured the locomotives before, and they really are a labor of love to many people, and I think that there is -- as doyle said, there is something about, about trains that work, that's more magical than trains that just sit and rust, perhaps, and are in a public space so this provides us an opportunity to, to showcase the locomotives, to have the opportunity for people to, to experience them, and for all those rail buses who love to tinker on these. They are wonderous engines, and it really does harken back to, to, you know, what the industrial age really was all about in this country, so it's really a wonderful thing, and omsi, in that regard, is a fitting location, so thanks, commissioner Fish, for, for working with tri-met and parks and the real heritage foundation to make this a reality. It will be a great, a great addition to our city. Aye.

**Adams:** Well, sometimes really good things are easy, but it's pretty rare, and this is, having been briefed on this and talked to a few people and read through everything that has been put forward by commissioner Fish, I know that this is one of those really good things that was incredibly, incredibly hard and complicated. Any time that you are mixing federal railroad with a local transportation bureau, with a regional transit agency and the parks bureau and then good citizens, passionate advocates of rail heritage it's a good but difficult thing, so I want to commend you, commissioner Fish, and your team for bringing it together and making it happen. I hadn't really thought about it, until the great testimony today, that this will be within just a few hundred feet, intercontinental railroad, streetcar, light rail, and, and steam-powered locomotives. That's going to be pretty unique, and a great, the great attraction is, as commissioner Fish said, in putting the I of industry back in omsi, or I should say, more of the I in omsi so, this is really fantastic. I am just very pleased to support, and I know that the engineer of the locomotive company would be very happy. Aye. Call the vote for 1489.

**Fritz:** This is the loan for the property and I wanted to mention that I was skeptical because it's very close to the river. And, and, and in looking at all river related property to see what, what kinds of, of river dependent uses we could put them to and I realized this as rail dependent property and the rail is not -- the rail is not going to move, either. I appreciate the creativeness of putting together the package to make sure that it gets done. And I also want to thank the Oregon royal heritage foundation volunteers. This would not be happening without you and you will be raising a lot of money and you have done a lot of work and it's preserving something which, literally, cannot be replicated. They are not making any more of these any more so i'm glad you are keeping the two that we have working and keeping them in use. Thank you. Aye.

**Fish:** Aye.

**Adams:** Aye.

**Fritz:** This is the loan. I got this backwards but I wanted to mention thanking the taxpayers of Portland for funding the fte's, which will provide the loan, aye.

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

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**Adams:** Congratulations, great work. Aye. [gavel pounded] 1490 is approved, and congratulations, everybody. Give them a round. [applause] That gets us to the regular agenda. Can you please read the title for resolution item 1505.

**Item 1505.**

**Adams:** This establishes the Portland plan advisory group to support the bureau of planning and sustainability and the development of the Portland plan. It is distinct from the community involvement committee that was also formed to give us advice on the public outreach and involvement related to the plan. So, one is about, about the community involvement committee, about helping us come up with the outreach strategy, the community engage element strategy, and this is the advisory group regarding the substance of, of the plan and giving advice to, to the planning commission and to the city council. And Portland plan is required by state law, but we're pushing well yawn the strict confinements of the state law to come up with a strategic plan for the Portland's next 25 years. A Portland that is thriving and a sustainable city, prosperous, healthy and educated. Our partners, unlike the previous efforts in 1980, which basically, included us as in the city of Portland, our participates metro, misconduct, Portland state, public Portland includes, parkrose, douglas, the other, centennial, reynolds, school districts, Portland community college, ohsu, and tri-met so the next ones are the workshops for the Portland plan, the initial workshops, and in november and december, and council has been asked to attend as have our bureau managers. They will be on november 17, 19, december 1, 5, 7, and 15. So, with that, are there any questions from the city council? Anyone wish to testify on item 1505?

**Moore-Love:** No one signed up.

**Adams:** Would you please call the roll.

**Leonard:** Aye.

**Fritz:** Glad to see this advisory group coming into being. I will look forward to seeing who is going to be pointed and also very glad to see the Portland plan outreach meetings starting. Encourage everybody to go to that planning bureau website, and book at least one or two of them. Aye.

**Saltzman:** Aye.

**Adams:** Aye. [gavel pounded] 1505 is approved. Can you please read the title to item number 1506.

**Item 1506.**

**Adams:** Good morning and welcome to city council.

**Lance Lindahl:** Good morning, mayor. Members of the city council. I am with the Portland bureau of transportation, [inaudible] and I am here today to answer if I questions that we have about the portion of southwest stark at 13th, and the purpose of this is to facilitate the development of the we've program, is a program planned from the members of the skyline program here today.

**Adams:** So we're not voting on this today but it is 162 square feet at the edge, that, that will allow their building to, to be more financially viable. Is that a fair summary?

**Lindahl:** That is a very good summary, yes. And, um, my staff has work closely with transportation developer review and project management to ensure that this vacation is compatible both with the way that burnside is configured currently and the couch coupler plan.

**Fritz:** It's my understanding that building will not be built at ground level but more for the overhang, is that correct?

**Lindahl:** That's correct. The first two stories, um, will be tapered back. The building, itself, projects over that portion of the sidewalk, but the sidewalk will remain open for public purposes.

**Fritz:** Thank you.

**Adams:** Unless there is additional discussion, unless anyone is signed up to testify on 1506, or wish to testify on 1506, movers to second reading. [gavel pounded] Could you please read the titles for items 1507 through 1511, and, and resolution and, and emergency ordinances.

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**Items 1507, 1508, 1509, 1510, and 1511.**

**Adams:** Of the and you cannery comments so Portland was the first city to, to receive a federal grant to build a, a light rail. And, and leg. We were the first city to, to receive a federal grant to, to develop a, a transit mall. Today, officially, marks another first. We're the first city to receive federal funding to develop a, a modern streetcar line, in our case, an extension of a modern streetcar line. Richard braman, who's now moved on to a different nearly impossible project with the columbia river crossing, representing the state of Oregon on that project, but before that, when time seemed impossible, he was at metro and played a lead role in completing the alternative analysis and environmental assessment for the loop project and spent a great deal of time in Washington, d.c., explaining why the streetcar was so important. Many have been invaluable advisors and allies as we have undertaken this unique, public/private project. On the private side, he was an early supporter and stalwart supporter. There is no better person than hank ashforth, always promoting what the streetcar means to the bigger picture of making the central east side reach its true potential as a place for business and a place for housing and mixed use development. Actually, i'd like to start with mr. Ashforth. Hank. And richard and vicki. Where's vicki? Why don't you come on up. I hear your voice. Oh. You're behind the pillar. So, hank, as someone who is under this agreement, writing a check to the project for a lot of money, you could have easily said, no, this doesn't make sense. It was far from certain back when the initial planning of this loop was initiated, and you've been a stand-out leader on this project, and I just want to make sure council knows that and publicly thank you for that.

**Hank Ashford:** Thank you very much. This is a particularly great day for Portland for sure and a number of firsts, but I need to echo some thank yous as well. You touched on all those, but there were 22 members of our project advisory committee, and some of them are here as well. This is two neighborhoods coming together to say, this is important, and we're going to see our way through this, the first in the federal process, the federal gate a tough one for sure, but we persevered. These neighborhoods are coming up with 10% of the cost in the neighborhood of \$15 million to say, this is important to us. So I want to thank them most definitely. The Oregon delegation has well, earl and peter defazio for sure. This was, as I said, the first fda small starts project, and we have the scars to prove it for sure. [laughter] so I applaud the public/private partnership. It works for sure, a testament to Portland's creativity on a project like this. And this project itself is the right stimulus right now. It's going to create -- continue the development of the money spent, \$3.5 billion to date along the current streetcar line. It's going to continue to leverage the \$20 million in revenue the streetcars have brought to the city. It has united 80 towns and cities across the country looking to Portland as a leader says, if it worked for Portland, I know it can work in my community, and now we've created a business that will create long-term jobs. A couple other comments I have. The important thing is that I think this city starts to leverage the investments we've made in our transportation infrastructure. It has a terrific growth trajectory, the city, and the transit piece is a big part of it. I found a quote i'm going to read for you right now, and bear with me. It takes a minute or so, but I think it's very important as today's council has gone through economic development, some preservation of steam engines what happened have you. I think it's somewhat pertinent. Quote, Portland is just in its knee pants, and I doubt whether a lot of the people are Portland are as thoroughly sold on the future of your city as I am. Go with your commissioner of public utilities, to the head works of your bull run water system. Stand with him at the compact and beautifully constructed intake now some five years old. Look below. You'll see the old head gates that were created for a city of tens of thousands. Then notice the presence with the capacity of hundreds, if not thousands. You will see great steam shovel vels at work, cutting a road, preparing for the building of the new water system capable of satisfying the needs of a city of a million souls. This is a picture of Portland's yesterday, today, tomorrow. Go with your mayor, city commissioners and city engineer and have them point out the demands for schools, streets, bridges, sewers, fire

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protection, police protection, and whatnot. Then you will visualize this great and growing city that is forcing your water department to prophecy -- prophecy its future by anticipating its needs. This is a quote I found from the "oregonian" dated september 28th 1926 by ralph b. Lloyd when he was assembling -- making these various assemblages over in the lloyd district, certainly a visionary statement indeed. And I think it's incumbent that we keep this great city growing.

**Leonard:** You must have known I was wavering on my vote, and then you pulled out that bull run thing. [laughter]

**Ashford:** So I thought it very pertinent. Actually, I have the entire edition from the 28th of september, 1926.

**Leonard:** Wonderful. I'd love to see it. A citizen found it while renovating. It is framed in our office.

**Leonard:** It would be a wonderful gift to the city. [laughter]

**Ashford:** Well, prior or after your vote.

**Leonard:** The agreement would be prior. You could deliver it after, 'cause I trust you.

**Ashford:** And I trust you. Thank you for all your hard work and your leadership on this particularly.

**Adams:** Thank you for your leadership on the project advisory site. Richard?

\*\*\*\*\*: I wasn't actually planning on coming up, but I appreciate being here. First I think congratulations to everyone. It was really a team effort and so much leadership both at the city, private sector, as well as at metro and trimet who were incredibly supportive. This was not easy, as you all know. It was hard getting our federal partners to the point where they were starting to begin to understand the relationships of this transit project that's much more than a transit project. It's a community building project. I think I would echo the mayor's words that, with the current administration in place, they do get that, much more than the old administration did. I've had more recent conversations with them just in the last several weeks about these same issues as they change their ratings process for the years to come. I think we can look forward to many more streetcars and light rail lines in Portland's future and the rest of the country's.

**Adams:** Thank you, richard, for your great work. I don't think most people in Portland know who you are necessarily.

\*\*\*\*\*: That's good.

**Adams:** Or the quiet but really important work that you did to help make this happen. Now, vicki, we've had this particular project before the city council in various forms and fashions four timesish?

**Vicky Diede, Bureau of Transportation:** At least. And more to come of course.

**Adams:** These five items are about accepting federal money. Could you please highlight elements of the five that you think are important to air out?

**Diede:** I will do that. I'm the city's project manager for Portland streetcar. I'd just like to maybe remind you i've been doing this since march 7th of 1990.

**Adams:** Wow. You are a pioneer.

**Diede:** I'm one of those fortunate project managers -- project managers able to be with the project from a line on a piece of paper until its running. The resolution to adopt the final capital budget and finance plan, the only piece that I would like to bring out is the fact that this budget is totally consistent with the budget that you approved last june. The only addition to it is that there are some betterments requested by other agencies, including pge, that have been added to the budget, not only the work but the money. This is the large contract for the major elements of the project. I would like to recognize two of the key people from the people sitting in the back of the room. It's a big contract. It's adding \$75 million from the federal government. We could not have moved ahead without it. The construction will last about 27 months. There is one -- two other things quickly on this one. One is that -- -- 90% are women and emerging small business. It's kind of a double-triple

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hit. This has to do with the authorization of change orders in the future. The original contract with Stacy and Kidbeck was a little more \$6 million for the advance utility work from the water main work. If you accept that as the original contract, the director of the bureau of transportation has the authority to sign contracts, change orders below 25% of that value, and anything over that would go to the city council, which is a small amount, a little over a million and such that we would be considering. However, our contingency on this contract is about \$6.8 million, which means we would be coming to you a lot, and it might be for a change order in the amount of \$250,000, it might, in the amount of \$15,000. What we would like council to do is to consider the original contract value of this project as the sum of that first contract, the amendments that have been brought forward to you. Had this been a typical low-bid project, it would not have been bid till now, and it would have been a contract in the neighborhood of 90-some million dollars. We would not want to keep the authority for 25% of that. We want to be rest assured that we don't anticipate change orders in that amount nor have the budget for it. We're asking council to allow the director of the bureau of transportation to review the contract for the \$6.8 million. Anything above that, I know it gets a little convoluted. The next two ordinances are to authorize amendments with Portland streetcar, inc., and these are for professional services during the construction phase of the project, one for project management and the other for civil and design services. On the project management side, it will include construction coordination, contract administration, construction mitigation services and then planning for the operations of the loop project once it goes into revenue services in 2012. Review and response, field engineering support coordination of safety certifications, final punch lists, and the complete of the build drawings. These will all be put into revenue service. The last is an ordinance to amend the Portland street contract. The city was awarded, through trimet again, about 4.5 million dollars of federal grant funds for an american-built streetcar prototype. About 4.2 million of that has been authorized, the bulk of it to Oregon iron works to produce the prototype. We'd like to use \$150,000 of unallocated funds from the grant to continue some project management and vehicle design services. The background on this is that Oregon iron works may request the city that the propulsion system in the prototype vehicle be replaced with the propulsion system from rockwell automation as a domestic manufacturing opportunity. That decision has not been made, but should the decision be made, services will be needed, primarily from ltk engineering, to do one of two things. One would be to coordinate the conversion of the propulsion system or secondly to complete the performance testing for the propulsion system currently in the car. So the amendment that's before you would allow us to pursue either piece of work. Not both but depending on what the city decision is.

**Adams:** If I could interject, this does not sign off on the american-made propulsion system by rockwell.

**Diede:** No.

**Adams:** But the reason that we are pursuing its position ability is that -- possibility is that we would then have manufacturing for the propulsion system happen in the midwest as opposed to mid europe. And we would have a national set of suppliers in addition to our local suppliers and all the advocacy that comes with that for helping get our streetcar industry further down the track. That's why we have this on the docket as a consideration and why we're flagging it to the city council and to the public. There is no decision today but simply this is flagged as an opportunity.

**Fritz:** I'm looking at amending the about increasing the amount. Is that included in the capital budget we're approving in 1507?

**Diede:** All of the amendments to the contracts, all of the resources are accounted for in the final capital budget and finance plan.

**Adams:** Discussion? Again, thank you very much for your testimony.

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**Ashford:** I'd like to thank one other person, always in the background but through this seven-year process, he kept this thing on track, so to speak, every point of the way. That's Rick Gustafson. He will claim no credit but really deserves all of it. Thanks, Rick.

**Adams:** Thank you all very much. Anyone signed up to testify on council items 1507 to 1511?

**Moore-Love:** No one signed up.

**Adams:** Anyone wish to testify? All right. Please begin calling the roll on 1507.

**Leonard:** I am pleased to support, once again, this visionary and laudable goal to move Portland forward even one more step than what we already have. Aye.

**Fritz:** I appreciate the attention to detail and all of the pieces being put together and thinking about domestic manufacture of all the components as well as the streetcars themselves. Thanks for your long-standing diligence. I want to note that we are dedicating about \$6 million in citywide transportation system development charges but that the bulk of the money is coming from the federal government and from local improvement districts. I thank Mayor Adams for his leadership in getting that federal money and also thank the taxpayers for helping to support this. To me, this is a project that is a fascinating one in terms of the use of the streetcar as a development tool, that the central east side is a place that we value as the central east side. We're using this as a tool along Martin Luther King Boulevard and other connections, very much more of a transportation connection. I recognize that the decisions have been made to do that and want to support the implementation.

**Saltzman:** I do want to thank Hank Ashforth, Rick Gustafson, Vicki Didi -- Gustafson, Vicki Didi, Defazio and Blumenauer. It's been a lot of beating our heads against the wall, but it sounds like it's a go finally. I'm pleased to support it. Aye.

**Adams:** I'll be quick. The delegation, especially representatives Blue Mennauer, Defazio, and Schrader, when he was co-chair of Ways and Means in the state legislature, as, too, Merkley, a member of the state legislature, made sure we had state funding as part of the package and Senator Wyden for his relentless support of the project. I want to thank Shoshanna Oppenheim and now the great Katherine Jarlow for their work on this project over the years and thank Chris Smith, Rick Parker, Dick Coulee, Greg Jones, Sue Kiehl, Dan Beats, Rick Gustafson and Vicki Didi. Great work. Aye. Now we'll just blaze through the votes here.

**Leonard:** Aye.

**Fritz:** I do have one small comment. This one is on the contract for the construction, and I want to call out that, because of the federal mandate, we're getting higher than local contracts and with state we get a higher percentage. I know Mayor Adams is working on figuring out weighs to do more, do better in the local contracts, and I appreciate this one. Aye.

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

**Adams:** And I have actually delegated that task to Commissioner Fish, but thank you. Aye.

**Leonard:** Aye.

**Fritz:** Thank you, Commissioner Fish, for working on that. Aye.

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

**Adams:** Aye. 1510.

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

**Adams:** Aye. 1511.

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

**Adams:** Aye. Congratulations. [applause] please read the title for second reading, street vacation, 1512.

**Moore-Love:** Did you want to take the --

**Adams:** We have a scrivener's error to correct on --

**Moore-Love:** 1492.

**Adams:** Please read the title.

**Item 1492.**

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**Kyle Diesner, Bureau of Planning and Sustainability:** Karl Diesner. 1492 should be amended to delete section c on page 2 of the ordinance. The funding was already appropriated by city council through the approval of 183075 on august 12th, 2009.

**Leonard:** So moved.

**Fish:** Seconded.

**Adams:** Any discussion? Anyone wish to testify? Please call the roll in the amendment.

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

**Adams:** Aye. All right. Would you please -- does anyone wish to testify on the underlying amended ordinance? Please call the vote.

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

**Adams:** Aye. Can you please read the title, second reading, for street vacation item 1512?

**Moore-Love:** We have those other three items pulled from consent.

**Leonard:** Why do you hate the fire bureau?

**Adams:** I apologize. Are these related?

**Moore-Love:** Yes, they are.

**Adams:** Please read the title for both items.

**Items 1499, 1500, and 1501.**

**Adams:** Commissioner Fritz?

**Fritz:** I appreciate the opportunity to ask you a couple questions, and it's helping play general understanding of how we work with grants. I apologize for the late question. I've noticed over the 10 months i've been on the council is that, when we apply for grants, there's often a matching component. I feel it's my responsibility to figure out where the money is coming from so wanted to ask the questions in these three grants. In the first one, it says that the match will be funded through available 2010/2011 resources. And then the second one, it says that the grant has a loan up to \$500,000 provided from this year's budget. The third one, it's \$25,000 under next year's budget. So i'm wondering, do you have a line item in the fire bureau budget for this kind of purpose? If so, how much would be projected for this year and next year? Are you asking for additional funds for this?

**Glen Eisner, Portland Fire Bureau:** First of all, in the two grants -- glen eisner. With respect to the station 21, the station 18 grants, those are new grants. There is no matching requirement at this time. They will give us additional points if we do have matching funds. With respect to the station 18 grant, that's actually a typo. It should be 2010/2011 funds for that year's budget.

**Fritz:** That's helpful. Thank you. But if we are going to need to provide these matches of half a million dollars or so, where would that money come from. Would you be asking for it as a request in the next budget? If I vote for this now, am I saying i'm going to give it to you in the next budget or do you already have a line item for the matches.

**Leonard:** A general principle is an existing council cannot bind any future council to anything. By definition, we cannot be bound by something we did today in the future.

**Fritz:** Right. But if we're approving applying a grant --

**Leonard:** That might put you an uncomfortable position to vote no, but i'm sure we can talk about that then. But you're not bound. We may have money that is authorized to us to give us to do work we'd otherwise have to do if we come up with some matching funds, but you can certainly say no at that time.

**Fritz:** My question, though, is is there a line item in the fire department budget that, if you apply for a grant this year, is there someone that --

**Leonard:** Our budgets expire june 30th, 200010. The new budget takes effect july 1st, 2010. That obviously can't take effect until we go through the budget process and the staff has line items.

**Fritz:** I didn't ask my question clearly enough. If we would be receiving a grant in january of 2010 in this budget cycle, is there money in this year's fire bureau budget that would be able to be dedicated to that?

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**Jen Clodius, Portland Fire Bureau:** I'm jen cloduis. This is a brand-new grant from the state of Oregon that's never been awarded before. We have no track record. In fact no one does. People are giving workshops on this grant and saying they've scrambling to keep ahead of us. Grant applications are due on november 16th. They hope to begin processing and reading and deciding -- making decisions early in the year. They do not expect to be awarding any funds until june of 2010. So we -- even if we're successful with these grants with station 21 and 18, it cannot be in the current fiscal budget, because it won't be awarded until then.

**Fritz:** Will you be putting a request in the budget for a million dollars or so in case we get these grants so you have it in the next year's budget?

**Leonard:** Or would we use the bond money that we have existing that this would actually supplement?

**Eisner:** There are two -- there's two different projects. The station 18 project is part of the general g.o. Bond. To remodel that station -- we don't know the figures. Our track record is it takes approximately \$2 million to do that. We have another station that we need to scrape and rebuild a new one. It takes approximately \$3 million to do that. We have until \$5 million left in the g.o. Bond. We would look to -- we have some projects we have not been able to complete because of the cost of the amount of funds we have available. That would be to upgrade the logistics section, upgrade the training section, those areas. That would free up some money to be able to do those types of bond projects. Another thing it would be able to do is give us a little bit of flexibility to meet any of the costs of increases that we really don't know about yet. A lot of those we just have not done. We're in the process of doing those studies now. So we'd just be speculating.

**Leonard:** Wouldn't this be money that would augment the bond money?

**Eisner:** Certainly the station 18 would. Yes, sir.

**Leonard:** The other project we might have to come back to council to talk about.

**Eisner:** Yes.

**Leonard:** But now is the time to apply because we have a deadline.

**Fritz:** Gotcha. I'm nearly done. The fire boat engines, is there a line item in your budget for matches for that kind of equipment purchase in the current year budget?

**Eisner:** We have an apparatus replacement budget. This is part of our apparatus. It's 82 years old. The engines in there right now are 39 years old. If we're able to repower that, we may be able to get another 40 years out of that boat.

**Leonard:** Did you say 40 or four?

**Eisner:** Four zero. They are 39 right now. If we're able to repower that, it would help the environment and us. If we could get the federal government to pay 75% of that and we have to pay 25% of that, then we would do that out of our budget now.

**Fritz:** Out of the existing budget.

**Eisner:** Yes.

**Fritz:** Thank you very much.

**Adams:** Additional discussions from council? Anyone here that wishes to testimony on these three items? Karla, please call the vote.

**Leonard:** Aye.

**Fritz:** Thank you. That was very helpful. Aye.

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

**Adams:** Aye. Approved. Next.

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

**Adams:** Aye. 1500 is approved. Please call the vote for emergency ordinance 1501.

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

**Adams:** Aye. 1501 is approved. That gets us to -- can you please read the title for second reading of street vacation item number 1512?

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**Item 1512.**

**Adams:** This is a vote only.

**Leonard:** Aye.

**Fritz:** I don't support this, and I want to explain to my colleagues why. In looking at -- giving you the context, this is something that the planning commission considers. Over the seven years that I was on the planning commission, this was something that was very different, because it's the only one that the planning commission does, what is a quasi-judicial hearing. It's a specific property that you need to say yes or no. The dynamics are different in a street vacation because there is an applicant asking for the property to be returned to them and the public's right-of-way to be taken off of it. It's very important, because the right-of-way acquisition is difficult. They're expense. If we give them up, we have problems then perhaps in developing. Looking at the aerial photograph, the topography given to us by the staff -- i'm concerned that this 5000 square foot lot that may be developed in the future, if we say that 30 feet is adequate on a topographically challenged street to provide access to four lots, I think we could say that all streets in the city could be 30 feet in width and more street vacations should be occurring. I'm concerned that this does a precedent. I think you would need parking on the areas to be vacated. Because of the topography, there won't be very much space on the lot. So, for those reasons, I cannot support this proposed vacation. No.

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

**Adams:** Aye. The street vacation is approved. Please read the title, second reading, council calendar item 1513. Vote only.

**Item 1513.**

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

**Adams:** Aye. 1513 is approved. Can you please read the title for purchasing report item number 1514.

**Item 1514.**

**Adams:** Good morning. Welcome back.

**Christine Moody, Bureau of Purchases:** Christine moody, procurement services. September 22nd, 2009, the city received two bids for the burlingame tanks improvement project. Before you is a report recommending a contract award to a low bidder, \$638,045. There were eight divisions of work identified for potential minority, women, and emerging small business subcontracting opportunities. Mwsb participation in this project is at 12.9%, and work is being formed in the areas of metal fabrication, welding, fencing, and crane service. I will turn this back over to council if there are any questions regarding the bidding process. Mike ross, the design manager from the water bureau, is present to answer any technical questions.

**Saltzman:** I'm just curious. Only two bidders? That seems pretty low.

**Moody:** Yes. There were only two bidders on this project.

**Saltzman:** Any thoughts as to why?

**Moody:** I'm not sure. It could be because of the type of work that it is, painting on the water tanks.

**Leonard:** For fear of coming before council and answering questions.

**\*\*\*\*\*:** Could be that, too.

**Adams:** Any other discussion from council? All right. This is a purchasing report. Do I hear a motion --

**Fish:** Motion.

**Leonard:** Seconded.

**Adams:** Does anyone wish to testify on this matter? Karla, please call the vote.

**Leonard:** Aye.

**Fritz:** Thank you for your good work on this. Aye.

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

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**Adams:** Aye. 1514 is approved. Please read the purchasing report item number 1515.

**Item 1515.**

**Adams:** Welcome back.

**Moody:** Christine moody, procurement services. This item was before council at the october 14th council meeting, and there were specific aspects of this project that were identified as needing clarification. A memo was sent last thursday that I hope addressed all council's questions.

**Adams:** The reason i'm spending time on this is we basically, in my time as the sewer commissioner, came to understand that these trucks are -- this fleet of trucks on workdays are in almost constant motion. And so there's -- any savings that we can achieve on greenhouse gas emissions because they are in motion all the time is savings towards our climate action planned goals. So I do appreciate the memo that you wrote in response to my questions dated october 22nd. Couple of follow up questions. I understand that the trucks will be required to meet the latest stringent epa 2010 diesel emissions standards, but the new rigs -- are all the rigs new?

**Steve Behrnt, Bureau of Environmental Services:** The rigs will be replaced in 2010, and that will be the entire fleet that they use for this project.

**\*\*\*\*\*:** For the record, you are?

**Behrnt:** Steve baron, bes.

**Adams:** In the end, they will be as energy-efficient as the other diesel equipment that is in the city's fleet, understanding these are private fleets, that we're spending money onto retrofit as part of the epa retrofit grants? I'm asking, if they made epa 2010, that's top of class in terms of minimization of diesel emissions?

**Behrnt:** We did ask deq if there would be any improvement if we retrofitted 10,010 trucks, and they said there wouldn't be any improvement.

**Adams:** On the question about mwsb contractors, it might just be my inability to read the english language, but I couldn't understand the list of subcontractors and only one pending mwe and one pending wbe. That is a correct reading on my part?

**Moody:** There are two pending wbe. Carrie deal from wild horse sampling and debra shaw, who will be performing the accounting and administration services and a pending mbe for a testing lap.

**Adams:** And what is the percentage of participation?

**Moody:** On this particular rfp, the city process is -- because this is goods and services, we do not ask them to clarify how much money they will be spending, so we don't have the total from the contractor on how much money they're going to be dedicating to these services.

**Adams:** Ok. Unless i'm mistaken, our local business enterprise designation applies to that category. Does it not? I notice we have -- and i'm happy for the folks in wasco, Oregon. I see that's near where it's applied on the soil. But I just wanted to make sure that we have maximized local contractors and minority and women certified contractors. Do you feel confident we've done that?

**Moody:** I think that this contract had the highest percentage out of all the proposals that we had. Probably the type of work and the location of the work is something that plays into that.

**Adams:** Additional council discussion?

**Fritz:** I appreciate mayor Adams and commissioner Saltzman's input on this. Criteria on a particular contract, it seems like pretty much any construction contract would have this issue in place. Is there a policy in that regard to look at that?

**Moody:** From what I understand, there's no policy, but especially with the new retrofit grant that the city received for construction projects, some of the language in the memo will now be included in construction contracts, because wire wanting to see what -- we're wanting to see what contractors will be willing to partner with the city to do retrofits on heavy equipment. That's what the grant's for. As far as just hauling and trucking, that's something that we work with bureaus onto understand how much of that would apply to a particular contract. And if -- you know -- that's

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something that there's a large dollars amount there, then we would apply some of that criteria as well.

**Fritz:** Would we be allowed to add that was a criterion for deciding which bid would get the contract?

**Moody:** It would be a criteria that we could use in a request for proposal process. That's the language that was proposed here. When we're using a request for proposal process, that language would be included and evaluated. A low-bid situation, it's harder to use it as a criteria.

**Saltzman:** Christine said it great, but i've asked to incorporate that as a criterion when doing future requests for proposals for off-road, heavy-equipment related work.

**Fritz:** We can't do that in the low bid, but we know the lowest cost isn't necessarily the lowest cost in churning out didn't.

**Moody:** We have a lot more ability to use a request proposal process as opposed to public improvement projects where we're needing to come to council to ask for an exemption in order not to use a low bid. This is a different cats agree -- category of contract.

**Adams:** Any other council discussion? Anyone wish to testify on item number 1515? I'll entertain a motion.

**Saltzman:** So moved.

**Fritz:** Seconded.

**Adams:** So moved.

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

**Saltzman:** Well, I want to thank purchasing and bes for doing a good job, being very responsive. I think you provided us very good answers in your memo, so i'm pleased to vote aye.

**Adams:** Well, let it be known that we are helping the economy of central Oregon, which needs it. Eight of the nine trucking subcontractors, where a lot of the money goes, are from central Oregon, so I appreciate that we're spending money in Oregon. Thanks for being responsive to my questions. I appreciate it. Aye. 1515 is approved. Please read the title for nonemergency ordinance item number 1516.

#### **Item 1516.**

**Adams:** First we have a scrivener's error that we need to deal with. Kimberly, do you want to come forward? Or terry come forward. Sorry. Help me navigate the scrivener errors. While you're doing that, early this morning, we had acknowledge update on the economic development strategy and some of the key challenges we face in our ability to grow the local economy and support local businesses, hiring more Portlanders. The part we didn't go over today but is contained in the main report is that we have insufficient tools beyond tax increment financing to retain companies, to both retain and recruit companies but especially to retain companies and a substantial lack of access to investment and venture capital. The pilot before you today, credit for qualifying investment management firms builds on the actions that city council has taken previously to create greater tax fairness and to build in some incentives to keep businesses and some items in the tool kit to help lure businesses back. It is a pilot. We will learn from it and determine whether -- its expansion is warranted. I would like to thank investment management firms we've worked with. We'll hear from the small business advisory council and the Portland business alivance for their take on this as well. First, what are we looking at?

**Terri Williams, Revenue Bureau:** Terry williams. Let me navigate through the scrivener's error quickly. In the code, under section c, that discussed investment management firms what happened that means. Number 1 says at least 90% received must consist of fees that are supposed to be, a, received from a without a period after it.

**Adams:** Unless there's objection, we'll consider that a scrivener's error without a vote. No objection.

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**Williams:** Let me start with the business reforms we've done. Previous actions that council has taken over the last approximately three-plus years to help increase the business license tax fairness, including increasing the exemptions on 25,000 to 50,000, that's allowed lots more small and start-up businesses to not have to pay taxes until they grow and get bigger. That's to help the small businesses in startup. The second was increasing the owner's compensation deduction, which took a large increase, up to 80,000, and now it's at 84 and continuing to increase by c. I. We've changed from last year a paid in advance license fee to and after the back tax. That and resulted in approximately \$8 million and credits we gave back to the business community at the beginning of the recession and through this last year, so that was certainly very helpful to the businesses to get them at least a little help in this economic environment. It takes of the burden off of small businesses starting up by not having to put out taxes in advance. It's more aligned with the federal and state tax paying afterwards. Finally, through an administrative rule that we brought to council to talk about, we have treated -- well, specifically capital venture funds but more broadly diversified investment funds. Rather than allowing them accredit they enjoy at the federal level -- not accredit. Deductions at the federal level, because of the way our tax is written, they didn't have it at our level. By making that administrative rule and giving them that deduction, that has made it more in line with the tax at federal, state, and now the local level. Those are some things we've done in the past couple years. Finally, I believe council is still committed to a tiered minimum tax structure and further increasing the owner's compensation deduction of 225,000. That hasn't been done yet partially because of the current economic environment, but I believe you are supportive of continuing to look at that. So that's kind of the status of the reform. Portland's business license taxes of business income tax, meaning the more profitable the business is, the more tax the business will pay is followed at all levels of government. It works especially well when there are no other location alternatives. Unfortunately for Portland and Multnomah county, since our business taxes are unique in the state of Oregon, there are other location alternatives for businesses. Businesses that are highly profitable and highly mobile will consider reducing operating costs by moving out of the city and county. If the significant savings can be realized in tax savings. The revenue bureau designed an incentive program to assist in the long-term retention of certain businesses in the city that appear to have a high risk of moving out of Portland. The revenue bureau has worked to create an incentive that was narrowly focused, easy to understand, using many definitions that are already in our law and in our rules. We also put a great deal of effort toward creating an incentive that was legally sound. The bureau determined that the best incentive would be in the form of a tax credit. The business retention credit pilot before you today is an incentive to keep these types of businesses and the jobs they provide located in Portland. The business must be located in Portland at the end of each tax year to qualify for the credit. Additionally this credit is phased in for the first four years to encourage businesses to stay in Portland. For this pilot, the investment management industry has been specifically selected due to the highly profitable and mobile nature of the industry and because we have two-thirds of the firms in the region already located in Portland. Simply let me explain how the credit works. The investment management firm will calculate their Portland business tax amount just normally and under the rules that we currently have. They will then determine the amount of the credit by subtracting from their calculated tax the greater of 6000 per owner or 30% of the business tax that was calculated. What's left is the amount of the credit. Once the credit's been determined, there is a phase-in period for the first two years. Only 50% of that credit can be taken in year one. 50% of the credit can be taken in year 2. The remaining is deferred to years 3 and 4 respectively. If a business in the year 3 decided to leave, they would forfeit that deferred credit in year 3 and year 4. So it is an incentive to continue to be here, to continue to provide jobs here. In the fifth year, there's no further phase-in deferral, but there still is a requirement the business is located in Portland at the end of the tax year to continue to qualify for the credit. Apparently investment management firms pay approximately 1.37 million through the

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business license tax. Our analysis shows that if the credit isn't active, it's \$567,000 in taxes, which is a 58% reduction. That's certainly significant enough and should provide incentives to retaining key jobs here. I would like to thank specifically Scott Carter, who's our audit supervisor who's done a tremendous amount of analysis and work on the code provisions on in project, and I'm happy to answer any technical questions either about this credit proposal or our business license tax. Thank you.

**Adams:** We've identified there are about 30 wealth management firms in the region. How many of those are in the city of Portland?

**Williams:** We've identified 20.

**Adams:** So the reason this is a pilot is to test whether or not we can meet our goal with this tool to bring more of the 10 that are in the region but outside the city into the city.

**Williams:** Yes. And keep the 20 or better here. Ed a rad and to keep the 20 that are here, absolutely. Unless there's additional council discussion, we've got a few people that want to testify. Thank you, Terry. Please come forward, those who wish to testify. I think the council knows. For the three people watching on cable, Martin serves as -- has served -- are you still the co-chair of Esbac.

**Martin Medeiros:** I am a chairman.

**Leonard:** He's consolidated his power.

**Adams:** He's the chair of the advisory committee that has been creatively relentless in the pursuit of improving our business climate. I wanted your thoughts on the matter.

**Medeiros:** Thank you very much for the opportunity to speak to you today. My name is Martin Ma Deer Rose. I am, as stated, chairman of the small business advisory council. More importantly, I speak to you today in the role of a small business owner and as someone who wants my kids to have a job here if they so choose to stay in the area. Right now what's before us today is essentially an emergency. We have business flight, so my training as an eagle scout has taught me arterial bleeding, apply direct pressure and, in some cases, put on a tourniquet. Esbec has not taken a position on this because we find that it is a tourniquet. -- tourniquet. The issue is we've got to get the patient into a care facility and give them something to keep going on. Part of it is access to capital. Capital is difficult. Once stabilized, we want to go on and apply this pilot, this tool. It will work. It's worked in other cities. To the 45,000 other businesses in this town who create the jobs that we enjoy. 12% unemployment, the patient's sick. Let's get them stabilized. Beyond today, we want to see the personal exemption to go to 125,000, adjusted for inflation. I've looked at figures that should actually be at \$225,000. It was intended first as a rich person's tax. Thanks to the work of Terry and Mr. Carter, awesome work on looking at these things critically. Well, how does the tax actually apply? We want jobs and businesses here. And jokingly, we are called the city of -- you know -- baristas, bicyclers, and beggars. There's one more b., and that's business. No joke, city business must thrive to have a clean environment, very capital intensive. Adequate social programs, very capital intensive. One of the best social programs is a job. This addresses employers. The personal exemption to 125 k hopefully in the next few months will get through. And a process that looks at the economic impact. This is great work we need to springboard into really creating this vibrant economy in this city. We want city doctor the city of Portland to be the city that works for business. Thank you very much for your time.

**Jeff Curtis:** My name is Jeff Curtis, and I'm with a firm that would benefit from this. I've worked in the city of Portland over 25 years. I echo the comments of Martin -- I echo the comments of Martin. I think this proposed ordinance will be a strong step, positive for the city. We believe this will encourage firms to locate or relocate their businesses back into the Portland area. This county and city tax is a very complicated tax. It impacts companies differently depending on a variety of factors, such as what type of business you're in, how much work you actually perform in the city, what you make, what you sell or provide services to the company that makes what you sell. And

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lastly how you organize. What is the structure of your firm and how is your shareholder base? All those things can impact this tax. One ironic feature is that a firm that does exactly what our firm does but is not employee-owned, is owned by an entity or someone located outside the city or the county or outside the state of Oregon, for that matter, pays substantially less tax than we do. A firm owned by employees who work and live in this downtown area. In other firms, the assets ride the elevator every day. In a firm like ours, all the money we make in our firm goes to the employees either as compensation or goes to those employees as shareholders of the firm. Because the owner compensation add back rules, this tax is more of a tax on our revenue than it is on our net income. As some studies have shown -- and I've worked with Terry in some of these statistics -- some firms are paying 50 to 100 times what the average firm is in our own business class, which is professional business services. And that's a substantial amount obviously. For many of these reasons, I think many investment management firms have either moved or established their businesses outside the area, and they've done that to avoid this tax, which they don't have to pay five miles away from this meeting. This is a perfectly sound decision, I think, particularly for a firm that's highly mobile and can perform their work anywhere, assuming they are the correct communication system, which is what we need. For this reason, many of these firms have moved, and we've seen buildings sprout up outside of our city and county lines. Barnes Road, Greenburg Road, and King's Way. This has been a frustrating situation watching that flight. The genesis of my support for this is not only on a personal level, because obviously my firm would benefit from this, but also it's to stop this continued exodus of firms to the suburbs. We want to support the city's efforts to be one of the best cities in this country. We think a component of doing that is to lower the unemployment rate and have jobs and to support pro-business policies. We think this ordinance makes a step in that direction. This ordinance is not a tax credit that allows firms to avoid paying taxes. That is not what this particular credit is about. To the contrary, qualifying firms that would take the benefit of this will still be significant high-paying taxpayers to the city and to the county. In our minds this ordinance strikes a proper balance between allowing companies to make a business decision to stay in the city and yet, at the same time, allows the city and county to retain those taxpayers that will continue to pay a very high level of tax, including ourselves. In our mind, that is the proverbial win/win situation, and that's what we think this credit does. In conclusion, retention of these types of firms has a very positive impact on the city for several reasons. This helps enhance the support of some of the services. Second, firms like ours are economic multipliers. We help enhance the overall Portland economy by generating income from many other firms such as restaurants, hotels, car companies, retail shops, and many others. There are hundreds of firms and their executives who visit our offices every day right across the street from this building. All of those companies and all of those executives go to the suburbs instead. We think that's a negative obviously we need higher-paying taxpayers to subsidize lower and lesser paying taxpayers. That's the way the world works. Lastly the owners and employees of these firms are significant supporters of the community, of the arts, and our local government activities. That's obviously a positive in helping the city be a strong city. Thank you very much.

**Adams:** Thank you, sir.

**Peter Andrews:** Peter Andrews, I'm a broker for Melvin, Marx Broker Company. I'm going to speak to the number of firms out there. I'm both familiar with and have worked with a number of investment management firms. The existing business license tax is -- unfairly affects these truly mobile and locally owned businesses. When it comes to time to evaluate somebody's lease and location, the fact that the city is unfairly taxing them is quite an easy decision for them to look in other jurisdictions. I think Jeff touched on that, and what they've come up with is more than fair. This will undoubtedly assist us in retaining people within the city. When analyzing the leases, it will assist us in looking at the city of Portland for more of these investment management firms. I appreciate the work on this, and I think it will help.

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**Adams:** So your job is to go out there and get some of those 10-plus firms in the city.

**Peter Andrews:** Absolutely. And I think it will be more than just me.

**Adams:** Thank you all.

**Leonard:** I'd remind you, mayor, it's after noon.

**Adams:** Yes. This will be it.

**Fish:** This will be it what?

**Adams:** We have two more people to testify on this matter, two more items before the city council or one more subject before the city council.

**Doug Johansen:** Good afternoon. Doug Johansen, one of the owners of Avista Capital Partners, one of the firms located outside the city of Portland. We currently manage money for clients, meet the definition of an advisory firm. We have about 250 clients that visit our office once or twice a year, so a lot of visits that would create a lot of business for downtown Portland if we were located here. When we had to make this decision eight years ago when we started our firm, where to locate, the tax was certainly a big factor in our decision to locate on Barnes Road where we were five miles from downtown Portland but wouldn't be subject to it. It was, what is now, a fairly onerous tax. If the ordinance passed, I think it would certainly go a long way towards neutralizing any tax issues involved with the decision as to whether to locate.

**Adams:** So you'll come back?

**Johansen:** You know, I'm just digesting this possible change. But that is certainly a possibility.

**Adams:** We have some great space.

**Johansen:** Fantastic. [laughter] and a great mayor.

**Adams:** And a great mayor and council.

**Leonard:** On that we agree.

**Adams:** Thank you very much. Appreciate it. Sandy?

**Sandra McDonough:** I'm Sandra McDonough, president at the Portland Business Alliance. I'm here today to support the proposed business, retention and recruitment credit. We appreciate your support for this pilot program, and I particularly want to recognize Kimberly Schneider in the mayor's office and Terry Williams and Scott Carter for the Revenue Department for their work on this proposal. It's been a very comfortable process, and they've done a great job of making sure they've been very fair to everybody. As you have heard, this credit is designed to deal with a problem faced by a small number of locally owned capital management firms that pay an exceptionally high business license tax due to their ownership structure. The small number of shareholders and their solo -- sole location in the city. Even with this retention credit, these wealth management firms will continue to pay significant business license taxes, substantially more than the average business and still above the average per-employee taxes paid by other professional business services in the city. We believe the ordinance is narrowly crafted in a way that specifically addresses the inequities for these small, locally owned, highly mobile and highly valued firms. We think it's very important that the ordinance renews the city's commitment to restoring business license tax relief for locally owned companies and other professional services firms by increasing the deduction to \$125,000 over time. We're confident this business license tax credit will help us keep great firms in our city and bring some more back. I'll also be working with you on that. Thank you for considering it today.

**Adams:** Anyone else wish to testify? Moves to a second reading.

**Leonard:** If I could, mayor, before we move on. You guys can go back to your chairs.

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

**Leonard:** I have serious doubts about this proposal. My good friend, Mark Madeiros, who's already left, is one of my favorite folks in the business community and not because we always agree but because we have vigorous decisions that are always subject oriented, and I've grown to very much admire Martin and like him. He used an analogy today wherein he said, as an eagle scout, he

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learned that when you have arterial bleeding, you apply a tourniquet, if needed. That would not apply to profuse bleeding from the neck. A tourniquet to bleeding of the neck, you would stop the bleeding but create other fatal conditions for the patient. I mean that this way. Portland is a community. It is a great city. And along with that comes amenities you will not find on cruz way -- cruise way -- kruse way or other places. Frankly some of the testimony here didn't help me at all. It set me back a little bit. Having suffered through measure 5 in 1990 as a leader of firefighters and in the legislature in '93 serving until I arrived here in 2002, I frankly got fed up with the whining about what people pay in taxes as our public schools decimated and crumbled, as our universities became overcrowded and kids had to pay higher and higher tuition, as our community colleges became more and more expensive. You don't get something for nothing. Portland doesn't create what it does for nothing. You have to pay something to be here. And what you get in return is a soul. If you move to kruse way, it certainly doesn't have a soul that compares with Portland, particularly our downtown area, all we've done to create the atmosphere for employees and businesses. Yes, investment bank kerrs as well. If you continue the logic to its ultimate end, that is investment companies don't need to be in any certain place in order to do their business, you can get a heck of a deal on a building in downtown detroit, michigan now, just about have them give it to you. But I would guess you probably would not want to go with the quality of life that goes with that as well. While, if I were voting up or down based on my own sensibilities of right and wrong, I give great difference to the mayor in crafting middle grounds and trying to do what he thinks that is in the city's best interest, and this next week I need to have a conversation with the mayor and have him more fully explain to me that why this insane effort is being continued on the part of people in general from 1990 to now has taken the Oregon that I grew up in, that my ancestors immigrated to in two prior centuries is being reduced to its knees by people who find nothing good but any effort there is to somehow reduce their taxes because they may not have kids in school or the kinds of investment personally that those of us who consider ourselves Oregonians do. I may or may not vote for this, but I will tell you in future council sessions when people come in here and start complaining about how much money they can't make in the city of Portland, it falls on deaf ears. You got to say your piece. I get to say mine. I think this is a community that deserves people who want to be here, who happen to do well. When they characterize they are doing well and helping out the little poor people because they're doing so well turns me off. So I better stop there probably.

**Adams:** Any other comments?

**Fritz:** I would like to comment that I had a thorough briefing from a few of the investment bankers. I understand their commitment and the reason this program is set up as a pilot project is to make sure that happens. We don't have any taxes at all, and that's not as good as the program that's being set up right now. Folks are trying to find a way to stay in Portland while still being fair to their shareholders and citizens of Portland. The way the business -- this particular tax is set up, it does seem to me compelling that this specific type of industry gets a disproportionate hit that needs to be addressed. And so when we do these kinds of things, it's important to constantly look at them again. We've made some tweaks, and I like the way the mayor has set this up as a pilot program so we can see if it works. Sought salt I would just like to again thank the mayor for crafting this proposal. I think the city council has been committed to a long-term course of correcting some aspects of our business income tax. As terry mentioned those reforms we've made to date, we have to continue to recognize -- and I think what the beauty of this proposal is, first of all it came from locally owned, employee owned companies who, when you look at the facts, are paying a very disproportionately high business tax per principal. We compete. We have a nucleus of venture capital and management firms that want to stay in Portland but can't ignore some of the realities of the commercial real estate market. While I agree with commissioner Leonard I don't think kruse way has the soul or barnes road either, that doesn't necessarily make up for the huge disadvantage

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these firms are in. I think this five-year pilot is both innovative and designed to keep jobs and bring back jobs to Portland, so I will be supporting this next week.

**Fish:** I'll defer my comments out of respect for the people waiting to be heard in the remaining 10 minutes of our council session.

**Adams:** Well, we have more than 10 minutes, commissioner Fish, but I want to say I think that commissioner Leonard's comments are important in that it's easy during the depth of this recession to let that frustration get out of hand with overly heated sort of rhetoric about the vulnerabilities of Portland's business climate, and we are constantly seeking to improve our business climate. Some of us up here, more than myself, have been working at it long before there was the current great recession. And we are constantly looking at calibrating every aspect of our operations, including taxes for when we see a cost -- the total cost and benefit within the business climate when something gets out of -- appears to be getting out of whack. We've been willing to tackett it, whether an exemption -- tackle it, whether an exemption or an increase in business taxes, moving from a fee to a tax that saved \$8 million, whether it's the changes to the tax that brought in real estate, certain owners of real estate, to being taxpayers for the first time in 25 years, whether it's making the changes that similar to this helps venture capital firms stay in the city of Portland. We're constantly looking to calibrate, look at all the combined costs and benefits of Portland's business climate. Taxes are one piece of that. And looking to calibrate and recalibrate where necessary, and that's what this is about. I think martin, who I agree with commissioner Leonard is to goodbye, clearly has no malicious intent with his comments. I think he's acting out of his -- his comments and the heat behind his comments is, I know, out of frustration just over the overall feeling about the which he. This moves to a second reading in two weeks. Last two items on the city council. Please read their title together.

**Items 1517 and 1518.**

**Adams:** Commissioner Fish.

**Fish:** Eileen argentina, would you come forward? As you're coming forward, i'm going to make just some very brief introductory comments. Colleagues, today I bring forward two ordinances to renew agreements with the department of corrections and with Multnomah county. These contracts allow Portland parks and rec to continue using nonbargaining unit work teams for unskilled labor across the park system for tasks that are seasonal or cannot currently be covered by the city's workforce. The preparation of these ordinances, we work closely with our friends in labor to assure these work teams will have no impact on existing skilled labor positions. These contracts specify that Portland parks and rec use minimum security prisoners or community service laborers. They are supervised by trained personnel from corrections and from the county, and city personnel are trained on how to use and interact with these work teams. Certainly it's a goal I share. Until Portland parks and rec funding can be used to a level that allows us to do all of the work we need to with proper funding, these agreements maximize taxpayer value while providing social benefits to many of the individuals covered in the work teams. Eileen is here from parks to give a little more background on both agreements, and then we welcome your comments, and we have two representatives here, one from the department of corrections and one from the county if my colleagues have questions they'd like to have answered.

**Eileen Argentina, Portland Parks and Recreation:** Good morning. My name is eileen argentina, services manager for Portland parks and recreation. Real quickly, some background on this. These work crews allow pp and r staff to provide coverage of the maintenance needs which our current city workforce would not be able to cover successfully, 2008, 2009, by way of some scale, pp and r used work crews of about 10 corrections inmates per crew who earned the privilege of volunteering for total work release, totaling about 11,000 hours in the field. The number has decreased over the past few years as we settled on the best use. Individuals have chosen, where possible, community service over jail time and lieu of fines more frequently. These work crews throughout the pp and r

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system in developed areas, developed parks on trails and natural areas. They handout play bills at summer concerts and work with planting crews. Let me give you a brief review of the work. Pick-up in the fall, storm damage cleanup usually in the winter but possibly occurring in other seasons, gravel and bark spreading particularly in the spring, again can be year-round, and ditch digging. Our city employees do provide the training for use of these community services. We hope to resume use of these work crews immediately upon your approval of these ordinances. Thank you very much.

**Fritz:** What types of offenses are the prisoners doing time for?

**Argentina:** I understand these are typically lower level offenses, but i'd have to defer that question to the gentleman from department of corrections.

**Fish:** Could dave conway come forward to the department of corrections and gerard welch from the county?

**Fritz:** Thank you for waiting through this long session.

**Dave Conway:** Dave conway, operations manager for department of corrections at columbia river correctional institution in northeast Portland. I told them i'm here on good behavior. They let me out today. [laughter] I have to report back right after.

**Leonard:** You talk like that all the time at home. [laughter]

**Conway:** Let me answer your question conversely. The inmates that come into our system through coffee creek, they're intensely screened, mental health, physical health, and then they're assigned to one of 14 prisons throughout the state. We at columbia river have the lower-level inmates.

**Fish:** What kind of offenses?

**Conway:** The inmates that go out on these work crews, we do not allow inmates with any type of sex offenses, escapes, restraining orders, arson offenses or stalking histories or any other types of violent crimes. We have really strict criteria we use. In addition to that, we have a real stable workforce, the inmates at columbia river three to four years. We basically pick the cream of the crop to go out there.

**Leonard:** I think the question was what specific types of offenses. You said everything they weren't.

**Conway:** Robbery. I'm looking at my list of what we don't allow so every other type of crime could potentially --

**Leonard:** So someone that was convicted of robbery would be allowed?

**Conway:** They could be, yes. Depending on certain --

**Leonard:** Off the top of my head, robbery, burglary --

**Conway:** Yes. Robbery, burglary --

**Leonard:** DUI?

**Conway:** Yes.

**Leonard:** Drug offenses?

**Conway:** Some, yes.

**Fritz:** Thank you. And are they all men or are there men and women on these crews?

**Conway:** The Columbia river is strictly male.

**Fritz:** Are there any women that are involved in this program?

**Argentina:** We only contract with Columbia river correctional institute for inmate crews.

**Fritz:** And why is that?

**Argentina:** You know, it's a limited application of this resource and we've got a working arrangement. We know what they're procedures are.

**Fritz:** Is there any elements of job training in this program?

**Conway:** Well there is. We feel we're doing not only a service to the community but to the inmates themselves. I like to remind folks that when these guys get out of prison, they're going to be our neighbors. And therefore we make every effort to give these guys the skills they need necessary to

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make it the community once they get out. So you may look at a job like picking up leaves and say to yourself, come on there's no real skill involved in that but behind the scenes the inmate has to get up on time every morning, take a shower, we instill teamwork. So these guys have to work together to get the job done and it's about -- their brief chance to get into the community and interact with community members and leaders of Portland parks.

**Fish:** It prompts a question in my mind for eileen. Have we hired any individuals who have been part of this program. Do we know whether any of these individuals when released to society have applied for a position with pp&r.

**Argentina:** I know through the community service program, we have lengthier commitments from them, there's been cases where they've been able to develop the skills to be competitive for our positions.

**Fritz:** How long have we been doing the program?

**Argentina:** Since I think 1984 and since approximately 2003 for the inmate crews.

**Fritz:** Have we done follow-up on the people who have been involved?

**Argentina:** We haven't on the individuals.

**Fritz:** And going back to my previous questioning regarding the job training aspect. Are people going out once to rake leaves or multiple times and learn various skills?

**Conway:** They do. As I mentioned before, we carefully screen these guys and if you can imagine the prison itself is like its own community and so we have a kitchen and maintenance shop and there's different types of jobs these guys do. So the guys screened to go out on the work crew, we like to keep them there and they're rated every day and we have a trained supervisor who is watching and rating them. On a daily basis. Their score is kind of a pass-fail. When you get a good group working together, we like to keep them together. Sometimes other needs come up that force them to perhaps move on to another facility. If there's certain education needs, what have you, and they report to work every did I and put in 40 hours a week, like most of us do. And one last reminder, that measure 17 that was passed by the voters several years ago mandates that inmates are required to either work or program school or such. 40 hours a week, just like we do. We need to keep the guys busy.

**Fritz:** Has the corrections department done follow-up on recidivism of people in the work program versus those who haven't?

**Conway:** I cannot answer that question. I'm not certain. We've done studies on recidivism, but I don't think specifically tied into that work.

**Fritz:** That's interesting. I have two questions. Is there a designation of which parks are appropriate and which are not?

**Argentina:** It's across the entire system potentially can be sites for this and leaf pickup, the leaf pickup tends to be occurs in our developed parks, in the larger parks with lots of trees. Storm cleanup, where the needs are the greatest. There's concerns, schools expressed concerns about them being nearby and then we wouldn't use them in those areas.

**Fritz:** Do they wear certain uniforms that would make it clear they're prison inmates rather than parks and recreation?

**Conway:** There's a stamp on the back.

**Argentina:** A doc van and a guard who is in uniform as well. And the rules of conduct are quite specific. And there's really almost no interaction between staff, other than for the purposes of getting oriented and trained.

**Fritz:** Thank you, my last question, did you consider just extending the contract for one year? I know you've having discussions on various labor issues and a agree with commissioner Fish's first statement. We need adequate ongoing funding for parks. Is there -- doing it for one year rather than two.

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**Argentina:** We want to do it for more than two with the state. That's maximum. It rolls around fast. We could do a contract for a year. I understand the state is on a biennium approach. That's probably why they work on a two-year contract limitation. Our concern is we get to the end of that process and not be prepared to put anything else into place.

**Fish:** Our contracts have a termination clause which allows us to terminate contracts before the end of the term. The term is simply aspirational. We're not in breach if we want to terminate.

**Fish:** Eileen, have we received any formal complaints from the public about this program relating to the individuals that provide the services?

**Argentina:** We've not have any complaints from the public.

**Leonard:** I have one observation, I'd be interested in -- particularly from corrections, your reaction.

From the time I served in the legislature to now, I found myself in a place, as a member of the ways and means subcommittee on public safety where I had interaction with your department. Always positive. Including touring various prisons throughout the state and learning about the various programs. The conclusion I have reached with programs like this is they are too restrictive as to which inmates can participate. For example, you said you exclude people who commit arson. I would suggest at some point, just as you made the point about the DUI person or drug offender person, that person will be released into society. I'd prefer to have them in a program like this, supervised so we could watch how they interacted then have them serve their time and kick them out and they end up without no supervision. I think the demonization of convicted offenders on a variety of levels and I think I would defer to my good friend, now state senator Chip Shields who is more eloquent on the subject than I am. But I think it's a major failure, which isn't to wade on the labor issues one way or the other. But once we establish those, those allowed to participate, I would be interested in why we don't expand to include others, particularly because they are supervised by corrections officials and I don't quite get that. Maybe you can help me.

**Conway:** I do appreciate your comments and I -- in some ways, very supportive of what you say. And my experience with the department of corrections, I've been with them for 13 years now, and I believe we have expanded that. But as an example, the arsonist, it doesn't mean they're not working and we're not teaching and mentoring them. They may have a job inside in the shop.

**Leonard:** Ok.

**Conway:** We're sensitive to the community's needs and wants and the last thing we want is someone sparking a fire with the equipment --

**Leonard:** Having them in a work crew doesn't prevent that from happening when they get released.

**Conway:** You're right.

**Leonard:** I'd rather have someone watching them.

**Fish:** I've heard agree great suggestions. Look at the pool. You're raising a question of how they're screened and who is eligible. And I share your interest in that area. Number two is a question of why do we limit this to one facility which happens to be all male and not provide alternatives for women. That's an excellent question. And the third has to do with tracking. The people who are part of this program. And I'm interested in tracking for two reasons. One is so that we can document to the public that there's a benefit beyond people just doing jobs that most people don't want to do. Like cleaning up a homeless encampment which is not a job our workforce wants to do. But giving the people the discipline and the habits of work which help them to get jobs when they're released. But in addition, I'm interested in tracking to see whether there's success stories we can have about people who participate in the program and who become full-time employees with the bureau. In addition, a reciprocal obligation is once we've identified people with good work habits can we give them a break and a fresh start when they get out. I appreciate the comments of my colleagues and prompted me as the commissioner in charge to pursue all three of those questions.

**Leonard:** Good, thank you.

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**Fish:** The request is to renew existing agreements and I think we have some testimony before we get a chance to vote on this. Thank you, all.

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

**Moore-Love:** We have eight people signed up. First three, please come on up.

\*\*\*\*\*: Lorrie king had an emergency and had to leave. She's going to email her comments to council. Her concerns were about the --

**Adams:** I need you -- I can't have you testify from the chairs out there. If you want to come and testify, I would welcome that.

\*\*\*\*\*: Well --

**Adams:** Come on up. I'm going to need you to come on up. Couldn't on up.

**Leonard:** Richard, you're so shy, what is that about?

**Adams:** And who else. John ross. He's on the wrong list. Ted, won't you take a front row seat. We'll get you next. Is that it, Karla? Great. Welcome to the city council. Glad you're here.

\*\*\*\*\*: I was hoping they could begin.

**Adams:** Ok. Sir, would you like to begin?

**Doug Nolan:** My name is doug nolan and I live in southeast Portland and i'm unemployed. I hereby request the city of Portland cease using prison labor and make the work available to unemployed people such as myself. There are quite a few of us out there. I think commissioner Fish mentioned that we should reward those who play by the rules. I played by the rules steadily through my life. I have no criminal record. I have a four-year college degree from the university of Oregon. A great work reference. Good references and a good work ethic. Hire me. I'm more than willing to do this work. I believe eileen argentine mentioned some of the work was leaf pickup, storm damage and gravel and bark spreading. I'll do a darn good job. To that point, I actually brought a resume. I'm hoping I can hand this to somebody to get to you my contact information is at the top. It's current. Feel free to call me any time day or night. I don't know who to hand this to.

**Leonard:** You can hand it to me. If you can get rid of the lower portion of your facial hair. You could qualify to be a Portland firefighter. We're having exams this january. You strike me as a person who would excel in that profession. So if you want more information about that opportunity, which is coming up ream soon, talk to me after the session.

**Nolan:** I'll definitely do that.

**Leonard:** Do heights bother you?

**Nolan:** Not at all. I mountain climb for fun.

**Leonard:** They bother me and I was a firefighter.

**Nolan:** There you go. I was going to -- so you know, if it's the case I need to go to prison to get a job, let me know. I can change my game plan. I've been doing everything right --

**Leonard:** If you're perfect, you can't be a firefighter. Hopefully you've done something wrong.

**Nolan:** That's it. I'm asking for a job. This is an honest request and if you offer me a job, i'll take it.

**Fish:** Sounds like --

**Adams:** Sounds like you've got a good track. Sir?

**John M. Ross:** I'm john ross, with the jobs with justice group. The economic crisis committee and our present concern, with this particular renewal of this contract, wee feel it's exploitative. Not treating the prisoners justly or the unionized workers justly. Taking the work away and giving it to others. And we think these -- they deserve something rather than from the elected representatives in this matter. We want to see an end to the -- I shouldn't say to the using of prison labor in our parks and city, and this -- we feel there may be, we hope not, but there may be perhaps some narrow financial interest that benefits from the convict labor. Certainly, the city should be not one of these -- should not be one of these interests. We do not know how this decision was made, and -- to

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exploit people in this way. Every policy decision must have an element of decency attached to this. Such when you backed a single payer resolution for healthcare in the nation and also in the community here. This -- although you may have the right to make this decision, we feel -- we believe you should not abuse your authority in any way regarding this matter and we believe that exploitative policies are not in keeping with our traditions and our culture and civilization or democracy. And as political figures you do have enough -- I think you have enough integrity to know what is required of you and when it's forbidden. But when this comes forward in this particular issue, we become aware of it. We're -- we do believe that some decision should be turned over to the democratic process so it can be considered and possibly more correctly rejected. We do not give many options here nor do we intend to do so. The roadmap should be clear to you and we ask that you -- I should say, restore these jobs to, you know, workers at union wages and -- to union workers at union wages and people who pay taxes and remain sovereign with our citizenry just as we do. But a continuation of this process in place of union workers in these serious economic times is unacceptable. So we urge you to join us and reject this policy and using convict labor as you establish your priorities, please do so, and do not revisit this policy again. Thank you.

**Adams:** Thank you, sir, very much. Mr. Beetle.

\*\*\*\*\*: Did you want [inaudible]

**Adams:** Go ahead.

**Richard Beetle:** Mayor, council, my name is richard beetle. I think most of the council knows me as buzz. I want to show you a letter that I got from parks and it tells you my feelings about the use of these crews are. It starts off with a letterhead. Portland parks and recreation, healthy parks and a healthy Portland and then goes on to describe the use of prison labor in our parks and I think it's embarrassing that we have to reduce ourselves to this level to provide services. But having said that, I do appreciate the council's support for polling the prison labor -- pulling the issue from the council agenda and allowing labor 43 a chance to address this issue. And I did address it. I addressed with it commissioner Fish and I addressed it with lisa out at parks and recreation. While we don't agree on the use of these crews, I do appreciate the changes that the commissioner and lisa have agreed to make in this ordinance to address the most pressing concerns of my local. One is to discuss the safest use of these crews, such as taking them out of the neighborhood parks and limiting their use to more remote undeveloped wilderness areas such as forest park. And the second concern we had that's been addressed by parks is to hold serious discussions about how we can find ways to minimize the need to I don't these crews in the future. I want a future for parks that does not depend on the use of these type of crews. Unfortunately, the use of prison crews is only a symptom of a much more serious problem we're facing in parks. In 2002, on the recreation side, parks had 112 union employees working alongside mainly low-wage workers. Today in recreation, we have 92 unionized workers working alongside and supervising 1500 non-represented low-wage workers. We're clearly heading in the wrong direction in this bureau. The statistics on this bureau are appalling. 86.5% of the employees working in parks are non-union and mainly low wage. 64.1% of the payroll going out of parks is non-union, low wage. This is not including the supervisory staff. We've included them. The park workforce has gone by 36.7% while my membership in parks has remained static. Parks hiring practices has affected the whole city. The density has dropped from 54% union been to 49% union. One the reasons is we've had a reduction in the police bureau of 90% and they're 90% union and the second reason, we've had a growth of 36-point percent hiring in parks and our the use of this low road is false savings. Because these low-wage workers end up on the same social programs being stretched so thin by our high unemployment numbers in Oregon. This cost shift is really unacceptable and unsustainable. We need to reorganize parks and we need to find a new way of funding this valuable public service. Local 43 is willing to help in this reorganization and we're willing to help search for new money. Why, I fully understand that isn't be accomplished overnight, that doesn't excuse my local, the parks

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or the commissioners or the council or mayor from their obligation from trying to find progress to be made in minding a higher road for parks future. Thank you.

**Fish:** If I can just say one thing. I want to thank you for the discussion we've had. I want to thank local 43 for the partnership with my bureau. And I also want to acknowledge that while we're here talking about correctional facilities and their workers, you've raised a question about the contingent workforce that's non-union. That includes, for example, the laborers we hire seasonally who are not members of an union. That includes people who work and assigned from brooks staffing and we've agreed to tackle that problem and we've give continue to the labor management committee for guidance and you and I will find ways to protect the integrity of the bargaining work but find ways to expand it when we have sunnier days and I appreciate the fact we share a frustration. There's not enough dollars in the system to get where we want to good. And I also appreciate the leadership you've demonstrated around advocating for a better place to work for members of local 43. In that regard, you have an united council would says, should there be a capital bond measure down the road, a portion will go to a knew work environment in mount tabor and the people you represent. I want to thank you for your advocacy and the role you play in our bureau.

**Beetle:** I think that's an important thing to do. We've had a really good public process around our mount tabor yard issue. We took a neighborhood favorably contentious toward our goals and turned them into some of our biggest supporters because of the process used by Portland parks. We don't want to frustrate it by not following through, that's an important point. I'm glad you made that. But at the same time I say that, I want to make it clear, i'm not blaming this on commissioner Fish or his office on the work model that's been used in parks. This whole thing is bigger than just one commissioner. It's going to take all of the council working together. Because we need to be done down in salem looking for tax justice. That's part of the issue here. Tax justice.

**Adams:** Thank you for your time. In your list, I think you failed to mention that we on the seasonal part-time workers provide insurance.

**Beetle:** And we've done that.

**Adams:** And union representation.

\*\*\*\*\*: That's right --

**Adams:** I wanted to make sure that got on the list of one positive union management over the years.

**Beetle:** And we've made progress.

**Adams:** Thank you, we've worked hard on that. Sir?

\*\*\*\*\*: My main concern is the backward trend to use prison labor. I have been in the criminal justice system and worked on work crews. It's almost to the point where within the system, we joke with the guards, this is an employment scheme for corrections officials. The work we did wasn't what I would call job training. That field is way over saturated. But my main concern is laying off people in good paying jobs and giving those jobs to prisoner who have an economic benefit to the community from my standpoint, what will wind up happening, you'll have people formerly working in the parks, supporting family, being displaced by prison labor and then those people themselves, some will wind up in the criminal justice system, working in the same parks, but now for free. That's not a good savings. That's going in the direction that texas goes and solving prison problems by reinventing slavery through a contradiction. And i'm not sure -- through a conviction.

Retraining people is a good judged idea. I don't think this type of thing works for anyone winding up working for the parks department. It's a job opportunity for corrections rather than prisoners. And a hate to see people lose their jobs to create more employment in the corrections department.

**Adams:** Thank you for your testimony. Unless there's anyone else who wishes -- oh, veronica? Go ahead and come up. Thank you, gentlemen. Go ahead and take a seat.

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

**Adams:** Welcome back.

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**Veronica Bernier:** Good morning, mayor sam Adams.

**Adams:** Hi.

**Bernier:** And commissioner Fish and commissioner Fritz and commissioner Saltzman -- he gives the best parties.

**Leonard:** He gives the best what?

**Bernier:** Parties.

**Leonard:** Now you're partying at nick Fish's'.

**Bernier:** No.

**Leonard:** I thought it was -- et tu, brute?

**Fish:** Stop right there, I think you hit the nail on the head.

**Bernier:** On to the parks and recreation, that's the party.

**Leonard:** Betrayed by you too, nick.

**Bernier:** It's good to see you, mayor Adams, you're looking well and i'm glad to see that everybody is surviving the cold snap. On to bigger and better projects. I'm in support halfway with the measure here. About 50% and 50%. It's always going to be evenly divided whenever you use sheriff's work crews for parks and recreation or anything like that. I come from a long line of people involved in the criminal justice system and however, my dealings were with san francisco. As this relates to that, that was a way to get people out of jail. What you're trying to do here is really keep them employed, gainfully, and i'm in support of that, except for two things. One is chemical dependency and the other is [inaudible] chemical dependency does not leave the body. You can still get overlay with lsd or methamphetamine or drugs and alcohol. Even down the line, you can have a flip flop and behavior changes and somebody runs for it. We don't want to see that happen. Obviously. So you have them watch can the work crews and the second thing, the pattern of thinking, behind that, they want to do a good job. That's good. You've got physical -- guys in prison are buffed out. I think there's more machines that are weight lifting and present in jails than on the outside, sometimes. They do keep themselves well trimmed and a lot of muscle is good. And putting that to work is a good thing. I'm for the protestant work ethic. Keep it on an even keel. You have to watch all the time with these guys. But I do support the work effort. It's good for mood building. You know, in jail, to get out and work a little bit. Happy halloween.

**Leonard:** Thank you.

**Adams:** Thank you, veronica. All right. Unless there's additional testimony, call the vote.

**Leonard:** As I alluded to in a different topic, sometimes i'm listens to debates and I put it in a broader historical perspective and I just remember back when I represented firefighters in the '80s, late '80s and early '90, I had one vote, mike limburgh. And as I said to many people many time, three is an imagine number around here. You get to three and you get to pass things. Since -- since -- and only since sam's arrival on the council in january of 2005, have we had consistently three votes to help labor. And -- and not so much to help labor, but what I would characterize doing the right thing consistently. So sam pointed out a couple of issues that i'd forgotten about. At the behest of buzz, we jumped in the middle of dhr and made sure temporary workers were unionized and got health insurance. Never happened before. We interceded in collective bargaining agreements -- never happened before. If I was still the president of the firefighters and to have a commissioner in charge I would go to talk to about these issues, like commissioner Fish, would have made me feel I had died and gone to heaven. I had people make me wait for 09 minutes and then have me come in and tell me no. And is there anything else I can do to help you today, mr. Leonard? That was the atmosphere for -- I led pickets around city hall. I have pictures in my office, leading hundreds of firefighters protesting city hall. City council had the nerve to give themselves a raise and every other union person want -- can you imagine that happening now? I can't imagine that happening. That's a long way of saying i'm disappointed in what i've heard today. Labor is my friend and i'm your advocate and I think we have to work together. You to find a middle ground.

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You take what you can get and then you give some. That's how partnerships and relationships work best. On a variety of levels i'm working with even other unionized workforces in the city to get them to be a little more holistic in their perspective in what we're doing and recognize you have a labor friendly council. If you don't get all of what you want, that doesn't make us bad guys. It means we have broader responsibilities and certainly, I -- you know, when -- I had the luxury of advocating for firefighters, I don't think I appreciated that I had one position I needed to advocate and one set of constituencies I needed to advocate for. From my friends in the labor community, if they understand i'm not in that role. I will still fight or and come to any meeting you ask me. I have to think about mentally ill people as well. And, yes, people who get released from prison. And what is the wisest way. I found some of the comments offensive. About exploiting prison labor. It's not exploiting prison labor. Believe me, they're very happy to be out doing something outside rather than being stuck in the cell watching Oprah. They want to be out there. They compete to be out there. It helps them find a new balance. And somewhere, we have to protect labor interests and somewhere we have a broader responsibility to the community which includes people convicted of crimes and making sure we treat them fairly as well. That's my long way of saying I greatly appreciate commissioner Fish's ongoing attempt to find that balance and I think that in spite of what we have heard today, he has and I commend him and proud to vote aye.

**Fritz:** Well, we need ongoing advocate funding for parks. And I think we all agree on that. And i'm committed to helping in any way I can with that discussion to see how that might happen. I appreciate the direction over the past several years to fund new improvements in constructions with bond measures and find money in the general fund for ongoing services, however we haven't got enough money in the general fund for ongoing services for parks. And I want to stress we value city employee who is provide services to the city of Portland and that's the structure that I would like to support, that we have workers who love their job. I visited with labor local 483 and people talking about their jobs, and doing street sweeping and cutting blackberries and saying how they might get moved to a different task. And he said he was happy to do whatever task he could do. He took a lot of pride in doing that job and I like -- I appreciate city employees who whatever the task is, take it with all of their heart and do the best job and give the service to the citizens and I know my colleagues on the council appreciate that too. Measure 17 did require citizens [inaudible] to work and that's something we have to remember. But Mr. Nolan made a good point. Those prisoners have a roof over their heads and in this current climate, there's a lot of people at risk. And I think this has been a healthy discussion this morning. Mr. Beate, if you could send me your comments, I would like to look over the statistics again. I think it has implications for our budget next year. But mostly, commissioner Fish, i'm very impressed with your willingness to keep going back to asking difficult questions and considering different options and your comment this is a two-year contract but we don't have to do it that much. You said you're looking at the Brooks' contract and Mayor Adams reminded me you've been assigned the minority women as businesses and you have quite the task on your list and you're doing them well and working harder than many people could possibly imagine. Thank you for your leadership and thank you for this discussion. Aye.

**Fish:** I want to thank my colleagues for their very generous comments and I want to say that i, too, am proud to be part of a council that's passionately united around the dignity of work and the importance of providing family-wage jobs to people in our community. And i've seen in my year and a quarter on this body, no evidence to the contrary. We're united in that, and that's at the heart of the mayor's economic development strategy and at the heart of how we treat our workforce every day and how we view healthcare as an issue and everything we do. So I take great pride in being on a body that put that is front and center. The issue before us is the renewal of two agreements for which we've had experience. And as has been stated we've learned under these agreements people who are incarcerated get meaningful work grants. Because i'm new in this assignment, have we

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gone one step forward to track whether those people have found gainful employment once released to society and I think that's a pilot project that our bureau and other bureaus ought to look at. If this is a relevant work credential that you've been working for the city and the citizens then you ought to have a chance to compete for a job when you get out. I know from my past public service, the biggest scandal in this country is how we treat people once they're released from jail. For most, it's a dead end and the reason we have a high rate of recidivism, we don't do a good job transitioning them into meaningful jobs. Buzz, I appreciate we've had a constructive dialogue. I'll tell what you i'm told and you told me is maybe accurate and it's through nothing i've done, so i'm not taking credit, but I understand that the labor management committee in parks is among the highest functioning in the city. I've heard that not just from your members but from afscme members. And I think that's unprecedented on contracts of that kind of beyond that, we appreciate the relationship we have with you, and as randy noticed, any mature relationship, whether it's in our person or professional lives involves give and take and you've fought hard for your members' interests and done a good job. On this one, your advocacy has led to this be modified substantial and we agree with and as we continue to monitor these contracts you'll continue to be at the table and keeping faith with the issues and values you've set out. So thanks for doing a good job and being a good partner. And finally, to lisa and eileen, you do the hard work, so thank you for the ongoing commitment to a constructive dialogue with our most important resource, which is our employees and to my colleagues, I thank you for your gracious and kind comments. Aye.

**Saltzman:** Aye.

**Adams:** I'm going to support both of these measures because i've seen nor heard any evidence that these contracts supplant union jobs that were cut. So this is a continuation of existing practices and level of effort. If it was increased effort, I think you'd make a -- sort of a raw argument that it was moving in that direction, but I don't see any evidence that that be the case. I also believe that providing construct I tasks for those who are incarcerated is part of our opportunity as city commissioners, if not our responsibility. And I also appreciate the fact that as been mentioned that commissioner Fish constantly had his ears and eyes open and been willing to modify and approve the approach of this endeavor and I thank you for that. And finally, it's -- you know, important to give credit where credit is due and we worked really hard. I voted no. I was one of a few votes no on earlier contracts that led to the part-time employee getting healthcare and union representation and the only other word that's significant there is "season alloy part-time and that was -- seasonal part time. And that was the only one that we could find in the nation. Two other points. Criticize when we deserve it and give us the points when we deserve them as well. So i'm pleased to vote aye. 1517 is approved. Can you read item 1518.

**Moore-Love:** Roll call.

**Adams:** Sorry, roll call.

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

**Adams:** Aye. [gavel pounded] 1518 is approved. We're in recess until 2:00 p.m.

At 1:11 p.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.

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

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**Adams:** All you'll have to say when you testify is your first and last name and the clock on the front of that hunk of wood will count down the time. How many people do we have signed up?

**Moore-Love:** Nine people.

**Adams:** Karla, please read the titles for council calendar items 1519 and 1520.

**Moore-Love:** Should we do a roll call first?

**Adams:** Oh, yeah, roll call.

[ roll call ]

**Adams:** Now can you please read the title?

**Items 1519 and 1520.**

**Adams:** All right. I'm very pleased today to be presenting this on behalf of a lot of community partners and other public and private partners. It is the climate action plan, and it is an effort to reduce our greenhouse gas emissions to 80% below 1990 levels. And some of you have the t-shirts and the buttons out there that say "350," and that's very cool to see. As we -- [applause] and as we started out with the 80% below 1990 level by 2050, and the simplicity of the 350 is very attractive, so as we move this into the Portland plan, we'll be looking at that potential measure to replace the 90% -- 80% below 1990 levels -- [applause] I'm going to have Michael Armstrong talk about the difference. But before I do that, Portland is recognized as one of the most sustainable cities, one of the greenest cities in the world. We're consistently ranked as number one or two in the United States, we're consistently ranked within the top 10. As I say to every audience, when it comes to comparing us to the rest of the United States, that is very high praise on an incredibly low standard. [laughter] One of my biggest concerns as mayor who shares this passion to work on climate action, the climate action plan is that we will believe the national press we get, the positive national press we get, we'll believe it for the wrong reasons. I believe we should believe it to inspire us to do more, to show that we can accomplish and that this is a very hopeful cause. My fear is, as one of your leaders, is that instead we'll sit on our laurels, we'll see we've made it, that we've innovated, we're ahead of the pack. And I'm working hard and I know a lot of you are working hard that it's the first, not the latter. This carbon reduction plan will also result in more jobs, improved equity, increased energy self-sufficiency, stronger analysis items and a more adaptable resilient city. As well as literally saving billions of dollars for residents and businesses. It is closely linked to our economic development strategy. The economic development strategy seeks to be the most sustainable local economy and the world -- in the world. We've been the living laboratory where we've shown the rest of the nation you can be green and economically successful at the same time. Today we're going to be considering adoption of the climate action plan and launch implementation of 15 key components. It requires the work of everyone on city council and I appreciate that they have all made a contribution to this draft plan, including the bureau of transportation, environmental service, parks, revenue, office emergency management, and the Portland development commission in addition to the lead work by the bureau of planning and sustainability. It is my pleasure to introduce the cosponsor of this plan, someone who has worked tirelessly as well to not only do good policy, but to make it happen. And I'm pleased to introduce my partner based on -- on this

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project, commissioner jeff cogen, thank you for your partnership, and I wanted to offer you an opportunity to help frame some issues and comments up front.

**Jeff Cogen, Multnomah County Commissioner:** Jeff cogen, Multnomah county commissioner. I'm excited to be here today to formally conclude the first step in our exciting partner about the climate action plan, which is to actually adopt it, of course the harder second step is beginning to implement it. This has been a really important project that we've been working on together, and I guess before I go further, I want to thank knowledge cat west, who has been working along with susan and michael and the great team at the city to try and bring this together over the course of the last two years. This is a really important thing for this community for a couple of reasons. It's really the sweet spot between acting according to our values to confront what is a global crisis, climate change, but also taking advantage of a unique economic opportunity for this region. Before I came in here this afternoon, I was speaking with christine irvin, and she mentioned she had just come back from south carolina, and in south carolina, they don't even want to mention climate change. It's not even considered wise to talk about it. And in the global sense that's unfortunate, because we need our entire nation to get on the same page here. But in terms of our opportunity, there's something to be said for that. Because we're out front on this. We in Portland and Multnomah county are acknowledging this problem and are acting proactively to address it. Not only is it the right thing to do, but it has tremendous upside for us economically. Whether it's going to be in green building, solar energy, streetcar manufacturing, electric vehicle implementation, or energy efficiency work. Any of those areas, which is a small piece of this, offer real opportunity for jobs and for future prosperity for this region, and that's one of the reasons that this is such an important thing for us to act on quickly and to cement our leadership. It also helps frankly build the brand of this region. As the leader, as you were mentioning. And maybe we're not yet doing everything as our reputation tells us we should be, but it's a good thing for us to be recognized internationally as a sustainability leader, and that's a good thing for our economy as well as an opportunity for us to show the rest of the country how to do it right. Now, Multnomah county is really happy to partner with the city here. And we're happy partly because the city has been amazing leader on this for a number of years. The two governments have been working together for almost a decade now since we jointly launched our first climate action plan. And the county comes to the table with a couple of unique perspectives. One, as the public health agency of Multnomah county, it's our responsibility to help protect the public and climate change among other implications, is a potential health disaster. We need to be getting out front of that, identifying the reasons it could be bad, and actually helping prepare for the unfortunately inevitable public health consequences that are coming. And again, the county has a unique role in protecting vulnerable people. And unfortunately the implications of climate change, as bad as they are for the broader public, are most devastating for people less able to help themselves. Some have said, what does it matter that the city and county are taking on climate change? It seems like something that should be addressed globally. It does need to be addressed globally, but local leadership really matters. One thing that we've already demonstrated is we can make a difference. The actions that we have jointly taken already have already -- this is late-breaking information, have already led to a per capita reduction of co2 emission, 19% here. That's at the same time at the rest of the country, it's increased almost 20%. What we've shown is that we can make a real difference with our local actions, and that's important both tangibly in terms of actually reducing greenhouse gas emissions, but also in terms of setting an example for others. Because when we show we can make a difference, it empowers others to make a difference too. That's why this is such an exciting opportunity. It's something we can establish our leadership, make a real substantive difference on a matter of global concern, and also do it in a way that helps ensure our prosperity for the 21st century. Thank you for the partnership. I'm excited to be here today.

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**Adams:** One thing to pick up before I turn it over to susan and michael to lead us through the specifics, is to pick up and underline your great introductory remarks, the knot has been around how are we going to pay for this? How do we provide financing, especially to households and private businesses to get the money up front and get the payback over time. And right now Portlanders and north americans can go out and get a loan for a motorcycle, a recreational vehicle, a power boat, all kinds of products. But you'll find very little opportunity to get the kind of financing for the clean energy retrofit energy savings and conservation retrofit of your home. Or a business. Or a manufacturer. And so this council with the support of partnership of the county, has passed the clean energy works, which is piloting more than -- it's creating jobs, it's going to weatherize a lot of homes, but more than anything else, it helps to untie the knot, which has been a lack of financing to get these projects done. We're piloting how we're going to finance implementing them. So with that, susan anderson.

**Susan Anderson, Director, Bureau of Planning and Sustainability:** You two provide a hard act to follow. So susan anderson, director of the bureau of planning and sustainability. We're here today because climate change is real, and cities can Make a difference. A big difference. Not only that, but because we can definitely take action more quickly and more decisively than the federal government. And right now on this issue, if you talk to other cities, cities are where it's at. Cities are where the action is happening. If you -- I talk to cities all over the country -- london, cape town, sydney, seoul, back to Portland, all of these cities and hundreds more are developing their own local action plans on climate change. As we came out with our draft, the first thing we noticed, as soon as it hit out, we had requests from all over the world to say, "how do you do this, how do you look at the numbers and build a plan that's based on science and based on technical data?" because what most cities are doing, frankly they don't have the expertise, and so they're out there putting out, here's the 20 things we're going to do and they don't know where it's going to be. So this plan is different that way. So it wasn't always the case that cities cared about this, and back in 1993 -- now i'm feeling old, but I worked in mike lindberg's office, and commissioner lindberg and I believed global warming was real, and we called it global warming then, we didn't say climate change. So we set out to actually map our carbon footprint for the city. So we looked at residential, Commercial, industrial, government, energy use and transportation, put that all together with with the help of utilities, with help from some of the folks at the Oregon department of energy. Not a whole lot of people were talking about carbon footprints in those days. But that's what we did, and the result was the plan on the left, with the really fancy congratulatics there. I think I cut that globe out and pasted it on the front page of that. So things have changed. A few years later we joined with the county, and -- to begin to look at not just city, but countywide, what could we do about reducing greenhouse gas emissions? We set a goal 10% below normal levels by 2010. You think that's way a long ways away, but here it is a couple months away, and it's going to be 20 -- 2010. As commissioner cogen said, per capita, carbon dioxide emissions have decreased by 19%. That's pretty amazing stuff. Plus applause and we put this out there a lot, and so far we haven't found another city that's been able to beat us. At least not in the u.s. However, as all of my friends and half of your friends have moved to Portland, our population has increased dramatically during that same time, and so we have only really decreased emissions by 1% below 1990 levels. So the blue line there on the graph shows total u.s. emissions are up 14%. The yellow line shows we're down 1%, but it also shows the gap in between, and it shows we're definitely doing some things right. The amazing thing is, during this whole time, most people didn't know that there was a climate action plan. And most people didn't take action on any of these things because they cared about the environment or global warming. They did it to save money in their homes, they took action to clean up local air quality, to provide neighborhoods that were more walkable, that were more friendly, we look the at ways to cut costs in general. And all of those things it ends up, when you do them all together, it also impacts climate change. By doing those things, those are the same things that end

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up cutting carbon emissions too. So what did we have to do to actually make that line go down in the graph? I think you can tell the story as well as I can. And you tell it all the time. You tell it for different reasons. You're caring about transportation and land use, and how we understood the connections between those things. And we invested in light rail and streetcars, and in more walkable neighborhoods. We invested in bike infrastructure, so we all started biking, we started walking. We invested in energy efficiency. Businesses in Portland are literally in the past 10 years have saved hundreds of millions of dollars by investing in energy efficiency. We've created more than 150 in the metro area leed buildings that are completed or underway. And we've done our part to walk our own talk in city government and have cut our own energy bills by \$3.5 million. We worked with utilities and others to promote solar and wind, and we even adopted our own local biofuels ordinance, and of course we recycled. With more than 90% of households participating in recycling, and most businesses as of last year for 2008, we now recycle 67% of all of our waste for the residential and commercial. The u.s. average is just over 30%. So as the mayor said, we're doing a lot of things right, and all of those things added together got us a 1% reduction from 1990. That's good, and that's the first step, but it's just a baby step, because that's where we need to go. And it's a long way. Scientists tell us an 80% reduction by 2050 is essential if we're to avoid the worst impact of climate change. An 80% cut is where we're headed. We have a plan that you have in front of you, and many of you have taken a hard look at. It's an 80% reduction by 2050. We have an interim goal of 40% by 2030. But we've divided the plan up into three-year action items. So the plan will actually be renewed every three years. There are 90, about 90 actions to be taken, or started in the next three years. So it's a very specific plan, it has some real dlif rabbits, and so i'm going to -- we'll be running as soon as we get up from here to get going. The actions are in eight different areas. I'm not going to walk through every bit of this, there's a lot of people here I think who want to be heard and have a lot to say, but a couple of the key highlights are obviously more bike lanes, more streetcar lines, more solar and energy efficiency, there's action items so that we really look at creating the bones, the land use structure for 20-minute complete neighborhoods. We want to look at promoting green infrastructure, ecoroofs, green streets, planning trees -- planting trees, and to get our own house in order, the city and county in terms of looking at the things we need to do, and because the sad news is that the climate is already changing. And because of that, the plan also includes direction for the city to assess just how vulnerable are we? How vulnerable are we at the city and county in terms of energy, water, food, public health, all of those issues in terms of how changes in the climate have already begun, and how those are going to affect us? So something that's very important about this plan, as the mayor mentioned, it doesn't stand alone. It's not just about carbon. All of the plans listed here and several others are integrated together. And on purpose many of them, if you look at the plans, will have the exact same objections and action items. And we did that because many of these actions you would take to improve the economy, you would do it to offset peak oil issues, you'd do it to make the city more green and have a better infrastructure and work on storm water issues. So we found those things are all togetherred -- connected. I find every time I do I this I get hit for not vag friend's companies on here. But all of these companies know that there's money to be made. They could not care at all about global, but you wouldn't have to care about the issue. There is demand for products and services in an economy that's going to be a low carbon economy. I want to thank you for your support, for your leadership, and I also want to thank michael armstrong, julia thompson, and michelle cindy mccain in particular -- michelle crim, and other people who helped to put this plan together. Again, as I mentioned, you have to realize that this plan is different than most other cities' plans. It's really based on good technical background data and science, it's not just a wish list. On the way in I talked to folks from Portland general electric, they said their ceo was actually reading it word-for-word, because he's a detailed kind of Guy, and was really impressed that in fact we had the data to

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support where we're going to go. So I think as we adopted today, this will become a model for cities all over the world. So thank you.

**Adams:** Thank you. And Michael, in terms of moving forward, what would you say is the most important sort of top of mind concern, or hope that you have in terms of moving forward?

**Michael Armstrong, Bureau of Planning and Sustainability:** When we look at the plan, and we look at where emissions come from, we have transportation at around 40%, buildings a little over 40%. We need to launch major initiatives around both of those. We have great work that's been initiated, it's -- it really needs to accelerate, for transportation, a big piece is figuring out sustainable funding source that will let us invest in the kind of improvement we need. For buildings, I think you hit it on the nose. It's accessing capital to invest in retrofitting our existing buildings. We've started down that path, we need to really hit that hard.

**Adams:** One thing we did for eight town halls on this issue, and I went up and was part of the event with Gregor Robertson, the mayor of Vancouver B.C., and last week he laid out and proposed the greenest city initiative. What I sort of before I move on to other panel folks, one thing that I think is really important, the bottom line to your point, it's got to be a bunch of individual actions we all take in our own life, and some key big systemic changes as well. It has to be both. So this is a great group. Give them a round of applause. [applause] Welcome to the city council. Appreciate you being here.

**David Bragdon:** We bring a lot to the table in terms of improving chances for people to recycle and of course our transportation networks. So we look forward to continuing to work with you and make this a reality.

**Adams:** Thanks for being such a great partner with us. Helping to push this agenda regionally. We appreciate.

**Christine Irving:** Mayor Adams, council members, I am Christine Irving, a member of the steering committee for this plan, and as you might imagine, I am here most enthusiastically to encourage your support for the resolution and the plan. And I think as you've heard and as you will hear, the plan really does build on Portland's pioneering record. It links to any number of actions you've already approved that will keep Portland being the global leader in sustainability. It helps position us for a rapidly changing world while yielding such an array of benefits, and it is a plan that underscores the roles of cities. As you know, 75% of the world's greenhouse gas emissions are generated in cities. And as Commissioner Cogan and Susan emphasized, that gives us a special weighty responsibility to take bold action. Not only because we're one of those cities, because so many turn to us. As a model. You know. My role with the U.S. Department of Energy, and even later with the U.S. Green Building Council, I often heard concerns when we rose -- raised the bar for building codes and appliance standards, and even where we set the limits for LEED, but time after time again, we would see that those limits and those goals would just unleash innovation, creativity, even beyond what we had anticipated. And that of course is what we're just beginning to see with clean energy technologies, now that a clear signal has been sent that we are -- will move forward. I think what is unprecedented about climate change is the incredible speed in which it is occurring and accelerating, and the scope. And the impact on so many natural and human systems, ranging from fisheries to national security. And it's also symptomatic of the economic paradigm that you referred to, Mayor Adams. That really discourages investments in the future. It's the same market signal that gave us the short-sighted derivatives we're paying for so clearly. So by not putting a value on those services that ecosystems give us, and certainly climate being the chief one, our markets -- our markets discourage those investments. An integrated set of efforts, and efforts to overcome market disincentives. And I'm so pleased that this plan does exactly that. That bold vision coupled with street savvy strategies. I'm proud to be an Oregonian and a resident of Portland. Thank you for your leadership. I really think these decisions are -- will look back on and these will be some of the proudest moments of our professional and personal lives. Thank you.

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**Adams:** Thank you for being on the steering committee for your work on the sustainability commission as well.

**Angus Duncan:** My name is angus duncan, president of the bonneville environmental foundation and I chair the Oregon global warming commission, and it's nice to be back in city hall, though at the risk of dating myself, everyone was turned the other way last time I was here. It's been a while. So first I want to thank the city and the county for making our job as a stake -- a whole -- the good news is the state of Oregon is on track to meet its 2010 goal of arresting the increase of greenhouse emissions state wide and bending that line back down, but we know we wouldn't be able to do that were it not for the work that the city and the counsel industry done over the last 10 years. The city and county ricardo banuelos evidence for other communities that this task is a doable task. I wish I got to go to the same community susan went tomorrow I go to bend and medford.

**Adams:** I grew up in newport.

**Duncan:** I grew up in medford. We appreciate that you are also evident that this is doable without sacrificing economic well-being that to the contrary, it contributes to both our environmental and our economic competitive edge in Portland in the county and in Oregon. I'd like to add special thanks and recognition for your staff to the steering committee, to all of the other folks who contributed to this. It's an exceptional piece of work. Let me offer just a very few comments on the contents. First, I appreciate greatly the fact that this is goals plus actions. We proved in Oregon back in the early 1990s that sitting goals -- setting goals along is a completely sterile exercise. It produced nothing but growth in greenhouse gas emissions, and both the city, the county, and the state have learned that lesson. Secondly, Multnomah county, Portland metro have a special leadership opportunity in demonstrating how to integrate transportation land use and urban design options and innovations. There are urban areas around the world, all the ones that susan goes to, I presume, who are looking to this area for -- i'm not bitter, susan -- for looking for innovative solutions. I commend the city for not just planning to build retrofits, but for moving ahead with clean energy works, both as a policy matter and because my shows in the queue. I'm going to see exactly how this works. I would especially applaud the inclusion by the city of waste management, this is an area of emissions that almost all plans neglect, even the state's plan acknowledges it doesn't really do anything about it. We're working in a catch-up mode on that, but we will, and we appreciate the example. If there's an area where the plan I think could be strengthened, at least by follow-on efforts, it is that you and we can be clear in our expectations of what other parties have to do to make your work here and ours in Oregon a success. There are regulatory and investment authorities that have to be deployed by utilities, by the puc, by other state agencies, and most of all, by the federal government. And I will spare you my long list, but I want to mention one in particular. And that is that only a federal carbon cap will leverage the kinds of technologies and the kinds of investments that are going to enable this plan to succeed and the city expownt ti to meet its goals. Absolute essential. And then let me close with this sort of broad objector is vawtion. -- observation. We're in the process of changing a society that was built over the past 200 years on fossil fuels. And prospered on fossil fuels, and changing that is truly a transformational exercise. It will not be solved by Incremental actions. To meet a 2050 goal of 80% below 1990 levels and that's probably not the stretch goal we have to go to, but to meet even that by one calculation requires that we reduce our carbon intensity by an order of magnitude. We're now about .55 tons per thousand dollars of gdp in this country. We have to get to .05 tons. Per thousand dollars of gdp. That's a huge, huge can transformational leap. Labor productivity has increased by an order of magnitude, and we did that by substituting fossil fuels for animals and humans. And that took about 250 years. For this transformational change of an qef lint magnitude, we have 40 years. Thank you.

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**Adams:** Thank you all very much for your work. [applause] next we will hear from fred hanson at tri-met, from maurice ramming from o'neill electric, and from ruben planico from pge. Welcome back mr. Hawaiian son.

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

**Fred Hansen, General Manager, Tri-Met:** For the record, fred hanson, general manager of tri-met. I am here really to endorse the whole plan as a member of the steering committee, but because of some of the transportation issues, I want to speak specifically to the urban mobility elements, chapter two. I have four points. First is, I think the plan is very good in the sense that it recognizes one of the most important elements, and that is the built environment is the most important factor in determining transportation Outcomes. And if we don't get a hold of that, we're not going to bull doze already -- we must get it right to begin with, and I think that's the key element of what the plan is calling for and certainly what we as a region have done so well about with metro, the city, all the jurisdictions. Second point is that we sometimes think about at least on the transportation side, of a supply and demand equation. The supply side is something that the federal government has taken action on, I think more needs to be taken, but that is on the propulsion systems, the cafe standards that the obama administration has addressed. And secondly on fuel. And although certainly still more needs to be done on low carbon fuels, steps are being taken, certainly by california. But the demand side of that equation is the most important. That is, how much we are driving. And we realize that built environment really is in fact making the biggest difference on how much we really drive. In the 30-year time frame to be able to see a 30% reduction bmt. Very important. We recognize work trips are only about one-fifth of all our trips. So dealing with total reduction is critical. Third point, very important, it recognizes equity. That is, it's looking at the issue of housing costs as well as transportation costs as a part of that equation. It is the only way we're going to be able to get to affordable housing, and the only way we're going to be able to take into account the full cost of the old strategy of drive until you qualify. It must be in fact we must reverse that. Fourth and last, the emphasis on walkable neighborhoods is so very important. And from a transit standpoint, 78% of our riders access the system by walking there. Are others by bicycle, some by park and rides, but the vast majority are by walking. And we need to be able to make sure that walking environment is one that invites people, that in fact is safe, there are safe crossings, sidewalks, all the other things that make for the walkable neighborhood. With that, I will close and say a special thanks to susan and all the other staff that's worked on this. We really are proud to be a part of this effort. Thank you.

**Adams:** Thank you.

\*\*\*\*\*: One thing i'd like to say is as we invite, involved the community into reducing global warming, i'd like to say we invite all of them into participating with the new jobs that will be created through light rail or green buildings, and so the equity piece of this is very important, and I do like the fact that we are involved in all groups, both women and minority groups into this equation. So that's pretty much all I wanted to say, and thank you again.

**Adams:** Thank you very much.

\*\*\*\*\*: Mayor Adams and members of the council, ruben planico, director of environmental and sustainable policy for Portland general electric. I want to thank you for the opportunity to be here to comment on this important action plan. I want to commend the city of Portland for its national leadership on climate change. The first city to adopt a plan to reduce emissions in 1993 and then to see actual reductions from 1990 levels is truly an impressive accomplishment. As Oregon's largest utility, better than 65% of Portland and Multnomah county customers, we have an important stake in helping implement many of the features of this action plan. We take considerable pride in our own effort since 1990 in support of greenhouse gas emissions in Portland. Before the formation of the energy trust of Oregon, which we supported, pge energy efficiency programs exceeded goals every year, resulting more than 123 average megawatts in energy efficiency, savings up to 2001,

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which is the equivalent of a 210 megawatt gas plant under normal circumstances. We also played a key role in developing Oregon's aggressive renewable portfolio standard and our customers have responded to our renewable energy product offerings by making us the number one utility in the country for residential customer participation. And we are on track to meet the 25% renewable goal by 2025. The city and county climate action plan is a thoughtful, Ambitious plan of complex did I men shun that will encounter challenges along the way. And that will require collaborative and flexible thinking as well as productive partnerships throughout our metropolitan area. In that spirit, I want to highlight some areas where we have special interests in working with the city and county.

On economic development, we were pleased to see recognition of the importance of continuing to grow our economy and the link to Portland's five-year economic development strategy. Pge strongly supports the efforts to make the region a front-runner in trade and sector jobs focus order environmental technology. At the same time, we must be careful to protect our existing economy in this transition to a low carbon future. A key element of our economy is a reliable, affordable electricity supply and delivery system. As Portland implements the action plan, we urge you to keep in mind the importance of maintaining a level playing field for existing businesses that must compete on a statewide regional national, and international level. With respect to buildings and energy, pge has a wealth of experience in many of the areas cited for action. Including district energy, on-site renewable energy and of course energy efficiency. We believe the city can and should take advantage of our experience to avoid market Missteps and create a positive customer experience in the implementation. Let me point out two areas among several where we can help. We are aware of the long-standing objective to achieve the 100% renewable energy target for city facilities and I want to reiterate, pge's interest in helping the city realize that goal. We can help with the strategy and possibly some pilot projects for converting the 40,000-plus street lights in the metro area to more efficient technologies such as led lighting. And certainly continuing to collaborate throughout the planning and implementation as the mayor has mentioned of the important Portland clean energy works program is crucial to achieving success on the scale that is looked for in the action plan. And just a note about the promise of electric vehicles. Pge believes that one of the best ways to reduce tail pipe emissions will be through the electrification of motor vehicles. Our region is the recipient of a significant grant to hayesen installation after charging infrastructure, and it is important that pge and the city continue to work together to assure public area installations aligned with your plans in a timely and affordable manner. Finally, pge is encouraged bite recommendation to establish a business leadership council. Businesses are in tune with the market implications of actions that affect their economic Competitiveness and their input will be crucial for getting broad support of the action plan. With that I want to thank you again for the opportunity to be here and our relationship with the city is very important one, and we look forward to our continued collaboration on important projects like this one.

**Adams:** We agree, we've got a lot of work to do together. Welcome back. Go ahead.

**Jillian Florian:** I'm jillian, vice-president for marketing and business retention for green light greater Portland. Green light is the region's private sector economic development group, that was created to market and promote the metro region in order to drive the growth of jobs and the the economy. It's for this reason for its ability to spur economic growth that green light supports the climate action plan. First, the the plan will create jobs. By supporting climate protection measures, we accelerate the regional demand for green goods and services in areas where we have existing strengths and momentum in building design and construction, energy systems, and retrofits, renewable energy development, transportation alternatives, and infrastructure. , second s. White the Portland region is known for leadership in these areas, other metros are catching on and catching up. The climate action plan will deliver can be will be a driver In enhancing the region's competitiveness in these ways, jobs in these emerging clean sectors will continue attract talent, growth of the sectorless lead to exportable expertise and services, savings gained from energy

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efficient infrastructure and transport will be reinvested regionally, and not insignificantly, the climate action plan will bolster the Portland brand to the key tool in the kit to attracting business and talent, not all regions are blessed with a compelling and alluring brand. Portland is and central to it is our long-standing green ethos that's been set by policy designed to protect quality of place and quality of life. With metros everywhere jumping on the green bandwagon, Portland's brand needs to be protected so it continues to stand out as the exception in a field that is increasingly overwhelmed with false claims of greenness and sustainability. Last word about collaboration. As susan said, the climate action plan does not stand alone, while the plan has been under construction, the bureau of planning and sustainability has also been a core driver in the recently launched climate prosperity project. This effort spearheaded by the bureau green light, metro, pdc, Oregon business council, Oregon institute for technology, nike, and others, is designed to strengthen each of our individual organizational efforts in sustainability and economic development through ongoing regional coordination and communication. Your support is endorsement of this important work to realize our potential as a region, to protect the natural environment, and to maximize economic prosperity.

**Adams:** Thank you very much. I just want to underscore for folks that might not know, the green light greater Portland is a business promotion, jobs creation effort that's funded completely by the private sector. And so the fact that green light has been such good partner on this, and such good champion for it, should not go without special note. Thank you.

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

**Erin Flynn, Portland Development Commission:** Good afternoon, mayor, my name is erin flynn I am the urban development director at the Portland development commission and I am here to pledge pdc's support for the city-county climate action plan, particularly until light of our work on the city's five-year economic development strategy. Which you am heard about this morning, I understand, in some detail. And thank you for support of our implementation strategy. What I want to say is that really the climate action plan and the work that the bureau of planning and sustainability have done on this plan go hand in hand with the city's five-year economic development strategy. In fact, I would refer to the climate action plan as a sister plan of the economic development strategy. As you all know, Portland is at the forefront of a group of global cities that are demonstrating that economic development and climate change do not have to be inconsistent, and in fact, can be complimentary. We are leading with a clean tech streejt in our economic development strategy that will help accomplish many of the goals laid out in the climate action plan. We have also made a goal to create the most sustainable city in the world through the economic development strategy and the goals and the action items included on the climate action plan are part and parcel of many of our action items. So these two strategies are deeply linked. We're working very closely with our partners in the bureau of planning and sustainability, and again, just here to pledge support and let you know that we are working together to build a clean, green city. Thank you.

**Leslie Carl:** Good afternoon, mayor, commissioners, i'm leslie carl, the cochair of the Portland Multnomah county sustainable development commission. I'm here to bring the commission support for the plan. We area had a former member, and a current member, we've been intimately involved with the plan and have been reviewing it for a long time. I do have three points I want to bring up p longer term issues we see as part of the implementation phase of this plan. The first one is, one of your resolutions today has a 2012 check-in with the planning Commission, the sustainable development commission, and with the city council to report on how we are doing on the climate action plan. And we think that's a good first step, but we're going past -- going to have to think about who we're going to watchdog this plan out to 20 feet 50. I'm not even sure most of us will be alive then, so this is something we have to do for future generations. And I think that is going to be something we have to see in the future. The second is, yes so excited about the goals in this plan

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and the actions, but we also think they're going to be extremely hard in some situations for us to transform the way we do business and meet our goals. And one example I'll give you, metro recently did an analysis of the regional transportation plan where they would -- looked at some preliminary gas numbers for the kids 20 billion we're going to spend over the next 25 years in transportation in this region, and they found it would be an increase of 49% in greenhouse gas emissions. Obviously we're going to have to rethink the way we do those transportation projects because we cannot do that in 2035. I think I just want to echo the comments of others who have talked about innovation. We really feel like this has the opportunity to unleash innovation. We had an opportunity as a commission to tour some green street projects, essentially storm water management Bioswells, that the Portland bureau of transportation has been working on. These aren't just storm water management tools. They also calm traffic, making biking and walking better, which meets some of the goals on the climate action plan. They make our communities more livable. Those multiple objective solutions, we're looking at a problem and solving multiple problems. And there's lots of firms in Portland that are becoming good at building these bioswells and learning thousand do this, and they have to sell their service to the rest of the country and the world. So thank you.

**Leonard:** I had one observation. You made the comment in 2050 you did not think most of us will be here. I would be 98, and I intend to be sight right here and look to my left past commissioner Fritz, who will still be here -- at the youngsters, and I'll look to the very junior but still mayor of Portland, Adams, who will only be a spry 86 and say where's the update on that plan we adopted in '09?

**Carl:** I'll try to bring my walker in and ask about it.

**Leonard:** We will not need a walker. We're all going to exercise, and eat well, and breathe clean air.

**Adams:** I appreciate that hopefulness. As we have mike hauck -- [applause] to pick up on leslie's point about the -- when I learned on Friday. Rtp's calculation of impact was 49% increase in greenhouse gas emissions, there were a couple of responses. One is, for the first time we've actually calculated, that was good. So we're no longer acting out of ignorance. Now we have to take that regionwide calculation and apply it methodology of analysis down to a project by project basis. And really look at the priorities based on a variety of factors, but highlight the factor related to how much greenhouse gas each individual projects and other regional transportation plan, how much greenhouse gasses each will produce or save. So I think her comments, I think they're really important. Mr. Houck.

**Mike Houck:** My name is mike houck, i'm director of the urban green spaces institute, and i'm here also as a member of the sustainable development commission. I'm here to heap huge amounts of praise, both on the plan and on the staff, and i'll have to say at the outset, we provided a lot of comments regarding the initial draft of this plan, and they were pretty critical, to be frank. There was very little attention paid to a very important issue. Adaptation, how are we going to respond to the climate change so we know that it's coming, and not a lot of mention about the green infrastructure. As you read the final draft of this plan, it's replete with references to the need to adapt and to rely on our green infrastructure to combine with and programs like the grey to green approach. The current draft we believe strikes the correct balance between mitigation measures that are critical to reducing greenhouse gas emissions, and adaptation strategies needed to respond to severe social and environmental problems we'll face with climate change. Including impacts to air and quality, diminished and degraded fish and wildlife habitat, decreased biodiversity and increased risk of flooding, landslides, and fires. There is one area in the plan that we're concerned about. And that is there's no mention of the nexus the land use planning program is very robust in its reference to mobility and transportation. There's no nexus between the land use planning and land use regulations and protection of natural resources. And so we want to point out that's a major

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caveat. We think the plan is fabulous, we're very pleased it does aggressively go after the issue of adaptation, but we're concerned about the lack of nexus with land use planning and natural resources. And with that, i'll just say we appreciate the hard staff work, michael armstrong in particular, we met with him a couple times, and they did a heroic job of taking the public's input and it's not that often you see such a dramatic change from one document to another after your input. So we appreciate that.

**Adams:** I think we got comments on 800 items, or 600 items.

[inaudible]

**Adams:** I think you're responsible for a third of those.

**Houck:** I don't know if david bragdon is still in the room, but the same would apply to metro.

We're look at urban and rural reserves, and as we know that with climate change, floodplains are more than likely going to expand, the issues that we're going to have to deal with storm water is more than likely going to increase dramatically. The land use program, the regional and local levels will be incredibly important.

**Adams:** Thanks for your engagement and input.

\*\*\*\*\*: Thanks for your leadership.

**Adams:** All right. We're on to three.

**Adams:** Welcome to the city council. You only need to give us your first and last name, and the clock will count down from two. Mr. Parker.

**Terry Parker:** Terry parker. And did I prepare for three minutes.

**Adams:** Then we'll give you three.

**Parker:** Thomas jefferson actually foresaw individual liberty becoming secondary to government powers when he said "the natural process of things is for liberty to yield and government to gain ground." that is so true in Portland where the city that works refers to forcibly taking more of its since' hard-earned income only to dictate how the populous should live. There are obviously two Portlands here. One for the elitists and their taxpayer funded toys and one for the rest of us. Double standard examples include flights to china and the netherlands by bureaucrats, where each round trip airplane seat has a carbon foot print akin to driving a car the distance of 5,000 miles. And where the concept of building a web of less than financially self sustainable streetcars ignores the carbon footprint of producing the steel rails and digging up the streets to put them in. This is where driving is frowned upon only to have city police supervisors drive the equivalent of hummers. Where huge fire trucks respond to medical emergencies and where city code inspectors travel around in single occupancy cars instead of using public transportation or bicycles. Irresponsible deadbeat bicycles are free to act like spoiled children. Elected officials live in single family homes with generous yards but expect majority of the people to be packed in like czar dispeens warehouse high density development. This plan calls for almost everything new or rebuilt making the costly replacement of infrastructure structures and products not unlike excessive consumption. Overall this climate action plan is another social engineering power play where local governments are dictating the life style housing and transportation choices of the people, even what people eat. Adopting the plan as proposed,000 throws out Democratic principles this country was found order and turns Portland and Multnomah county into a socialist state where public officials become dictators, utilizing fair, one-side and bias tax control, life's day-to-day activities. The plan places handcuffs on the economy, some of which are already in place. By only promoting specific types of jobs while ignoring how many existing jobs will be eliminated. The billingest threat to the ecosystems and sustainability of the planet is overpopulation of the human race. Having an extra child in the family has 20 times the carbon footprint compared to driving an efficient car. Yet this action plan aims to accommodate an increase in population rather than discouraging it. The bottom line is this climate action plan as proposed is designed to give the appearance of fidelity to a pure wind when itn actuality the intended purpose the is to enact heavy handed socialist controls over the

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people at the venturily limiting basic rights and freedom of choice. There is an old proverb that says when an elephant dances the grass gets trampled. Instead of trampling the freedoms this country was founded upon with a politically motivated action plan that resembles an oversized elephant, any social engineering policies to be directed at and imposed on the people are best placed on the shedder. Three minutes exactly.

**Adams:** You're well practiced. It's good to see you again. Sir.

**Jim Newcomer:** I hope I can be as precise. Jim newcomer, with transition pdx. Transition towns had a three-meeting forum in which we discussed the plan in detail, and submitted a suggestion to the staff, and I also want to echo the words of others who think this staff did a terrific job and listened to the comments that were brought in. We're very heartened by that. I just want to stress that this is probably the most important work you can do. The increasing threats to human life in the way they're taking place on the globe from water to fuel, fossil fuel, to climate change, all are nonlinear. Many of them will change, we can anticipate in the next 10, 20, 30 years, in unexpected and rapid ways. So this -- it's extremely important to be planning ahead so that we are in the process of planning and we're already geared for these changes. So I'm saying this also to you kids back here, because we're doing this for you, and your participation is crucial. What transition seeks to do is organize neighborhoods to do all those things that a city government can't do. And when I was observing the peak oil task force, when I noticed there are many things you can't -- you can't plant gardens. You can't walk the 20-minute neighborhoods. You can't put together the kinds of organizations and clubs and Potluck dinners that people can do to prepare themselves for this. And that's what we hope to do. One of the key findings that we did not expect to come up with in our forum was the possibility that the role of citizens as consumers of government is largely at an end. That some shift can occur in neighborhoods in local communities where the citizens become cocreators. And that's something we would like to point out, and -- and I'm out of time. But good job, and keep it up.

**Adams:** Thank you for your work. Give him a round of applause. [applause]

**Robin Everett:** Hello, I'm Robin Everett, and I am here representing the Oregon Sierra Club, and our 20,000 members within the state. And we commend you for this amazing plan. It's truly innovative, and personally I'm proud to be a Portland citizen. We are very impressed with the importance that you guys are placing on addressing climate change, and the commitment that you guys are taking to make changes in our own back yard. In a time where all sorts of government agencies and carbon emitters are pointing fingers at who is to take the first step. We are taking the first step. And I think that is significantly important, and should be commended. Also we commend you on acknowledging that climate change will affect people differently, and that there is an environmental justice component that needs to be addressed going forward. And we also commend you on recognizing that there is a vast economic opportunity in the green job sector, and moving off of fossil fuels and on to clean energy. I do want to also commend you that the plan acknowledges that Portland does rely on coal for its energy, and a lot of that coal-fired energy comes from the warming coal plant owned by Portland General Electric. It emits 5 million tons of carbon monoxide every single year -- carbon dioxide, eliminating that 5 million tons of carbon dioxide is a climate action plan all on its own, and we really hope that the city can work with the citizens and Sierra Club and Portland General Electric to get us off coal-fire power, on to clean renewable energy, because that's what's going to take us into the reductions that we need to see in order to address climate change. Thank you. [applause]

**Adams:** Well done. Thank you all very much.

**Juliet Hyams:** I'm Juliet, I'm here to ask for your help with public school lunch room composting. My kids attend Chapman Elementary School. When they started, Chapman was in the middle of a three-year pilot program to compost their lunch waste. This is a great idea in public schools, because not only are you reducing waste, but you're teaching children habits that they'll carry home

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with them and into the future. And it's very easy to teach children new habits, so you can officially and easily teach 500 children at a time in a one friday morning assembly. So then the pilot program which I just said was three years, ended. And now we're back to throwing everything away, and it's a glaring omission in an otherwise effective green program we have at that school. I've been trying for two years to restore that program through my neighborhood organization and others, and i've gotten nowhere. Now i'm working with the ecoschool network, and I shoved a report from gene roy, who is going to talk in the next set into your hand, mayor Adams, but I want to provide the anecdotal background that i've seen it work in schools, and you're right, that money is a big problem. But I think it can be overcome by you, the city of Portland.

**Adams:** We are working very hard t. Doing outreach to composting companies, some that exist now t. Others that we want to create some competition among them to provide curbside business and school composting asap. And soon we'll have an announcement of some pilot areas of the city, and maybe it will include your school.

**Hyams:** Let me know how I can help.

**Adams:** I will. Thank you.

**John Shurb:** John shurb I am co chair of the american institute of architects Portland chapter of the committee on the environment. Together with jeff, sitting next to me. Last week we were fortunate enough to hold our third annual green champion summit for which mayor Adams was our keynote speaker and did a wonderful job of giving an overview of the climate action plan, and we thank you for that. The committee on the environment has been very active over the last number of years and really educating and spreading the word to the design industry, design community in Portland. The green champion summit in particular aims to invite basically the green champion is where the name comes from, from each and every architecture firm in Portland, which is hundreds of different firms. We bring together those representatives to share the words, to have a discussion. Last year it was about the 2030 challenge. And our -- one of our initiatives was about how do we as firms implement the 2030 challenge? Which is one of those implementation steps that we'll be part of cap, hopefully. Yes large supporters of the plan, after the mayor spoke last thursday, we had breakout sessions where we broke out individual sections of the plan and started thinking about implementation. How can we as architects lead in terms of implementation? How can we help move it forward? We're looking forward to taking that next step and we're very enthusiastic supporters of doing that. Thank you.

**Adams:** Thank you very much. Hi.

**Jeff Yichzabaz:** Mr. Mayor, council members, thank you for having us here today. I just wanted to ecojohn's comments, and also I guess provide you with some of the feedback we've gotten from our committee members and really I think I can sum it up into three categories.

**Adams:** For the record -- your name is?

**Yichzabaz:** Jeff. So I know the mayor gave michael armstrong a hard time about the chart and the power point. It's a great chart, very colorful.

**Adams:** There you go, michael. A great chart.

**Yichzabaz:** I think it outlines one of the items that we have heard in our committee, and that is it's a very holistic plan that is really aimed to make an impact in all categories of -- that those responsible for carbon emissions, and we commend the authors of the plan and really taking that holistic approach. The second is I think the combination of the economic and environmental issues to ensure the jobs are being created and we're a prosperous city, but we're addressing climate change. I think that combination of the strategy is to be commended as well. And also the intense research that went behind the plan. I think a lot of the members of our committee noticed that the scientific data and the research that went into this plan was significant, and we also commend you for that. So I just wanted to relay to you that it's a very enthusiastic support from many in the Environment, and we thank you for your leadership.

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**Adams:** Thanks to aia and specifically your committee for -- you have a lot of the substance over the years that you've been working on is included in this plan, and we look forward to continuing the partnership and seeing it implemented. So thank you very much. Appreciate it.

**Adams:** Commissioner smith.

**Chris Smith:** Mayor Adams.

**Adams:** Welcome back.

**Smith:** Thank you. Chris smith, and let me be clear that i'm appearing today in my capacity as an individual transportation activist, i'm not representing the planning commission here today.

**Adams:** What about all the other groups you're involved with?

**Smith:** I'll just focus on my personal views today.

**Adams:** Ok.

**Smith:** First of all, I really, really want to compliment the plan. Not only for the tremendous content that's already been described in depth today, but simply as a communication vehicle. This plan is literally beautiful, but also a very, very effective communication tool. I suspect it's going to win some awards and I want to compliment the whole team that put it together. Then I want to talk about how we get this done. That's the hard part. We've done some good work in setting out the aspirations. I'll focus on the example of the Regional transportation plan. It's -- it is as mayor said, good news we now know how to measure the greenhouse gas contribution. But it points out the challenge, because we have habits of the way we do things, and even though in this region we have successfully reduced the vehicle miles traveled and greenhouse gasses from the transportation infrastructure, what that plan says is that our transportation wish list takes us in the wrong direction. And it's not even just that it takes us in the wrong direction, what that plan shows is literally if we sat on our hands and spent no money on transportation in that plan, we'd have fewer greenhouse gasses than if we invest in the things in the plan. The plan has more greenhouse gasses than the no-build scenario. So i'm going to challenge you to go to jpac and vote no for that plan. Not just until it's not worse than the no bills, not just until it doesn't increase greenhouse gasses, but keep voting no until the plan puts you us on the downward slope to the goals in the climate action plan.

**Adams:** I will take your challenge and accept it.

**Smith:** Thank you very much. [applause] and the good news is that we have the alternatives to spend the money on, and I think that speaks to a different way we need to evaluate our spending. When we look at projects like take the columbia river crossing As an example, hugely expensive, benefits to our economy, no doubt. But I think we also have to start measuring for every dollar we invest, how much does that dollar take us towards our goals on greenhouse gasses? And we have to apply that yardstick every transportation project. So it's not just good enough that they're not hurtful, they have to move us in the positive direction, and the goods news is we have the alternatives available. This region has done a high capacity transit plan with tri-met and metro here in Portland we have done the streetcar system plan. Last night at planning commission we heard three hours of testimony, positive on the bicycle master plan. We have the projects that have dollar signs attached that don't have the funding. So it's time to move the funding from the things that are hurtful to these goals to the things that support them. Thank you very much.

**Adams:** Well said. Thank you. Welcome.

**Randy White:** My name is randy white, and I am so appreciative of your leadership on this entire journey. As a member of Portland's peak oil task force, when we submitted this report to you in 2007, I went back through it and went holy cow, this is really just a huge business opportunity for Portlanders, and instead of waiting for someone else to save us, we can save ourselves and Make a great living at the same time. Where we have gaps in the economic development that will also work towards global carbon reductions, and worm farming, worms right now, regular worms are \$25 a pound retail. That's caviar. We have a shortage in Portland, there are garden stores that have to order worms online in order to get them. Why are we importing these when we could take our

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food waste from restaurants that are paying a fee to go up to cedar grove, Washington, to get rid of their food waste, turn that into a product that fixes our soils in our yards so we can grow food at home so we can turn around and get the economies in our neighborhoods going. Bright neighbor, as you may know, has worked hard to establish a glue at the community level at all 95 neighborhoods. We have thousands of Portlanders who are inventorying their items, sharing resources, tools, skills, and on february 6th and 7th, we're going to be doing the largest ecoproject, i'm hoping with your support, pge's support and others, when we are -- we're going to prune trees, most people don't know this. You can take living fruit and nut trees, prune them, and graft them to other trees. Why go from seed? We can get a four to five-year head start. The new food trees will sequester carbon, we will be able to build neighborhood level cooperation, and we'll also do Food security. So it's about learning the skills and about helping ourselves by becoming entrepreneurs and not just waiting for someone to hire us, but learning the new jobs of tomorrow. This is an emergency, and we can't get going fast enough. So I hope for your support on this february 6th and 7th pruning and grafting project, and happy to give you more details on it.

**Adams:** I want to thank you specifically, because early on in this process I asked for your help in getting grass-roots sort of groups going, and you more than took up the challenge working in every neighborhood. And you're sort of innovative, constant innovations and thinking, this grafting project being just the latest one. I really appreciate it. So thank you.

**White:** Thank you.

**Leonard:** When you said that worms are caviar, you did mean that met a forically, right?

**White:** I haven't gone to that level, i'm not at that survival --

**Leonard:** Good. You were losing me there.

**White:** I'm not that whole chef buggy thing.

**Jeanne Roy:** I'm jeanne roy, speaking for the center of earth leadership. We appreciate very much the the effort by the city and the county on the plan, and we have some suggestions -- additions. Under buildings and energy, regarding existing buildings, we would like to see a requirement that commercial building owners disclose energy uses -- usage so a potential buyer or a tenant would have that information. First as a requirement would ensure building owners track their energy consumption. This in itself might spur some improvement. Second, the requirement would create an incentive for the owners to reduce their consumption to attract tenants who pay the energy bills. Second addition we recommend under buildings and energy is for new buildings, and we ask that you add an incentive for building -- builders to construct small homes, homes that provide more space than occupants really need, impact global warming in two ways. First they require more energy to heat, second, they require more building materials, and furnishings that have embodied energy. New epa data shows that goods and materials are responsible for 42% of greenhouse gas emissions compared to 33% for buildings. I know michael stated the 40 for buildings, but I have a feeling we might be understating the amount by materials. The suggestions we have under consumption and waste, under reducing solid waste generated, the primary driver of increased waste is construction of large homes and their furnishings. The if the city can establish incentive for smarl homes, you solve two problems. Second, we recommend that the city establishes a zero waste policy. You talked about inspiration, mayor, that would -- could be something that would inspire us just the way zero energy has for the building trade. My final point, my most important one, the most important thing that you can do is to take commercial and residential food waste to start collection. Your staff has estimated that 10,000 tons of food waste eliminates -- if that's composted rather than going to the landfill, that eliminates 10,000 tons of co2 emissions. But this won't happen unless we have local processing capacity. Therefore I ask you to adopt four more actions. First, hire a commercial composting expert to establish local compost facilities. Second, inventory public sites that can be used for small-scale, on-site composting. And three, provide grants and technical assistance for on-site composting & at institutions such as schools, universities,

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and medical facilities. And I -- all of these actions were recommended by the transition Portland process. I was involved in that.

**Adams:** Thank you very much. Thank you all. Really appreciate it. Welcome back to city council. Glad you're here. Jeff?

**Jeff Bissonnette:** Thank you, mayor Adams, members of comi commissioners. Jeff businessennette, I represent the citizens utility board of Oregon. We represent residential ratepayers, working on electricity natural gas and telecommunications issues. A couple of quick comments to echo the feedback you've gotten Here. First, good job. Representing utility consumers, we're focus order mitigating the risk of dependents on continued use of fossil fuels and our energy sector. A concern we've had as an organization and representing those ratepayers is the lack of much if any planning on how to actually reduce carbon emissions. And this plan provides a model on how to do that. So thank you for that leadership. Second, it's been noticed that we're at a starting point with this plan. As we make the changes and vision the plan, there's a lot of thought we need to do to figure out how to implement those changes. As an example, in the energy sector, we talk a lot about electrifying the transportation system. We can certainly do that, but we need to think about ways to do that so we don't increase emissions in the electricity sector as well, and so reducing our existing energy usage is a big part of managing that transition and pits great identifying to see that's a key part of the action plan. So again, on behalf of residential ratepayers, thank you for the relationship, and the model that you provided, and cob will be using -- will be looking to use the concepts in the plan in state policy and regulatory arenas as the discussion moves forward.

**Timothy Eng:** My name is timothy, and thank you very much for an amazing plan for the city. Thanks to all those involved. I have one addition that -- one suggestion for an addition. That relates to the urban forestry and analysis items which also would have an impact on public health. That would be to encourage or raise awareness of allergy-free landscaping. Current lay lot of the trees that have been suggested for planting in the median strips I would say most of them are male cultivars and are the larger pollen emitters. And I believe in a lot of the estimates for the impact of climate change would be an increase in allergy and asthma sufferers. So I that I would be a great idea.

**Fish:** A number of us have some portfolio that involves trees. So if you had some specific follow-up information to share with us, I would encourage you to do that, and just email the commissioners. I'd like to know more about that, and I have two members of my house hold with incredible allergies. I think it's an area we'd like to know more about.

**Adams:** I'd never thought about it. Thanks for your testimony.

**Marianne Fitzgerald:** My name is mary anne, I live in southwest Portland. I'm very proud to live in a city that thinking globally and acts locally. I applaud the city council and staff for developing an inspiring plan that will help prevent the negative effects of climate change on public health, the quality of life, and our economy. And I applaud the aggressive targets in the plan for reducing greenhouse gas emissions. I live in southwest Portland, known for its hillary terrain, streams, and trees and lack of sidewalks, bike paths, and transit service. But many people do want to ride their bikes and walk, and create 20-minute neighborhoods in our community. The chapter two urban form and mobility lays out some realistic objectives and actions that are needed to reduce transportation related emissions and reduce vehicle miles traveled by 30% over the next 20 years. But we need to invest in the infrastructure needed to allow people to walk, bike, and take transit without needing to rely on their cars. Michael armstrong, fred hanson have point out the need for funding, and as you mentioned -- bike plan, and other plans to meet the objectives in the climate action plan. We're going to need to be aggressive, and I urge the city council to adopt the plan. We need to support a 2012 check-in, because the actions are kind of what we're already doing already, but we really need to be transformational in coming up with more visionary actions to get the

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change we need to accomplish the goals. And I think the funding sources in order to meet the urban form and mobility needs described in the plan. Thanks for taking action today.

**Adams:** Thanks very much for input. Appreciate you all. Unless there's additional testimony, Karla, please call the vote.

**Leonard:** This is the easy part. The hard part is doing the things required to reduce our carbon impact on the planet. As we sit here and speak, there are initiatives to create smaller houses, smaller lots, it is one of the reasons why I found myself on the bad side of an of an otherwise very thoughtful progressive Portlanders. Some of you may associate yourself with that angst of skinny lots. But we sometimes find ourselves in a little bit schizophrenic as a community when it comes to reducing our carbon footprint. We think it's an idea to have urban growth boundaries, we just don't want that skinny house next door to us in our neighborhood. So you can't have it both ways, Portlanders. This is part of what we have to do to reduce our carbon imprint. In addition to using what I think are some of the more progressive technologies including a biodiesel, including solar, including a number of cutting-edge stuff that we're in the middle of doing here as a city as we speak. By the first of the year we plan to have five acres of solar panels on the water bureau's groundwater facility plant in northeast Portland, there are others -- other things like that, other bureaus are doing. The fire bureau, the bes, I know commissioner Fritz is interested in this area, so there's a huge number of things that we have to do to actually turn the corner on this, and I think we have to all be committed to compromising what we think now to have a world to pass on to our children, grandchildren, and great grandchildren. Aye. It looks like you have to hear me all over again.

**Adams:** I didn't know there was an amendment.

**Fritz:** Minor amendment folks. Don't get all worried.

**Adams:** So we have to --

**Leonard:** Listen to Randy all over again.

**Adams:** Can we take his vote and testimony? Alright. We're going to have to comply with the rules and do I hear a motion to accept the amendment. It's typos.

**Fish:** So moved.

**Fritz:** It was passed out in Tuesday's memo.

**Armstrong:** Correct, it's minor corrections and the final version is the one that's in front of you. It's very slightly different than the plan that was distributed last week. The resolution is the same.

**Fritz:** Greatly appreciate the attention to detail. Thank you.

**Armstrong:** Thank you.

**Adams:** So moved, is there a second? Let's call the roll on the amendment.

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

**Adams:** Aye. Amendment is approved. And now we'll vote again on the underlying resolution, commissioner Leonard? Oh, god. I mean, goodness.

**Leonard:** I'll spare all of you. Aye.

**Fritz:** Thank you, mayor Adams, for your leadership on this and also on Multnomah county government partners and many citizens and technical working group, Susan Anderson and Mike Armstrong, a lot of good work on this. It's exciting because it's not just a lot of words. It was similar to the economic development plan we heard this morning. Specific actions and it's clear what we're expected to do. It includes funding through the green financing fund which will be available for people to borrow money and I'm sure there will be details up on website as soon as they're available. We need to pay attention to the economic, human aspects we have here in Portland and it includes the broader regional context. And Mayor Adams and I serve on the committee and I'm encouraged to see that the part of the plan, when we get done with our Wednesday council meetings we often, Mayor Adams and I go over to Metro and have another two hours of meetings and then he gets up the next morning and goes to the transportation policy advisory

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committee meeting and we had an one-day retreat last friday, which my mantra was sidewalks, sidewalks, sidewalks: And looking at this plan, sometimes we get berated for spending money on glossy documents. It does -- tells the story in a way you couldn't. It's clear that there's an iniquity with outer southeast and southwest basically not baseball being walkable and I know that the mayor is dedicated to providing the funding so that we can develop the walkable and livable and bikeable neighborhoods and it's encouraging to see we've had a 19% decrease without this action plan in place since 1990 and it's clear that we all need to do more. So I to I wanted to recognize the work of the peak taskforce and when it was adopted, there was some questions whether it would be taken off the shelf again. I want to recognize randy white and his website, check out the things you can do in your own neighborhood. Jeremy o'leary and they -- they continue to meet on a weekly basis. So it's just the beginning, but we're -- the fact that you all took time off during the day on I wednesday to come down and support this, I was nervous when we got here in case it was a storm of outrage and we would have to start all over again. So thank you for supporting it and I know this is just the beginning for you, that you'll continue to do the great work in the community and the staff work. Aye.

**Fish:** Well, i'd like to begin by thanking mayor Adams and commissioner cogan, the steering committee and the city and county staff who worked on this plan and in particular, susan anderson and michael armstrong and I want to thank emily hicks on my team who has a certificate in sustainability from Portland state university and does the sustainability and parks work in my shop. And I would like to acknowledge the exceptional effort to reach out to the public and incorporate their ideas into this final draft. This plan is truly a product of our community. This past weekend, people across Portland joined in the 350 celebration, calling attention to the fact that 350 parts per million is the maximum safe parts in the atmosphere and that our atmosphere currently contains a higher level of carbon. With this climate action plan, we can do our part to combat. And we harness this momentum to help us achieve the bodacious goals. And we'll utilize local companies to provide the goods and materials to build new greener buildings and assure that all Portland can access these new technologies and we'll work to create and maintain healthy natural systems, the backbone of a healthy climate and we'll be more efficient, saving our residents money, time and energy. I have the great honor of being the commissioner in charge of the housing bureau. The plan we're approving today emphasizes working with local partners and i'm committed to honoring all of these on the projects that my bureaus that control over. The Portland housing bureau is committed to building affordable, sustainable development and just this year, I had the pleasure of attending the opening for shaver green, Broadway vantage and commons. And I had the honor of serving as the parks commissioner. The parks bureau shares the commitment to supporting local partners, one of my top priorities is increasing access to our parks for all Portlanders. This past year, we launch -- launched three master plans. And we opened the first green pool in the nation although I stopped saying that because it's apparently a turnoff. I just say it's the first public pool in the nation to achieve a leed platinum rating. The plan before us calls on Portlanders to keep our urban canopy healthy and increase the number of trees in our neighborhoods and the parks urban forestry department is dedicated to supporting residents in their efforts to maintain or urban canopy and will work hard to achieve these objectives. I'm leading a community gardens initiative here in the city of Portland. And the climate action plan includes an objective to increase the consumption of local foods and working toward this goal and incorporating the principles of equity and local engagement with our community gardens initiative. Gardens are important outdoor community centers and in many ways move the social fabric of our communities. We have over 1300 people or our waiting lifts for plots and working with -- lists for plots and we're working with Oregon solutions to take this to the next level to get us our goal of a local sustainable food system. In conclusion, these and other programs incorporate the values of this great document. Sustainability, liveability, and community. Pillars of climate action plan. I look forward to supporting the

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implementation of this plan in the coming years and mayor Adams, again, thank you for your outstanding work. Aye.

**Adams:** Well, thank you to my colleagues for their very generous and kind words. This is obviously had a lot of -- as one of our -- i'm trying to finish lunch. As one of our testifiers said, cocreators, we stand on the shoulders of previous efforts like commissioner mike limburgh and dan Saltzman's work. I have a great planning and sustainability team in my office with lisa, amy and megan. And I get to work and get up in the morning and work with the best planning and sustainability bureau department in local government in the united states, north america and i'd like to underline my thanks for susan anderson for her great leadership of the combined bureaus and a special thanks to michael armstrong who is the project manager for this project and michelle and the entire team. Who worked on this project, it's really great work. And it is now our fun task of getting it implemented. Aye. [gavel pounded] so approved. Congratulations. [applause] all right. Our last item, can you please --

**Moore-Love:** Roll call on the 1520.

**Adams:** Sorry. Vote on 1520? Thanks.

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

**Adams:** Aye approved. Can you read the time certain, 1521.

**Item 1521.**

**LaVonne Griffin-Valade, City Auditor:** Good afternoon again, and i'm here with another great group of citizens. I'm lavonne griffin-valade, the city auditor and here with me is andrew carlson who is our elections officer and we're here to present the 2009 nominees for the citizen campaign commission, which is the advisory body to the auditor's election office of this commission is very important to the auditor's oversight of the publicly funded campaign system and the campaign finance fund. These community volunteers spend many hours interviewing candidates, analyzing findings and developing recommendations regarding the system and the fund. So we have five new members nominated today. They are lennon day-reynolds, sharon little, meredith shield, elliot shuford and brian wilson and we have a sixth member, that is kathryn mclaughlin. So I want to thank the members of the interview panel first. They assisted us in selecting them. There's mat of commissioner Saltzman's office and kenneth edwards of commissioner Leonard's office and tim of commissioner Fritz's office, as well as dylan ammo who is a current member of the commission and a special thanks to andrew carlson and brian in my office for their hard work and attention to detail, as well as for having a positive attitude. The new nominees, lennon day-reynolds, he received his education at Portland state university and reed college and is a developer with dark horse comics in Portland and worked as an engineer, a programmer or a software developer at sun microsystems, reed college and intel. And he notes that he has been an observer of Oregon politics since his father worked in the legislature nearly 20 years ago, but volunteered with the bus project and a number of state campaigns. Sharon little received her masters in education from the university of michigan and has a long-time interest in government, and was a member of the lebanon elementary school board and served on the Oregon state board of education in the 1909, and been involved with the league of women voters in Portland and was the state president of the league from 1987 to 1989 and served as the league of women voters of Portland vice president from 2005-2007, coordinating research and publication of the local legal voters guide and coordinating forum for local candidates for ballot measures. And meredith shield received her bachelor's from the university of vermont in 2003 and spent a semester abroad with the american institute of foreign studies in florence, italy in 2002 and was an award recipient in 2001. Currently the chief of staff to state representative jules bailey. And was the campaign manager for the Oregon state district 17 in 2006. Elliot shuford has a master's degree in public policy and management from the university of Oregon where his focus was on new democratic processes. Healthy democracy Oregon and in this position been responsible for lobby for the citizen's initiative review, fund raise for the organization and conduct the 2008

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citizen initiative review on ballot measure 58. Includes internships with u.s. Senator mark hatfield and the department of human services and worked as a performance auditor for the secretary of state where he identified opportunities for efficiencies in state government. And our fifth new nominee is brian wilson. He obtained a b.a. from whitman college and been employed at colbert, primarily in the capacity of chief financial officer and a member of the Portland business alliance and serves on the transportation committee and volunteered for government and community taskforces over the past 15 years. I think most of you know brian. Recent service includes sellwood bridge community taskforce and potential -- central city urban renewal evaluation committee and shares housing and community budget advisory committee, a position he was appointed to in 2004 and active for inequalities and in community and welfare issues through cascade aids project and our house, he's the current -- a nonprofit organization that raises unrestricted moneys to contribute to other non-profits with a mission to build a strong community. And finally, tell you a little bit about our nominee who is here to be reappointed. Kathryn mclaughlin. She's a criminal financial investigator at the Oregon department of justice. In this capacity, she routinely investigates allegations of wrongdoing, including election law violation. It's crucial that they main objectivity during the course of the investigations. She's served since 2007 and a certified public accountant and serves occasionally as a volunteer international elections observer. So that tells you a little bit about these fine folks. We're very grateful for their service and Portland is quite fortunate to have a great group of folks here to serve on this advisory board. And without further ado, I think I will invite them to introduce themselves to you and open the floor to questions. I think we're going to do this threes, and twos, unfortunately, meredith shield had to leave but had to go back to her job.

**Adams:** Want to take this side of the room first? Welcome to the city council. Welcome back. Sharon, do you want to start?

**Sharon Little:** I'm sharon little, i'm very pleased to be recommended for this position. And look forward to working with the commission.

**Adams:** Thank you for your interest in serving. Mr. Wilson?

**Brian Wilson:** I'm brian wilson, i'm delighted to talk to you today about extending property tax abatement for low-income --

**Adams:** Wrong hearing.

**Wilson:** I'm excited to be here. It's an exciting opportunity for all of us to learn.

**Kathryn McLaughlin:** I'm kathryn mclaughlin, been on the commission for a couple of years and looking forward to another term, particularly in view of the election coming up in a year and I want to see that through.

**Adams:** Any questions?

**Fish:** I would note to brian, we have a fix on that. The county and city have -- I think we have a state senator who will carry that bill. For the 19 developers impacted, they will be --

**Wilson:** We're working hard all of us together.

**Adams:** Now you have to put that on your lobbying report.

**Fritz:** Come to the Portland city council, you got an answer to your questions.

**Adams:** Welcome.

**Lennon Day-Reynolds:** I'm lennon day-reynolds. Obviously, somewhat newer to city politics than the other nominees but excited to have an opportunity to serve and get to know more of the people involved. Thank you.

**Adams:** Thank you for your willingness. Hi.

**Elliot Shuford:** I'm elliot shuford. I think the bio covered it well but I appreciate the opportunity and excited to be selected and honored to serve the city.

**Adams:** Did I understand you worked with senator hatfield?

**Shuford:** I was an intern when I was in -- for a couple of seasons.

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**Fish:** You worked for gerry frank.

**Adams:** Thank you for your willingness to serve.

**Shuford:** Thank you.

**Adams:** Unless there's someone who signed up to testify --

**Moore-Love:** No one signed up.

**Adams:** Please call the roll.

**Leonard:** Back in 2007 -- '05 -- four-to-one, guess who the one was? So I had concerns about not the concept, but the implementation and what I saw as the possibility of the abuse of rule-making and I said that at the time and unfortunately, between now and then, nothing has happened on the commission to alleviate those concerns, and, in fact, the fears I expressed were in reality exacerbated by the interpretation of the rules which to be fair, wasn't just the commission, but from the auditor's office and the disclosure of fraud by the "the Oregonian." that's not instilled a lot of confidence in me. A special election and watching the commission draft rules which I found to be unfairly crafted to favor a particular candidate did more to reduce my confidence. That's actually the good news. The bad news is you have an election coming up and i'm just -- it is just impossible for me to keep my mouth shut when a reporter asks me what I think about something. I'm hoping that leads to good news. All of you being new, that you have the responsibility to be impartial, fair and tough. And even if there's a decision you need to make that goes against somebody you like, you make it. And even if there's a decision that ends up favoring a privately financed candidate but it's the right thing to do, you make that decision. And if you can do that and approve that track record with me, then when i'm asked what I think of it, I will say I think it has problems at first, I think they've been worked out. We have an auditor that's scrupulous in interpreting the rules and ferreting out fraud and a commission that understands their role. I look forward to being able to say that. Having said that, good luck to you. If I can be of assistance, I certainly will provide that to you. Aye.

**Fritz:** I wouldn't be here without public campaign financing. I wouldn't have run a second time. So i'm grateful to the program and I wanted to add on to commissioner Leonard's summary. The 18 months since the special election when commissioner Fish was elected and where we are today. Because the previous commission has put in place new regulations which corrected the problems from the first go-around, and this council worked together, collaboratively and unanimously agreed on new rules for the special election for the auditor's race which turned out not to be needed because lavonne was not opposed in that election. So I think we've come a long way and it's evidence of why we chose not -- why the council in 2005 chose to not put the system on the ballot in the first place. We wanted something good to propose to the voters. I believe we have a good system and i'm confident that we had a good commission and we continue to now, with you serve -- continuing to serve and now you new folks stepping up that we have a good citizen campaign commission and i'm appreciative of the work of andrew carlson and brian and auditor griffin valade when you find mistakes you fix them. And looking forward to the debate because I think there's -- I know, there's so much to be commend in this system and indeed, another of the wonderful things that the city of Portland does. We've had several things on the agenda today that has made me proud to be a Portlander and this is one of them. Thank you for being willing to serve. I think we're committed to open communication on this council, with each one of us individually and collectively so let me know how I can be of service to you. Aye.

**Fish:** First, I want to thank the auditor for bringing forth a distinguished slate of nominees. To reflect on the quality and diversity of life experiences and thank you for your public service. You all have busy lives and this is yet another thing you're taking on but it's an important role and thank you for signing up. I want to just echo something my colleagues -- and I wanted to acknowledge commissioner Fritz, because in addition to being a beneficiary of this program, she's been our point person in helping to strengthen it over the past year. And she's been the person i've relied on to sort

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of understand what has worked and what hasn't worked and I think she has been fair and impartial in the way she tried to craft fixes and strengthen the process. I want to thank amanda for her work. I went back and read the operative language to remind me what exactly your role is. And I think it's worth just reading it and -- and contemplating for a second what it means. The commission is charged with assisting the auditor and city council with implementation of the campaign finance fund and advising the auditor on its operation and recommended changes. That's a very serious charge. And -- and as someone who was a candidate in a special election last year, my experience with the prior commission was not very positive. And it wasn't very positive because from time to time it was my sense it did not act fairly and impartially. And this system, as randy said, not designed to favor publicly funded candidates over private funded or vice versa and not designed to favor insiders or outsiders, republicans on democrats. It was supposed to be completely agnostic on that point. This system was a voluntary system, which allows people who play by certain rules to access public resources. The voters in this community will have a say on its future next november. But in my opinion, nothing will have a greater impact on the outcome of that election than the way you do your job over the next year. I urge you to do two things: To continually remember that it is -- that we have put great trust in you and we're asking you to act impartially and fairly. As you make very important judgment calls and come to us with recommendations. And the second is something we all have to remind ourselves on a regular basis, which is please remember to always do your business in public. And while that sounds like an obvious point, I could spend a fair amount of time going through some ancient history, because as shakespeare once said, it's sometimes more honored in the breach than the observance. Be fair and impartial and do your business in public and you have a great service you can provide to us and the citizens of Portland. Thank you for taking on this important work. Delighted to support your nomination. Aye.

**Adams:** I'm very impressed with the backgrounds of this particular group of nominee to this commission, as you've heard, there's a range of views on a number of the issues, and it's related to its development, getting off the ground and related to how it should proceed. But I do believe that your backgrounds, the girth of your backgrounds and the particular experience that each of you bring to this effort will be of benefit to this policy -- to the policies and to this program. So my office stands ready to assist in any way we can. And I want to thank you for your service. It's very important. Aye. [gavel pounded] so approved. Congratulations. Council is adjourned.

At 3:58 p.m., Council adjourned.