

The Oregonian

Joint Terrorism Task Force: Annual report offers rare opportunity for Portland City Council to ponder involvement

By Brad Schmidt

Portland police involvement in the FBI's anti-terrorism task force is under renewed scrutiny.

Three years after the Portland City Council authorized limited participation in the Joint Terrorism Task Force, concerns remain about oversight by elected officials and the lack of specificity provided publicly by the Police Bureau.

On Wednesday, the City Council reviewed the third annual report about police involvement and heard critical testimony from Portland Copwatch and the American Civil Liberties Union of Oregon.

With Police Chief Mike Reese out of the office and several questions from Commissioner Amanda Fritz left unanswered, Mayor Charlie Hales delayed a formal vote on the report until April 2.

The annual presentation offers the only public conversation about the City Council's stance on keeping police involved with the controversial task force. It marks the first development since summer for not following through with regular meetings, as called for under the task force agreement.

But the fervor has certainly waned since 2011, when the City Council unanimously supported "as needed" police involvement in the wake of the attempted Pioneer Courthouse Square bombing by Mohamed Monamud. Only a handful of people testified Wednesday.

Hales, who opposed involvement as a city commissioner more than a decade ago, said he's comfortable with the arrangement for now.

Hales said the FBI denied his request for "secret" clearance because he's on a need-to-know basis, "And I don't need to know."

But Hales assured the ACLU and others that he will seek clearance again, after a new special agent takes over Oregon operations. And he said he's been "adequately briefed" by police about their level of effort.

According to the report, police have worked on at least one case of suspected domestic terrorism.

"The level of effort has been so low, that in and of itself is reassuring," Hales said.

But because neither Hales nor former Mayor Sam Adams have received "secret" security clearance, work by the police bureau has gone "without meaningful oversight" in three years," said Dan Handelman of Portland Copwatch.

The lack of specificity in the annual report set off Commissioner Amanda Fritz, who in 2011 supported "as needed" police involvement in the task force. But Fritz has voted against annual reports in subsequent years because of scant information. Commissioner Steve Novick also voted against the report last year.

Fritz questioned Donna Henderson, the assistant chief who oversees investigations, about why releasing a specific number of investigations or arrests would jeopardize police work. Henderson said it could make it easier for criminals to pinpoint which officers are involved.

Fritz hinted that Hales could have majority support if he wanted to end police involvement and asked him if he's frustrated by knowing less than the police chief, who reports to Hales.

Hales agreed that it was frustrating, prompting Fritz to ask him if he's comfortable with the arrangement.

"For the moment," Hales said.

The Portland Tribune

Portland Arts Tax Dodgers May End Up With Collectors

By Sergio Cisneros (Oregon Public Broadcasting)

About 150,000 Portlanders have not paid the 2013 arts tax. The city's revenue bureau knows who you are and still expects the money.

In 2012, voters approved a tax to fund arts and music education. Last year's deadline to pay the arts tax has passed, but the city's revenue bureau will waive the penalty if residents pay the \$35 within 30 days of receiving a notice from the city.

The deadline to pay the arts tax is April 15. Nearly all Portlanders 18 years and older are required to pay the yearly tax.

Thomas Lannom is the director of the Portland Revenue Bureau. He says people who have not paid the tax will be referred to debt collectors.

"There would be no referral to a collection agency until 2015 at the earliest. We would not refer anyone to a collection agency for \$35 or even \$70. Potentially, people would be referred after multiple unpaid years of the arts tax."

Lannom says the low compliance is normal in part because it's a new tax.

Willamette Week

Airbnb Cuts Deal with Portland to Collect 11.5% Lodging Tax on Short-Term Rentals

By Aaron Mesh

Ever since Mayor Charlie Hales announced earlier this month the arrival of Airbnb operational headquarters in Portland, it's been clear the city is laying out the red carpet for the online home-rental startup.

Now we know what the city's getting in return for cutting away the red tape.

Fortune broke the news this afternoon that Airbnb has brokered a deal with Portland officials to automatically collect an 11.5 percent lodging tax from homeowners renting rooms on its website. The company will then send that money to the city and Multnomah County.

If approved by City Council, the deal would make Portland the first city in the nation where Airbnb collects and hands over lodging taxes on its rentals.

The deal is essentially the legalization of a black market, allowing Portland to jump headfirst into the "share economy"—tech companies that create an online bazaar for people to loan out their homes, cars or even parking spaces for a fee.

Airbnb is publicizing the agreement as the first "Shared City."

Fortune reports:

Perhaps most notably, the company says it is finalizing a plan with Portland to collect and remit taxes to the city on behalf of its hosts. Under the new proposal (yet to be approved by Portland's City Council), Airbnb would collect an 11.5% tax based on what guests pay to hosts (the 11.5% representing the City of Portland's 6% and Multnomah County's 5.5% transient lodging taxes). The tax would be collected by Airbnb out of guests' payment and sent quarterly to the city of Portland.

Word of the deal follows WW's report this morning that the Portland Bureau of Planning and Sustainability has crafted new rules to legalize short-term rentals of one or two rooms without an \$4,130 zoning review.

The only caveats: The hosts must live on the property, and they have to inform their immediate neighbors and their neighborhood association.

Morgan Tracy, a planner at the bureau, tells WW the cost for a short-term rental permit will likely be the same as a home occupation permit: \$147.

In the past 13 months, Portland zoning inspectors have issued 25 violation notices for illicit short-term rentals, mostly in Northeast and Southeast Portland.

Even foes of Airbnb rentals say the city's proposals are sensible. Says Tamara DeRidder, Rose City Park Neighborhood Association land-use co-chair: "It actually looks like they've threaded the needle pretty well."

Other terms of the Airbnb deal reported by Fortune: the company will begin offering free smoke detectors to its clients, and it will work with the Portland Bureau of Emergency Management to train its hosts in preparing for a Cascadian Subduction Zone earthquake.

Portland's Alta Bike Share Faces Mounting Criticism for "Disengaged" Handling of NYC's Program

UPDATE: Novick says he wants to talk to New York officials

By Aaron Mesh

Last summer, the future looked balmy for Portland company Alta Bicycle Share.

The launch of its New York City system, Citi Bikes, was met with national acclaim—even the naysayers were coming off as benighted cranks. It had contracts to run bike-share programs in nine cities.

And in its hometown, the Portland Bureau of Transportation was planning to ask for city loans to kickstart the service until private sponsorships were secured.

The honeymoon is over.

"The operators of New York's new bike-sharing program are taking the city for a ride," The New York Daily News declared Sunday. (It's worth noting that The Daily News is by far the more bike-friendly of the Big Apple tabloids.)

The Daily News found that Alta, which has asked for more money to expand Citi Bikes, wasn't in its contract—sometimes leaving bike-rental stations unstocked for three days.

The number of broken docks repaired within 48 hours fell from a lackluster 64% in August to just 50% in January and to 56% in February, even though Alta's six-year contract demands a 99% repair rate, according to monthly reports filed by company with the city's Department of Transportation.

Alta's contract demands 98% of vandalized bikes and docking stations be cleaned within four days. But in January, only 37% of graffiti-marked bikes were cleaned in that time frame, and in February just 8% of the vandalized docking stations were brought up to snuff in a timely fashion, the documents show.

The New York Times weighed in today with a breakdown of how Citi Bikes broke down.

The Alta team, based in Portland, Ore., has at times been frustratingly disengaged, supporters of the program say. Paul Steely White, the executive director of Transportation Alternatives, a rider advocacy group that helped bring bike sharing to New York City, said the company appeared "content just to sort of let the New York system founder."

And Alta's local subsidiary, NYC Bicycle Share, has consistently fallen behind on its repairs and maintenance, running afoul of its contract with the city, and struggled to redistribute bikes to empty stations.

Yet in many ways, the decision to begin the program last year has proved prescient. The bikes have become ingrained in the city's transportation network, quickly putting to rest the notions that the system might be too dangerous, or struggle to attract local riders.

Here in Portland, transportation officials have been distancing themselves from their plan, reported by WW last August, of using city money to finance as much as \$4.6 million of the start-up costs for Alta's Portland Bike Share.

Officials at Alta haven't yet responded to WW's request for comment. NYC Bicycle Share has issued

UPDATE, 2:30 pm: City Commissioner Steve Novick, who oversees the Portland Bureau of Transportation, says Alta Bicycle Share has told city officials that snafus in New York City are unlikely to take place in Portland's proposed system.

"I'm also interested in hearing what NYC has to say," Novick tells WW in an email. "By coincidence, Polly Trottenberg, the new head of NYCDOT, is an old acquaintance of mine, and I just heard back from her that she's happy to schedule a call and talk about lessons learned. So we're trying to set that up."

UPDATE, 6:15 pm: Mia Birk, the Portland bike planner who is principal at Alta Bicycle Share, tells WW her company has "involved on a daily basis on practically every aspect of the Citi Bike business" in New York City.

"Citi Bike's challenges have in some cases arisen because of its tremendous success," Birk tells WW.

"With over 100,000 annual members—more than 4 times the members of the next biggest bike share system (Chicago's Divvy), it has been at times challenging to keep up with the system's usage and demand," she continues. "NYC Bicycle Share and Alta Bicycle Share are working closely with the New York City Department of Transportation to address these issues and improve service."

The Mercury

Mayor's Lack of "Secret" Clearance Could Doom Portland's Work in Terror Task Force

By Denis Theriault

As you'll read in today's paper (online later today, in news boxes right now!), Mayor Charlie Hales has explained why the FBI decided not to give him a "secret" security clearance—a key provision in the controversial 2011 arrangement that partly rejoined the city with the FBI's Joint Terrorism Task Force. That issue flared up in the face of report tracking the police bureau's case-by-case work with the JTTF.

In comments given to the Mercury outside his office Friday, March 21, Hales blamed the FBI's former Portland boss, Gregory Fowler. He repeated those comments in city council this morning.

"He believed this stuff was on a need to know basis," Hales said, calling the city's half-in, half-out relationship with the feds "half-baked." "And I didn't need to know. That was very frustrating."

That's a small but significant issue for the police commissioner. Hales, without that clearance, doesn't have access to the same information as his subordinates, Chief Mike Reese and his subordinates. Civil liberties groups like the American Civil Liberties Union of Oregon assented to the JTTF work because of the promise of reasonable civilian oversight.

Hales says he's hoping to meet with the new special agent in charge and that he expects to try again at receiving clearance. He also says he feels he's been "adequately" briefed so far. He's "satisfied" in the short term, he says, even though he's not quite feeling that way over the long term.

"One, there's little engagement by the Portland Police Bureau," Hales told me. "And two, the work that is going on between the FBI and Portland Police Bureau is appropriate.... I can live with this half-baked arrangement."

In council, Commissioner Amanda Fritz—notably critical of the skimpy reports the police bureau has given on its JTTF work—told Hales that "it's beyond frustrating you don't have access to information your bureau chief does.:

"I agree," Hales says.

He followed with a reminder about his record of opposition to the JTTF. He cast the first vote against the arrangement, well before the city pulled out in 2005. He also expressed deep skepticism about the arrangement last year.

"You know my history on the subject," Hales says. "We'll see if that arrangement can be revised."

Fritz was accommodating but suggested Hales could take a bolder step if he wanted: "If it can't, there may be a majority of council who would support you in withdrawing from this."

"I understand that," Hales says.

This all has the attention of US Attorney for Oregon Amanda Marshall. She told me she's "completely motivated" to solve what she calls a "real disconnect" between the city and the FBI "on what it is the JTTF does." She still wants Portland all the way in, not half out. She's optimistic Hales can get his clearance—or at least feel better about things.

"I have offered to the mayor, personally, and to his staff, on more than one occasion," Marshall says, "to sit down and bring folks from the FBI and JTTF to try to help to build that understanding and trust, which I feel is pretty lacking."

After Backlash, Police Chief Mike Reese's "Prosper Portland" Initiative Has "Died On the Vine"

By Dirk Vanderhart

Earlier this year, Police Chief Mike Reese began showing off a flashy PowerPoint presentation around town.

To the district attorney's office, to city commissioners and, most publicly, to the city and county officials gathered for a meeting of the Local Public Safety Coordinating Council (LPSCC), Reese introduced "Prosper Portland," a multi-tentacled initiative aimed at decreasing homelessness in and around the center city.

The proposal was sort of tough to get your head around.

It involved existing police efforts, but also folded in new agreements between the city and county over how camping and sidewalk-use restrictions should be enforced, and proposed use of "clean-up contractors," who would sweep up the camps police dismantled. Reese said far more cohesion—between bureaucrats, business interests, social services organizations, cops and everyone in between—is needed to stem what he painted as a growing worry.

And then there was the involvement—already hashed out for weeks by the time Reese unveiled the proposal—of a local software firm called Thetus, which proposed taking wide swaths of city data to help Portland visualize and analyze its struggles with homelessness.

At the LPSCC meeting, as the Mercury first reported, there was widespread support for the plan. But sources within city hall say the reception there was far chillier, with some elected officials bristling that they weren't told of the new effort and concerned about the fitness of the police bureau to lead an effort to stem homelessness.

Now, the police bureau appears to be scrapping the whole endeavor.

"As a plan, it died on the vine," says police spokesman Sergeant Pete Simpson. "Last I heard was: There is no Prosper Portland. It was never anything more than a concept."

That's a swift change in fortune for an effort that sources say had been in the works as early as late 2013. And, though a call to Mayor Charlie Hales' office hasn't been returned, it's likely the change in tone has to do with backlash in city hall following Reese's announcement.

Among those voicing concerns was Commissioner Nick Fish, the city's former housing commissioner.

"It basically came out of nowhere," says Fish, who asked for a private meeting with Reese after reading news coverage of Prosper Portland. "I think the police got over their skis."

Fish explained he's in talks with a Hales aide, Jackie Dingfelder, about homelessness and sidewalk enforcement—a topic that's been a consistently thorny for the mayor since he took office last year.

"The mayor made it very clear to me and everyone else Jackie is the leader of this effort," Fish says. "I think she would tell you it blindsided her as well."

But if the chief's vision for "Prosper Portland" has exploded, it's unclear where its component pieces will land. Simpson says the police bureau's going to take its own steps toward better policy, stepping up foot, bike and ATV patrols and talking with the county and TriMet about uniform enforcement policies.

He didn't think the bureau still planned to work with Thetus, the local software firm.

That was news, Tuesday afternoon, to Thetus CEO Danielle Forsyth. Forsyth's company actually coined the name Prosper Portland. She's been in talks with the police bureau for three or four months, she said, and the company recently hired an employee to help get the effort off the ground.

"I'm meeting with them tomorrow, and I'll ask," she said.

Thetus has also been in contact with the Portland Housing Bureau, overseen by Commissioner Dan Saltzman. But it's unclear whether the firm has a place in the strategies being cooked up by Hales' staff.

"What [Jackie Dingfelder] does with any of the component parts of Prosper Portland," Fish says, "I don't know."

Where's the Beef?

Hales Says He's "Satisfied" with Skimpy Report on Cops' Anti-Terror Work

By Denis C. Theriault

DAN HANDELMAN of Portland Copwatch found three words to dismissively sum up Police Chief Mike Reese's latest annual report tracking our cops' work with an FBI-led anti-terrorism task force.

"Copy and paste," Handelman says of the report, released Friday, March 21.

A bit of criticism from Handelman—one of the loudest and longest critics of the city's work with the FBI's Joint Terrorism Task Force (JTTF)—is expected.

But he makes a solid point about an oversight document that's supposed to reassure Portlanders that our police officers, when working with the feds to investigate terrorism cases, are paying special attention to our state's strict civil rights laws.

Almost a year after two city commissioners publicly ripped Reese for turning in a report that was light on details and heavy on blanket assurances—prompting Mayor Charlie Hales to openly question the worth of working with the FBI—nothing has changed.

This year's report, which heads before the Portland City Council on Wednesday, March 26, reads like a near-verbatim copy of last year's heavily panned version.

Just like last year, Reese wrote, Portland cops worked "at least one" terrorism investigation with the JTTF. And, again, just like last year, he declined to spell out the nature of that work, even generally—while insisting that he and an unidentified city attorney are both personally satisfied the work was legal.

"Disclosure of the number of cases or hours worked may compromise ongoing investigations and reveal the operational tempo of our work on terrorism," Reese wrote, also just like last year.

All that repetition raises a question: Is city hall giving up on its insistence that Reese say more about his bureau's work with the FBI?

That appears to be the case, at least in the mayor's office.

During last year's JTTF hearing, Hales nearly voted against accepting the report, joining Commissioners Steve Novick and Amanda Fritz. He stopped short, saying the report—despite its lack of detail—answered the basic questions it was required to answer.

But his comments went well beyond the substance of the report—raising eyebrows in the federal government.

"I am very skeptical of the process of entanglement of our police bureau, which should be focused on peacekeeping in the community, with the work the FBI does in addressing global terrorism," Hales said.

Hales also reminded everyone that his was the first vote in council against the JTTF years ago. Portland eventually withdrew in 2005—only to re-engage in 2011, in the aftermath of a 2010 Christmas tree bombing plot at Pioneer Courthouse Square. Portland remains the only major American city to pull out of a JTTF.

These days, however, Hales is striking a far more conciliatory tone.

Speaking to the Mercury outside his office on Friday, March 21, just after the report came out, Hales acknowledged the new report was skimpy and practically the same as last year's. He also said that even though he might have the power to do something about that as Reese's boss, he wasn't inclined.

"I'm satisfied," Hales declared. "One, there's little engagement by the Portland Police Bureau. And two, the work that is going on between the FBI and Portland Police Bureau is appropriate... I can live with this half-baked arrangement."

The mayor did confirm one small new wrinkle in this year's report: He was denied the federal government's "secret" security clearance—putting him below Reese and the cops he's supposed to be overseeing.

Asked why he was denied, Hales blamed the FBI's former Portland boss, Gregory Fowler.

"He believed this stuff was on a need-to-know basis," Hales said. "And I didn't need to know. That was very frustrating."

The US Department of Justice, meanwhile, is minding the mayor's rhetoric very closely.

Amanda Marshall, the US attorney for Oregon, tells the Mercury she's "completely motivated" to solve what she calls a "real disconnect" between the city and the FBI "on what it is the JTTF does."

"I have offered to the mayor, personally, and to his staff, on more than one occasion," Marshall says, "to sit down and bring folks from the FBI and JTTF to try to help to build that understanding and trust, which I feel is pretty lacking."

She hopes that trust might persuade Hales to solve his "half-baked" quandary not by pulling further away from the JTTF, but by going all in. Working together on major cases, she claims, isn't as good as sharing intelligence every day.

"I know Portland likes to be weird and different," she says. "But I don't think it's worth sacrificing our safety."

Hall Monitor

A Fired Bureaucrat's Battle

By Denis C. Theriault

IT FELT LIKE the parley before some medieval battle—an oasis of calm amid a hungry ring of horsemen, where gentlemen on both sides could lay out some terms and shake hands before going for blood.

On Friday, March 21, Jack Graham, the city's fired former chief administrative officer, was sitting with his attorneys in Portland City Hall's stately Rose Room. A bit after 3 pm, the man who fired Graham, Mayor Charlie Hales, breezed in. Hales shook Graham's hand before sitting down across from him.

The meeting was something called a "name-clearing" hearing, a relatively rare (and awkward) event that gives fired employees a chance to publicly give their side of the story.

And the clash that seemed to be looming over this peculiar parley? A lawsuit.

Graham was given notice last year after a sustained barrage of Oregonian reports on his decision-making and leadership style hit a tipping point in Hales' office.

One of those stories involved a weird email fight with a subordinate. But by far the most damaging was an accusation, back in 2012, that he tried orchestrating a politically tone-deaf and possibly illegal plan, despite being warned otherwise, to tap some \$200,000 in reserve funds from the city's sewer and water bureaus.

An independent investigation, finished in December 2012 and leaked to the Oregonian months later, found "credible evidence" that the accusations were correct.

And that's where Graham focused his ire. Reading from a seven-page statement, he ripped into the investigation and its findings, calling any suggestion he tried to improperly transfer sewer and water funds a "false and stigmatizing misstatement." He dipped into a technical reading of the city's policies on fund transfers to make his point. He also argued he was never warned that doing so might violate city policy.

He said it was just a "judgment call." And he wondered why a somewhat similar fund transfer a year before, presided over by one of the subordinates who complained about him, wasn't similarly investigated.

The testimony won't do much to change Hales' mind. Graham has been out of city government since January 30. But it does offer a glimpse of how Graham and his lawyers might pursue their legal vengeance.

Graham could be laying the groundwork for a claim he was fired unfairly. His testimony in the 2012 investigation mentioned race—Graham is black, the subordinates who complained about the funds transfer are white. Worse, the 2012 investigation was launched months later, right when Graham was fighting a plan to sap his office's power by creating a new city budget office.

But that argument won't be easy. Graham wasn't disciplined over the transfer. He was fired over "distractions." And the city paid him big bucks to go away—suggesting it was an "at will" decision.

Which could lead to a defamation lawsuit instead. One of his attorneys, Dana Sullivan, laid out what's really bothering Graham: He "has repeatedly been passed over" for new jobs in light of the bad press.

And for Graham, that's probably worth fighting over.

An Order from the Court

No Annual Progress Reports? No Approval for Police Reform

By Denis C. Theriault

THE FEDERAL JUDGE who's overseeing Portland's police reform settlement with the US Department of Justice says he's ready to approve the deal as drafted—but only if he gets his way on an 11th hour procedural change meant to increase court oversight of the controversial agreement.

That pushback by US District Court Judge Michael Simon—issued during a hearing on Monday, March 24—leaves Portland just shy of a landmark ruling that would end nearly two years of legal wrangling and set off a series of rapid-fire deadlines for both city hall and the police bureau.

A final ruling on the deal, up or down, now won't come until next month at the earliest. And it will depend on whether Simon gets what he wants: the right to require annual progress updates on how the reforms are progressing, instead of waiting until as late as 2017, some five years after the settlement agreement was negotiated.

"I am not satisfied with the prospect that three and a half years can go by with the court hearing absolutely nothing about how substantial compliance is progressing," Simon said.

Simon's request seems simple. He wants to keep alive—but "stay," or put on hold—a federal lawsuit accusing Portland police officers of violating the US Constitution by engaging in a "pattern or practice" of using excessive force against people with mental illness. The reform deal, as currently written, would dismiss the case with prejudice.

Simon, however, says he doesn't think he'll have the power to compel progress reports unless the case remains technically alive.

Keeping the lawsuit alive would also give him some extra leverage to compel changes: If he's displeased with the progress, he can lift the "stay"—scrapping the settlement agreement and sending the case to trial. A trial would force Simon to formally decide whether the city has engaged in unconstitutional policing. The settlement agreement doesn't go that far. It lets the city save face by agreeing to make changes without actually admitting guilt.

Simon's given the four parties arguing the case—the city, the feds, the Portland Police Association (PPA), and the Albina Ministerial Alliance (AMA) Coalition for Justice and Police Reform—until April 14 to huddle together and figure out how to answer his request.

The city and the PPA have both told the judge they're leery of letting him impose regular updates—with the police union arguing it might unravel the entire deal. The feds and the AMA coalition have both said they had no issue with it.

The feds and city are also worried about what would happen if Simon were to lift the stay—sending the case to trial maybe years after the accusations of police abuse were first levied.

"A stay would fundamentally alter the deal," argued Jonas Geissler, attorney for the federal justice department's civil rights division.

Before all that, however, Simon took some time to thunder against dismissive comments by PPA President Daryl Turner, first made public by the Mercury last month [Hall Monitor, February 26]. Turner, after enduring hours of harsh testimony at a reform fairness hearing, lamented in a private statement to his nearly 1,000 rank-and-file members—the people on whom the fate of this reform deal partially rests— "Why do we expose ourselves to the scrutiny of those who have never walked in our shoes?" Turner's own answer to his question amounted to a reluctant chin-up, suck-it-up sentiment: "It's just what we do!"

The judge saw it just a bit differently. He used it to set up his concerns about his own perceived lack of oversight.

"That is the very nature of a constitutional democracy under the rule of law," Simon said.

The Portland Business Journal

Airbnb launches Shared City initiative in Portland

By Malia Spencer

Barely two weeks after announcing it will open a large office in Portland, room sharing startup Airbnb is working with the city on a new corporate program.

Portland is the first city for Airbnb's Shared Cities initiative, which was unveiled by company CEO Brian Chesky on a post on medium.com. If the program is successful in Portland, it might be rolled out elsewhere.

Chesky outlines the importance of community and how the company wants to be a part of the places where it operates, but perhaps the most interesting piece of the post is this: "We're offering to cut red tape and to collect and remit taxes to the city of Portland on behalf of our hosts. This is new for us, and if it works well for our community and cities, we may replicate this project in other U.S. cities."

One of the criticisms of Airbnb and the broader sharing economy is that it acts like established businesses, in this case hotels, but doesn't operate under the same rules, such as collecting visitor taxes.

When asked for more details on this issue, a company spokeswoman noted figures highlighted in a Fortune story "are accurate as to what we are discussing with the city."

According to Fortune, these taxes would total 11.5 percent based on what the host charges. The company would collect the tax, then pass it on to the city quarterly.

Also in the Medium post, Chesky said the company would work with the city on training hosts on how to help with disaster relief, it would offer free smoke detectors and carbon monoxide detectors to hosts, and it would make it easier for hosts to donate earnings to local charities.