

## The Oregonian

# Controversy erupts over business tax hike in Mayor Charlie Hales' budget

*By Brad Schmidt*

*May 2, 2016*

Portland Mayor Charlie Hales unveiled the most controversial budget of his tenure Monday — proposing tax hikes on businesses, despite record city revenues — to pay for a long list of new initiatives in public safety and housing.

But there's just one problem for Portland's lame-duck mayor: He may not have the political support to pass it.

Despite a flashy press conference outside City Hall, where advocates praised his plan, Hales' \$510 million budget landed with a thud inside the building. Two city commissioners out of five immediately refused to support a tax increase.

"It's hard either way. There's controversy either way," Hales said Monday afternoon. "But I would rather have controversy over doing the right thing, and taking care of the most vulnerable people in the community, versus the controversy of, 'Oh my god, you're raising my taxes.'"

The fireworks represent a remarkable turn of events in what easily could have been a cheerful budget with an already-big surplus.

But Hales ignited controversy by pushing to raise the city's business tax rate to fund a growing list of priorities, including park programs, gang outreach and helping homeless Portlanders. The tax proposal comes at an awkward time politically, too, with Portland voters considering a gas tax in the May 17 election.

Hales maintains he'll find political backing for the business tax, although his track record proposing transportation fees earlier in his term suggests otherwise.

Others, including Commissioner Dan Saltzman, say Hales has proposed too many add-ons funded by a "gratuitous tax increase" that isn't necessary.

"There is not a compelling rationale here, other than, 'Give us all the money we can possibly get our hands on, and we'll spend it for you,'" Saltzman said.

Portland's overall 2016-17 budget is expected to be about \$4.2 billion, including a discretionary general fund of \$510 million. That's massive by city standards, including some \$43 million for new investments beyond current staffing and service levels, plus an additional \$11 million for housing that's already been earmarked.

Monday's focus was on just a sliver of the budget pie: how Hales wants to spend the \$43 million.

Hales' plan includes \$3.3 million to bolster police staffing and create recruitment incentives, \$2.3 million for a diversion program for people accused of certain petty crimes, \$2.1 million for background investigators, \$1.7 million for police body cameras, \$1.4 million to maintain

firefighter staffing, \$900,000 to add 911 operators, and \$260,000 to amplify gang outreach efforts.

Proposed funding to hire two additional sex crimes detectives and a victim's advocate is important for sexual assault "survivors who have confronted for far too long a criminal justice system here in Portland that is struggling to meet their most basic and urgent needs," said Jesse Mindlin, national director of training for Victim Rights Law Center.

It also features some \$4.4 million to increase pay for parks employees and a combined \$2 million for a summer internship program, community center scholarships, parks programs and TriMet bus passes for high schoolers. Additionally, Hales earmarked \$1.5 million for paving projects and \$1.5 million for special bike and pedestrian lanes on Southwest Naito Parkway.

Proponents lauded the investments.

Of the internships, Multnomah County Commissioner Loretta Smith said, "That is a big, big deal."

Pledging money to hire new police officers will lead to a "true cultural shift," said Kathleen Saadat, part of a team helping oversee the police reforms mandated by the U.S. Department of Justice.

And increasing gang outreach shows an "intentional effort" by Hales to bridge gaps in the community, said Kimberly Dixon, whose son was killed in Gresham in 2013.

"It's our duty to be responsible and prepare for the future," Hales said during his press conference. "We are at a juncture, and we're choosing to take the opportunity to invest in Portland's future."

But Hales' spending proposal grew as the city's financial forecasts changed. A few weeks back, aides for Hales told city commissioners that top priorities were limited to a select few items and they'd consider increasing business taxes to achieve that list only if necessary.

Last week, city budget officials offered a rosy outlook with more money than expected. Hales moved forward with the tax proposal anyway, saying Monday that he always wanted a \$510 million budget.

Portland's business tax is 2.2 percent of net income. Hales wants to raise it to 2.5 percent, the first increase since 1977.

The rate hike would produce about about \$8.7 million more in the upcoming fiscal year, allowing Hales to balance his budget. Business taxes are currently estimated at \$108 million annually.

The Portland Business Alliance blasted Hales' plan, saying it would hurt local businesses.

Sandra McDonough, the group's president, said the tax is particularly concerning coming from Hales, who ran for election in 2012 on a back-to-the-basics platform.

"We would think the mayor would do what he said he would do when he ran, which is: prioritize," McDonough said.

The city's chamber of commerce has long had a frayed relationship with Hales. But Saltzman, typically an ally for Hales, said it now appears the mayor has gone to war in his final months.

"He's legacy building," Saltzman said. "I think he's, frankly, trying to get at PBA. ... Obviously, the relationship soured there a long time ago."

The proposal would increase taxes for about 25,000 businesses, according to city statistics. Depending on the size of a business, the average annual increase would range from a low of \$61 to a high of \$1,532. Meanwhile, nearly 16,000 would see no change, according to the city, while 2,000 would pay less because of a separate plan to raise tax deductions for some small businesses.

In many respects, Hales has launched a high-stakes game of chicken with the rest of City Council — forcing commissioners to identify which programs they're willing to ax if they don't support the tax hike.

Commissioner Amanda Fritz said she won't make up her mind until hearing from community members, but praised Hales' attention to housing and questioned where opponents would make cuts. Commissioner Nick Fish is traveling out of the country. His chief of staff, Sonia Schmanski, said Fish didn't yet have a position.

"We haven't gotten past the surprise," she said.

Commissioner Steve Novick didn't shy away, however. He recommended paring back Hales' proposed police pay hike while cutting new body cameras, the diversion program and the Naito project.

Novick also acknowledged being concerned about what impact the new tax proposal could have on the gas tax, which would benefit his Portland Bureau of Transportation and pay for paving and road safety projects. He said he doubts Hales will get three votes — similar to Hales' and Novick's ill-fated street-free effort in 2014.

"I'm puzzled," Novick said. "The lesson I learned on the street fee discussion is you don't roll out a tax and fee increase without doing your homework and outreach."

## **Carpool-only streets won't fix Portland's congestion problem (OPINION)**

*By Guest Columnist Lisa Alan*

*May 3, 2016*

The new signs on Northwest Westover Road restricting traffic through the neighborhood to carpools during peak driving hours have nothing to do with promoting carpools, but, rather, limiting the road to local traffic.

While I sympathize with the residents of the Westover neighborhood, they are not the only people impacted in the greater Portland area by the drastic growth we are all experiencing. Roadways, including freeways, highways, main streets and neighborhood streets, throughout the metro region are clogged with ever-increasing traffic and ever-increasing drivers who pay no heed to speed limits or the safety of those in their path. But to address the grievances of the Westover neighborhood in a manner that essentially immunizes a relatively tiny group of people from traffic congestion while at the same time significantly increasing the traffic burden

for an exponentially greater number of people who drive through the area seems grossly inequitable.

I understand that Northwest Cornell Road was designed for far greater traffic capacity than Westover Road — greater capacity than in fact is now being utilized. However, the antiquated four-way stop sign at the bottom of the road at the intersection of Northwest 25th Avenue and Northwest Lovejoy Street causes traffic to be backed up for miles on Cornell during peak morning commuting hours. This does not make Cornell a viable, reasonable option. If the road is going to be utilized as anticipated, and if traffic is to be deterred from Westover to Cornell, the problem at this intersection needs to be addressed. This has been the case for at least 10 years or more.

Of course installing a traffic light, or otherwise improving the intersection, has costs associated with it. However, it is an investment that would help alleviate tremendous amounts of wasted time as well as wasted gas and emissions as hundreds of cars idle on Cornell for 15 to 30 minutes each day. It is also a solution that not only addresses the concerns of the Westover neighborhood, but everyone who travels on Cornell.

While many of the commuters on Cornell come from Washington County, I would like to point out that Washington County builds, improves and maintains many roads upon which thousands of Multnomah County commuters travel each day as well. Moreover, pointing fingers and placing blame is a futile exercise that accomplishes nothing.

If traffic congestion in the Westover/Cornell area is going to be addressed, it should be done in a manner that positively impacts the greatest number of people, not in a manner that positively impacts a small handful of people to the detriment of thousands of others. Improving the intersection at the bottom of Cornell so that it is commensurate with the amount of traffic that is expected to flow through the area, making Cornell a more feasible route for all, is such a solution.

## **The Portland Tribune**

### **Portland goes big on affordable housing**

*By Jim Redden*

*May 3, 2016*

Responding to the housing crisis that is forcing many lower-income residents out of town, the Portland Housing Bureau announced last month that it will contribute \$47 million to eight projects intended to create or preserve 840 affordable units — the largest commitment in the city's history.

The projects include six new buildings and two rehabilitation projects. According to the PHB announcement, the average per-unit costs in each project will range from around \$110,000 to \$321,000, with the overall average being about \$213,000.

In the meantime, Home First, a private development company, is wrapping up an affordable housing project with a per-unit cost of around \$110,000. But except for the manager's

apartment, the other 33 units in Home First's Fern Grove complex at East Burnside Street and 143rd Avenue have three bedrooms and one and one-half baths. The PHB projects include studios and one- and two-bedroom apartments.

"The city hasn't gotten serious about cost containment," says Home First co-owner Rob Justus, who says his company's smaller projects cost around \$80,000 per unit.

According to Justus, the cost differences show Portland is not stretching its affordable housing dollars as far as possible to produce the most affordable housing, despite the City Council declaring a housing state of emergency last October. The number of "unfunded" PHB units could grow significantly in the near future. The council has increased the percentage of urban renewal funds for affordable housing projects from 30 percent to 45 percent. Portland and Multnomah County also have agreed to spend an additional \$30 million on affordable housing and homeless services next fiscal year. And, affordable housing advocates are working on a measure for the November 2016 general election ballot that could fund even more projects.

However, PHB Director Kurt Craeger says direct comparisons between his agency's projects and the ones built by Home First are not realistic. For starters, because the developers of the PHB-funded project must raise other financing, the city is only paying a fraction of the average unit costs — just around \$10,000 to \$118,000, for an overall average of \$69,000 per unit.

The Home First project is being built for PHC Northwest, a nonprofit social service provider that has worked with it on previous projects. The city did not preselect the developers for the eight projects announced last month. They were chosen through a competitive process and include both nonprofit organizations and for-profit businesses.

In addition, Craeger says, some of the projects will be taller than the three-story apartment buildings being built by Home First, which makes them more expensive. A few include market-rate units that increase their overall costs, because they must offer amenities to compete for tenants who do not qualify for rent reductions.

On top of that, Craeger says Portland only invests in affordable housing projects that will be around for 80 years to 100 years. That means the initial cost is amortized over a longer time than many other multifamily housing projects. Justus says his projects are designed for 60 to 80 years, although they may well last longer.

"Our goal is to provide long-term affordability taking the entire life cycle of a project into consideration," Craeger says.

### **Best use of funds?**

Justus thinks the city still could get more bang for its buck, however. He says any affordable housing developer who accepts city funds must comply with policies that add "social benefit costs" to the projects, such as paying union construction wages. Because of that, Home First does not seek or accept any city or other public funds for its projects.

Commissioner Dan Saltzman, who is in charge of the PHB, is concerned about the higher costs of city-funded projects. In March he convinced the council to authorize a study of some of the city policies that increase the cost of affordable housing projects. Last month's PHB announcement came before the study was completed, however.

According to Creager, the eight projects were selected from 22 submissions in response to the PHB's 2015 Notice of Funding Availability, which was released last October when the council declared the housing emergency. It made an unprecedented \$61.6 million, 100 Project-Based Section 8 vouchers, and five publicly owned sites available for affordable housing proposals.

Creager says the projects were selected after reviews within the PHB and by committees that included city and county representatives. He said the process was more transparent than those used in the past, which frequently has involved one-on-one negotiations between the Portland Development Commission and individual developers. The PDC's housing program was transferred to the PHB several years ago. Some projects with even higher average per-unit costs were rejected by the review committees, Creager says.

The city's contributions to the project include a mix of city urban renewal funds and federal affordable housing dollars. Multnomah County also is contributing to some of the projects. The city and county also donated land for some of them.

"I commend the Housing Bureau for stretching itself and its resources to get here, and I commend our proposers for the creativity and resourcefulness they brought to meet the challenges we face," Saltzman says.

The eight projects will barely scratch the need for more affordable housing, however. The council has said there currently is a need for around 24,000 more housing units that would not cost more than 30 percent of the earnings of a household making below 60 percent of the region's median family income.

Perhaps significantly, Home First worked with Central City Concern on the design of the PHB project with the lowest per-unit cost, Stark I & II. Justus says he hopes its company will build it, too.

### **Costly policies?**

Despite the benefits of the eight projects, Saltzman suspects future ones could be less expensive, allowing the PHB to fund even more units. On March 9, he convinced the City Council to authorize the PHB and the Bureau of Planning and Sustainability to study whether some city policies increase the cost of such projects.

One policy to be reviewed is the city's green building standards, which Saltzman persuaded the council to first adopt in 2001 and then update in 2009 to increase the energy efficiency of buildings constructed in Portland. Although Saltzman said questions have been raised about whether the standards increase building costs, commissioners Nick Fish and Amanda Fritz were both uncomfortable reviewing them. They said the standards are an important part of the city's commitment to sustainability, and questioned whether they should be waived on one class of housing.

Saltzman successfully argued in favor of including the standards in the study, however. It is scheduled to be presented to the council in October.

The study will not include every policy that could increase the cost of affordable housing projects, however. Last September, the council reviewed and agreed to retain a number of "social cost benefit" policies that increase the cost of affordable housing projects.

According to a Sept. 11, 2015, memo from PHB, in addition to the union wage requirement, the policies include land use, environmental quality, infrastructure services, design review, parking, and other related needs, all of which “significantly impact housing development costs.”

Justus says such decisions show the city is not doing everything within reason to reduce the cost of the affordable housing projects it helps finance. He says his company’s approach is attracting interest from outside Portland, including the Oregon Housing and Community Services department and the City of Bend, where Home First expects to build its first project this summer.

### **The eight partially city-funded projects**

The chosen developers include both nonprofit organizations and for-profit corporations. The PHB describes the six new projects, their developers and its contributions:

- **72Foster** (REACH) — \$23 million total, city share \$5 million to develop 108 new affordable units on a PDC-owned property in the Lents Town Center Urban Renewal Area with resident services provided by Asian Health & Services Center, plus commercial space to support and enhance neighborhood businesses.
- **N. Williams Center** (Bridge Housing Corp) — \$18 million total, city share \$4.5 million to develop 61 new affordable units for low-income families on Multnomah County property in the Interstate Corridor Urban Renewal Area, plus supportive services for residents and a possible partnership with Albertina Kerr to provide programming for developmentally disabled residents.
- **The Creators Collective** (Meta Housing Corp) — \$24 million total, city share \$9 million to develop 76 new affordable units complete with arts and entrepreneurship programming for very low-income families, seniors and veterans on the PHB-owned King/Parks site in the Interstate Corridor Urban Renewal Area.
- **Block 45** (Home Forward) — \$56 million total, city share \$5.6 million for a mixed-income, mixed-use development with 127 affordable units on PHB-owned property in the Oregon Convention Center Urban Renewal Area, including units and supportive services for vulnerable populations such as the chronically homeless and survivors of domestic violence.
- **Interstate** (Central City Concern) — \$8 million total, city share \$2.2 million to develop 51 new affordable units in the Interstate Corridor Urban Renewal Area providing culturally specific recovery and employment support services to residents.
- **Stark I & II** (Central City Concern) — \$18 million total, city share \$7 million to develop 162 new units of low-barrier housing on two adjacent parcels in the Hazelwood neighborhood.
- **The Henry Building** (Central City Concern) — \$22 million total, city share \$12.9 million for seismic and capital renovations to preserve 153 single-room occupancy units currently serving vulnerable populations in the Central City.
- **Gladstone Square/Multnomah Manor** (Home Forward) — \$18 million total, \$1 million to renovate and preserve 102 affordable units serving low-income families in two Home Forward-owned projects in the Lents and Montavilla neighborhoods.

## Willamette Week

# Portland Commissioners Dan Saltzman and Steve Novick Pan Charlie Hales' Tax Hike

*By Beth Slovic*

*May 2, 2016*

Portland Commissioner Dan Saltzman on Monday gave an emphatic thumbs down to Mayor Charlie Hales' proposal to raise the city license fee on Portland businesses, saying a tax hike shouldn't be the reward for record business growth.

"I don't support it," Saltzman tells WW. "I can't justify a rationale."

He's joined by Commissioner Steve Novick, which means Hales' budget proposal—his last before leaving office—may already be in trouble. He needs three votes to pass his plan. Commissioner Nick Fish is traveling and unavailable for comment. Commissioner Amanda Fritz says she's withholding judgment until she hears from the public.

Hales' proposal, unveiled at a press conference Monday, would raise Portland's business license fee .3 percentage points to 2.5 percent, affecting about 25,000 businesses. Coupled with a tax decrease for a far smaller number of businesses—about 2,000—the changes would generate an additional \$8.7 million a year, city officials estimate.

But Portland's not facing a budget shortfall. In fact, it has an unexpected budget surplus of \$25 million this year, including an expected \$9 million in additional ongoing funds for the next five years. That's thanks to record tax collections from businesses and hotels, as well as slow growth in health care costs at the city.

Saltzman, for one, says it makes no sense to slap businesses with higher fees when they're doing well and the city's not hurting for money.

"To say this is your reward defies logic," says Saltzman.

Hales would like the additional revenue to pay for police background investigators, body cameras for cops, firefighters and additional 911 dispatchers. That's on top of additional commitments to affordable housing and services for the homeless.

But Novick tells reporters he thinks the mayor can make new investments in his top priorities without raising taxes. Other initiatives may have to wait, he says.

"We can balance the budget without touching any of the proposed investments in housing," Novick writes in an email, "while providing critical additional resources for 9-1-1; avoiding bitter cuts to parks programs; and giving the police their top priority, the background investigators."

Novick also says a tax increase on businesses won't help the prospects of the Portland gas tax currently on the May 17 ballot. That's an idea Hales flatly rejected at a press conference earlier in the day. "We need both," Hales said.

# Portland Aims To Reverse Gentrification By Helping 65 People Own Homes

By Rachel Monahan

May 2, 2016

The Portland Housing Bureau announced Monday it is accepting applications through May 13 from current and former North and Northeast Portland residents for a chance to own a home affordably.

The program, first announced in December, is aimed at helping African-American residents who've been pushed out of the neighborhood by rising rents and housing prices (as well as the city's own urban-renewal programs).

Current or former residents (and their descendants) who once owned property that was taken by city government for development projects will have priority.

The city has \$5 million to put toward the program—and estimates it will be able to help 65 people with this round of applications.

Information from the housing bureau:

*Three Ways to Apply:*

*Apply online using the mobile-friendly application.*

*Apply in person at one of eleven application sites throughout the Portland Metro area (in-person application assistance will be available during select times at one of the sites each day of the open application period. [Click here for a schedule of times and locations](#)).*

*Download a copy and submit by mail or drop it off at an application site during their regular business hours.*

## Portland Mayor Charlie Hales Goes For a (Tax) Hike

By Beth Slovic

May 2, 2016

The weather's wonderful. His term is almost up, and Portland Mayor Charlie Hales wants to go for a hike—a tax hike, that is.

With eight months left as mayor, Hales is pushing an ambitious agenda to address homelessness and gun violence—and he wants to help fund it with a .3 percentage point increase in the city's business license fee, a hike on 25,000 city businesses, according to his office. The city last raised the business license fee, now proposed to be 2.5 percent, in 1977.

"I'm not naturally inclined to raising taxes on business," Hales says. "But this is a necessary increase to pay for services for a growing city at a critical juncture."

At the same time, Hales is giving a tax break to 2,000 businesses in the form of a higher owner's compensation deduction. If City Council approves Hales' plan, businesses wouldn't pay the business license fee on the first \$125,000 of income, up from \$100,000. Hales raised the

deduction in 2013, piggybacking on an effort by former Mayor Sam Adams, who also raised the owner's compensation deduction in 2012. (It then stood at \$87,000.)

The two changes amount to an annual net gain of \$8.7 million, city officials estimate.

The announcement came Monday in a press conference to unveil Hales' budget proposal for 2016-17—his last as mayor since he decided in October not to run for a second term.

Hales faced flush coffers even before he announced his plan for a tax hike. Revenue from business license fees was already on the upswing. So was revenue from lodging taxes. That means Hales already had about \$25 million in extra unexpected revenue.

Hales would like the additional money to pay for more 911 operators and cops with higher salaries, body cameras for police officers, and additional services for the homeless.

## **The Portland Mercury**

### **Despite A Plush Budget Year, Charlie Hales Says A Controversial Business Tax Hike Is "Necessary"**

*By Dirk VanderHart*

*May 2, 2016*

Last Thursday, it became official: The budget Mayor Charlie Hales proposed for next year would include more general fund money than Hales has had to work with in any of his four years. In a dramatic reversal over the course of his time as mayor, Hales has gone from slashing the city's budget by around \$21 million in 2013 to a \$25 million surplus (one year after he had a whopping \$49 million surplus on his hands).

Portland, you might have heard, is booming.

So what's the mayor's big play now that he's relatively flush? Hales wants to raise taxes on business.

In a move that's surprised a bunch of people—and which had City Hall staffers visibly nervous before it was announced—Hales said today Portland needs to hike its business license fee for the first time since 1977. By raising the fee from 2.2 percent of business profits to 2.5 percent, Hales says Portland can squeeze an additional \$8.7 million into its already plush coffers.

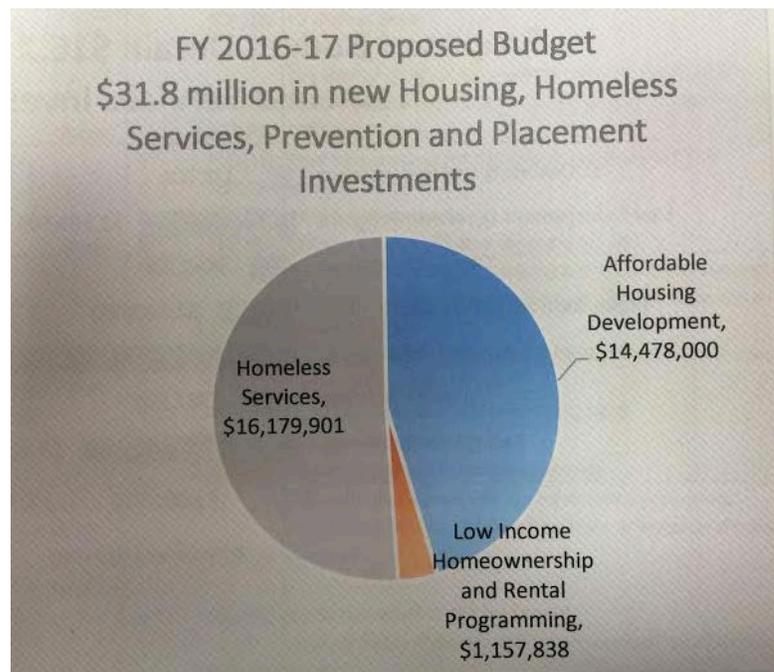
"I'm not naturally inclined to raise taxes," Hales said this morning. "This is a necessary increase to pay for services that are critical."

Some of the highlights of the \$42.9 million in new investments Hales is proposing:

- \$3.3 million that would be used to pay cops more, and offer signing bonuses. That amount would require the approval, in formal bargaining, of the Portland Police Association, which is always a tricky deal. The stepped up payments would also balloon in coming years to closer to \$9 million, Hales concedes. There's no indication where that extra money would come from.

- \$1.3 million to finally bring 13 firefighter positions—imperiled by the expiration of a federal grant—onto the city budget.
- \$31.8 million in new expenditures on housing and homelessness, including an \$11.2 million infusion into the Portland Housing Bureau's budget, and a new program to better handle homeless Portlanders who commit low-level offenses. Here's the city's breakdown:
  - Roughly \$1.5 million to permanently change Naito Parkway under the Better Naito model. Hales said this morning those plans include building a protected bike lane—separated from traffic by a physical barrier. That would amount to downtown's first protected bike lane, a huge goal for Portland's cycling advocates, but might be a point of contention as City Council haggles over a final budget.
  - Another \$1.5 million for paving projects, among the lowest amount of general fund money Hales has put into what has, in the past, been one of his staples.
  - \$967,000 to fund bus passes for students—a frequent football during budget debates.
  - \$212,827 for stepped up City Hall security, which Hales says came at the behest of commissioners' offices. It'll pay for more security guards, new cameras, and a panic button system.
  - Not-so-basic spending items that include \$200,000 toward the planned James Beard Public Market; \$30,000 for the city's continued management of Last Thursday on Alberta; \$190,000 for Symphony in the Park; and \$211,000 to help the Cully neighborhood transform shuttered strip club the Sugar Shack.

But back to the tax increase, which is the most-dramatic part of the proposal, and which raises the possibility this will be Hales' most controversial budget in office. To help soften the blow of the hike, Hales is suggesting increasing the deductions business owners can claim for their personal income—from \$100,000 to \$125,000. And he's making the case that most businesses—and particularly small businesses—will see little or no effect of the change. Instead, Hales says the brunt of the \$8.7 million windfall will come from large corporations.



According to numbers the city provided, around 15,721 businesses would still pay the minimum fee of \$100 per year. Another 25,236 businesses would see their rates increase between \$61 and \$1,532.

Hales' arguments are unlikely to sway some folks. Besides the avowed opposition of the Portland Business Alliance (who it's probably an understatement to say the mayor intensely dislikes at this point), Hales is also facing deep skepticism from some of the commissioners who'd have to approve the move.

Commissioner Dan Saltzman is said to be a strong "no" (though his office hasn't gotten back to us). And Steve Novick, who's trying to convince voters to enact a 10-cent gas tax in two weeks (with the help of the PBA), laid out a list of places he'd chop to avoid raising the business tax. They include skepticism over that \$3.3 million for higher police pay, and dubiousness about ~~"rushing" the Naito Parkway~~ rushing a tax to pay for the Naito improvements.

"I think we can balance the budget responsibly without the tax increase the Mayor has proposed," Novick said in a statement..

Novick, in detailing a series of cuts, has anticipated Hales' rhetoric here. The mayor is framing this issue in a way where commissioners who don't support the tax hike will have to propose \$8.7 million worth of cuts in the budget.

"I'm proposing a budget that I stand behind and I believe in," Hales said in a meeting with reporters. " I'll be interested to hear if someone wants to articulate: 'If not that, this.'"

Here's a summary of Hales' new budget, which you can count on being chipped at—a little or a lot—before it gets final council approval.