



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **6TH DAY OF APRIL, 2005** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams and Leonard, 3.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Harry Auerbach, Chief Deputy City Attorney; and Officer Curtis Chinn, Sergeant at Arms.

After items 286 and 298 were pulled for discussion, the balance of the Consent Agenda was continued to the April 7, 2005, 2:00 p.m. meeting.

COMMUNICATIONS		Disposition:
278 Request of Richard L. Koenig to address Council regarding failure of John Minnis to attend an event (Communication)		PLACED ON FILE
279 Request of Elizabeth Callison to address Council regarding voter owned elections (Communication)		PLACED ON FILE
TIME CERTAINS		
280 TIME CERTAIN: 9:30 AM – Adopt the recommendations contained within the Sandy Boulevard Resurfacing and Streetscape Plan (Resolution introduced by Mayor Potter) (Y-3)		36306
281 TIME CERTAIN: 10:15 AM – Consider the Land Use Board of Appeals remand of the application by John Welsh, Michael Andresen and Pamela Andresen for a zone map amendment, land division and adjustment for property located at 3407 SE Steele Street (Evidentiary Hearing; LU 04-017115 ZC LDP AD)		CONTINUED TO MAY 4, 2005 AT 9:30 AM TIME CERTAIN
282 TIME CERTAIN: 10:45 AM – Urban wildfire hazards, mitigation and response (Presentation introduced by Mayor Potter)		PLACED ON FILE
CONSENT AGENDA – NO DISCUSSION		

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<p>283 Statement of cash and investments February 10, 2005 through March 09, 2005 (Report; Treasurer) Continued to April 7, 2005 at 2:00 PM (Y-4)</p>	PLACED ON FILE
<p>284 Accept bid of Triad Mechanical, Inc. for Simmons Wastewater Pump Station Project for \$634,304 (Purchasing Report - Bid No. 103649) Continued to April 7, 2005 at 2:00 PM (Y-4)</p>	ACCEPTED PREPARE CONTRACT
<p>285 Accept bid of Coffman Excavation, LLC for NW 13th Ave. Local Improvement District Phase II, from NW Johnson St. to NW Raleigh St. for \$1,354,370 (Purchasing Report - Bid No. 103771) Continued to April 7, 2005 at 2:00 PM (Y-4)</p>	ACCEPTED PREPARE CONTRACT
<p>286 Urge the United States Congress and the President of the United States to reauthorize funding for Amtrak (Resolution introduced by Mayor Potter and Commissioners Adams, Leonard, Saltzman and Sten) (Y-3)</p>	36305
<p>Mayor Tom Potter</p> <p>Bureau of Environmental Services</p>	
<p>287 Authorize a contract and provide for payment for the construction of SE 60th and SE Steele Sanitary Sewer Extension Project No. 7097 (Ordinance) Continued to April 7, 2005 at 2:00 PM</p>	PASSED TO SECOND READING APRIL 13, 2005 AT 9:30 AM
<p>Bureau of Housing and Community Development</p>	
<p>*288 Accept a YouthBuild implementation grant under the Office of Economic Development of the U.S. Department of Housing and Urban Development in the amount of \$685,000 to provide services to disadvantaged high school dropouts and increase housing for homeless and low income families (Ordinance) Continued to April 7, 2005 at 2:00 PM (Y-4)</p>	179165
<p>Fire, Rescue and Emergency Services</p>	
<p>*289 Authorize Intergovernmental Agreement with Portland Community College for pediatric advanced life support training (Ordinance) Continued to April 7, 2005 at 2:00 PM (Y-4)</p>	179166
<p>Office of Government Relations</p>	
<p>*290 Amend Intergovernmental Agreement with the Housing Authority of Portland for lobbying services for the Columbia Villa redevelopment (Ordinance; amend Contract No. 51927) Continued to April 7, 2005 at 2:00 PM (Y-4)</p>	179167

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Office of Management and Finance – Risk Management Division	
<p>*291 Pay claim of Sara McClendon (Ordinance)</p> <p>Continued to April 7, 2005 at 2:00 PM</p> <p>(Y-4)</p>	179168
<p>*292 Pay claim of Mark and Janet Belgrave (Ordinance)</p> <p>Continued to April 7, 2005 at 2:00 PM</p> <p>(Y-4)</p>	179169
Office of Transportation	
<p>*293 Accept the third year Safe Communities Grant for \$100,000 from the Oregon Department of Transportation to develop and implement specific neighborhood-based efforts to improve traffic safety (Ordinance)</p> <p>Continued to April 7, 2005 at 2:00 PM</p> <p>(Y-4)</p>	179170
Parks and Recreation	
<p>*294 Amend contract with Portland Business Alliance for Special Downtown Services (Ordinance; amend Contract No. 51670)</p> <p>Continued to April 7, 2005 at 2:00 PM</p> <p>(Y-4)</p>	179171
<p>*295 Amend Lease Agreement with Summit Properties, Inc. for the Bureau of Parks and Recreation South Maintenance District to add improvements, change lease period and provide for payment (Ordinance; amend Contract No. 52378)</p> <p>Continued to April 7, 2005 at 2:00 PM</p> <p>(Y-4)</p>	179172
Police Bureau	
<p>*296 Authorize an Intergovernmental Agreement with the Port of Portland to allow Port Police additional access to the Portland Police Data System (Ordinance)</p> <p>Continued to April 7, 2005 at 2:00 PM</p> <p>(Y-4)</p>	179173
SECOND READING	
<p>297 Amend subrecipient contract with JOIN to provide camper outreach services to the homeless by an additional \$3,900 for a total of \$241,666 and provide for provide for payment (Second Reading Agenda 252 ; amend Contract No. 35383)</p> <p>Continued to April 7, 2005 at 2:00 PM</p> <p>(Y-4)</p>	179174
Commissioner Sam Adams	

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298	Accept the Joint Policy Advisory Council on Transportation report on transportation needs in the region (Report) (Y-3)	ACCEPTED
299	Clarify the City of Portland Percent for Art program (Resolution) Continued to April 7, 2005 at 2:00 PM (Y-4)	36308
REGULAR AGENDA		
Mayor Tom Potter		
Appointment		
300	Confirm appointment of Thomas Bruner to the Portland Parks Board for term to expire August 31, 2007 (Previous Agenda 251) (Y-3)	ACCEPTED
Office of Management and Finance – Human Resources		
*301	Authorize a labor agreement with the City of Portland Professional Employees Association for terms and conditions of employment of represented City employees in the bargaining unit (Ordinance) Continued to April 7, 2005 at 2:00 PM (Y-4)	179175
Office of Transportation		
*302	Authorize a contract with Alta Planning + Design to provide technical support for the development and implementation of the national Safe Routes to School model in Portland (Ordinance) Continued to April 7, 2005 at 2:00 PM (Y-4)	179176
303	Authorize contract with URS Corporation to provide engineering design and construction services for the Sandy Boulevard Resurfacing and Streetscape Project (Ordinance)	PASSED TO SECOND READING APRIL 13, 2005 AT 9:30 AM
Parks and Recreation		
304	Recognize the public benefits and efforts of Bureau of Parks and Recreation, Portland Public Schools, Boys and Girls Club of Portland and the Housing Authority of Portland to plan and design a community campus in conjunction with the New Columbia Project (Resolution) (Y-3)	36307

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Planning Bureau	
*305 Change the effective date for amendments to the Cascade Station/Portland International Center Plan District and related amendments to the Comprehensive Plan and Zoning Map (Ordinance; amend Ordinance No. 179076) Continued to April 7, 2005 at 2:00 PM (Y-4)	179177
SECOND READINGS	
306 Authorize subrecipient contract with Hacienda Community Development Corporation for \$106,775 for the rehabilitation, redevelopment and development of affordable rental housing and provide for payment (Second Reading Agenda 268) (Y-3)	179163
307 Create a local improvement district to construct street and stormwater improvements from 26th Avenue to 29th Avenue and on other streets in the SW Texas Green Street Local Improvement District (Second Reading Agenda 271; C-10014) (Y-3)	179164

At 1:05 p.m., Council recessed.

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WEDNESDAY, 2:00 PM, APRIL 6, 2005

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

April 7, 2005

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,
OREGON WAS HELD THIS **7TH DAY OF APRIL, 2005** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams, Leonard
and Sten, 4.

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

Motion to adopt the balance of the Consent Agenda: Moved by Commissioner
Leonard and seconded by Commissioner Sten. On a Y-4 roll call, the balance of the
Consent Agenda was adopted.

	Disposition:
<p>308 TIME CERTAIN: 2:00 PM - Provide a voluntary campaign finance system for Auditor, City Commissioner and Mayoral elections (Ordinance introduced by Commissioner Sten and Auditor Blackmer; add Code Chapter 2.10 and amend Sections 2.02.010, 2.02.030 and 2.02.040)</p> <p>Motion to accept an amendment to limit administrative expenses to 10% and direct the Auditor to develop the language: Moved by Commissioner Sten and seconded by Commissioner Leonard. (Y-4)</p>	<p>PASSED TO SECOND READING AS AMENDED MAY 11, 2005 AT 9:30 AM</p>

At 5:01 p.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

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

April 6, 2005
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.

APRIL 6, 2005 9:30 AM

Potter: Sure you're in the right place, the Portland city council. Great. Before we begin the official part of the council, I would like to -- what we've been doing since i've taken office is asking a question for our community, is how are the children. This is something that some of the tribal elders and adults in africa use as a greeting to each other instead of saying "hi, how are you?," they ask "how are the children?" it's a good question to ask. As a result of that we bring in experts around Portland to tell us how the children are doing. They all happen to be children or young people. Today we have jack mac nichol, a grant high school, in the ninth grade, and he's interested in theatre, arts, he attended buckman elementary, and the da vinci arts middle school. Performs with the northwest children's choir, and is currently rehearsing for grant high school's musical "into the woods." he serves on the Multnomah youth commission and is a managing editor of the youth commission's newsletter, "etc." I read last night and this morning, the paper, and it will be on a mayor's website, so a link for people to see what young people are thinking and talking about. With that, jack, could you please come forward? Jack, i've asked you to introduce the people you brought with you.

Jack MacNichol: Ok. So over there is my daddy. That's carter macnichol. He's cool.

Adams: That's a big endorsement.

MacNichol: Not that cool. And then we have -- then over there we have senali, the school-age coordinator for the commission on children and families and communities of Multnomah county. And she's representing the youth commission today.

Potter: Good. Thank you, jack. Go ahead.

MacNichol: Ok. You have asked how are the children, and I believe they are well, for the most part, but they do have their problems. Their schools poorly funded and some have little or no healthcare. As for me, I am. I go to a fairly nice school, in a safe neighborhood. I'm active in extracurricular activities, including model united nations, theatre productions and Multnomah youth commission. I live in a nice house with a loving family. I know these are luxuries many kids in Portland don't have. The first issue is schools, not just how they're funded, but the way they're run. The second issue is the youth involvement in government. I would like to speak about this issue, because it's an issue that not very many adults would raise and i'd like to raise it while I have the opportunity to do so. Many problems facing the Portland school system, but the ones that stand out to me are -- unsatisfactory school funding, disappearing art education and the impersonality of high schools. Amount of funding given to schools in Oregon is simply unacceptable. Schools are physically apart, class sizes are enormous, and each year we're threatened with losing more days off what is already the nation's shortest school year. While I understand the city council has no direct control over Portland schools, they do have amazing influence. I think it is your responsibility to advocate for Portland schools, through Portland public schools, the state legislature and governor. Let these people know that not fully funding schools is not an acceptable option, but even more troubling to me is the impersonality of high schools. When I walk down the halls I feel like one in a million students. In fact, i'm only one in 1800, but sure feels like a million. The goal of the school seems to be to push me through my four years as quickly as possible, preferably with no disciplinary problems. While i've developed strong relationships with teachers and friends, the

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hundreds of students I don't know stream around me, unaware of my presence. Even to the school administration, Jack McNichol has a number, and their goal is to process plea through as quickly and easily as possible. I feel like people in the school don't connect with me and don't care if I succeed or not. This is an environment that does not encourage success. In contrast, I attended Buckman elementary school and da Vinci middle school. Both were arts magnets schools with fabulous arts teachers and incredibly creative students. These were environments that encouraged success. Then along came high school. I am lucky enough to go to a high school that offers a reasonable selection of art classes, but while I have art classes available at Grant many schools are not so lucky. Of my friends have no art programs at all, or they're very small. Art is not just something that increases creativity in students, but also something that builds a sense of community. People come together, despite their differences, in observing and creating art together is something that's built strong communities at both Buckman and da Vinci. Art is an effective tool to build strong, connected communities in high school. My dream is art will be available to every person in Portland, including kids like me. City council can advocate for more arts education, funding more arts projects and supporting arts events. The other address is youth involvement in government. I'm a member of the Multnomah youth commission, a group of about 30 youth who meet twice a month to discuss and take action on issues that affect youth. We have a newsletter written by youth for youth. A teen pregnancy prevention committee at Madison high school. A nutrition committee, dealing with issues of poor nutrition and eating disorders among youth. And the youth forums committee which organizes forums on specific issues that allow youth to discuss their thoughts, feelings, and solutions. Being a youth commissioner has opened my eyes to how many youth are not clued in. They don't know and don't care what the government is doing. I also think that the few voices in politics are often ignored or opinions dismissed because adults see them as children, and don't realize that young people, just like adults, have well thoughtout positions and good ideas. I believe if society fails to increase youth involvement there will be low voter turnout in the future. I think what Mayor Potter has done so far is a very good start to incorporating things into government, with things like "how are the children" but city council as a whole needs to take it two or three steps further. You need to expand programs like how are the children. It's very important for youth to speak out about issues significant to them. Second, I think a body of youth, either your own youth council, or maybe the Multnomah youth commission should evaluate policies that affect youth, an effective way to bring youth opinions and ideas into city hall. Thirdly, I think the city council should consider funding projects that increase youth involvement. I'd like to thank the mayor for asking me to speak this morning and thank you for all listening to my concerns and ideas.

Potter: Thank you, Jack.

Adams: Very well spoken. Thank you very much.

Potter: Thank you very much, Jack.

Adams: Could you email us a copy of your remarks? That would be great.

Potter: We're starting a youth council.

MacNichol: I heard about that after I wrote the speech.

Potter: And we'll be working with young people to create a children bill of rights that guarantees certain things for all children.

MacNichol: Ok.

Potter: So thank you very much for coming in this morning, Jack.

MacNichol: Thank you.

Adams: Thank you.

Potter: City council will come to order. Karla, please call the roll. [roll call taken] [gavel pounded]

Potter: Karla, please read item 278.

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Item 278.

*****: Good morning, city council, mayor. Jack, thank you.

Potter: You have three minutes. Please state your name in your testimony.

Richard Koenig: Richard I koenig, an I in there for my mother's maiden name. Thanks. As you probably found out before I did John Minnis didn't show up at that meeting a few weeks ago. I'm sorry I put out an invitation to you folks where the guest of honor didn't show up, but since we're sensitized to the issue about having a meeting here in Portland with Mr. Minnis, former associate of the mayor, why don't we try to schedule that again. I think it's a good idea to. Have the director of the police training academy come up here and tell us how it's done properly. I trust that you all have received a copy of a public record law demand that we expect an answer to next week. Did anybody not get that? Ok. In regard to how are the children, I'd like to put this amazing fact out for Jack. We have a provision in Oregon state law, which guarantees that children are going to have a year of constitutional every year between eighth grade and graduation, with statutory exceptions for students at OHSU. Jack, could you nod your head and tell me if you're getting a year of constitutional studies. [inaudible]

Koenig: Ok. Perhaps not a year of constitutional studies every year between eighth grade and graduation. It's a good question to ponder, why, when the law requires that, are children not being given what it says they're going to get. You've got what might have been a presentation in front of you. Maybe you'll have a chance to read it. I'll sit here and be happy to respond to any questions you might have. I'll take my three minutes.

Potter: I have no questions.

Adams: No questions from me.

Potter: Commissioner Leonard?

Leonard: No.

Koenig: Ok. Well, I just want you folks to know that there are legal presumptions, when a public record law demand is not answered, we presume that the person in charge of the record will have obeyed the law. Since the law requires the production of a public record if it exists, we'll have to assume that it doesn't exist if it's not produced next week at 9:30. Ok. Thank you.

Potter: Thank you.

Adams: Thanks.

Potter: Karla, next item. Good morning. State your name for the record.

Item 279.

Elizabeth Callison: Yes. Elizabeth Callison. Thank you for letting me speak today. I'm trying to begin a dialogue with you on both the so-called voter-owned elections, which will be before you at tomorrow's council and to recommend several specific low or no-cost alternatives to this. I'm considering a request to include recusal. Three minutes won't, of course, do it. So I'll be returning to council tomorrow at the 2:00 p.m. to continue. For the past six months city staff have been promoting the so-called clean money campaign which recently changed names and now going under the title of voter-owned election. Nowhere has the press acknowledged what this ordinance will create for the city. Even my fellow independent processors at Portland community media was led to believe there wasn't serious opposition or serious questioning of the program. This council meeting today is literally the only place wherefore three minutes the a member of the public can discuss the proposed ordinance with you who make the decision, or replacing it. I'm suggesting it might be replaced. As far as the last six months of government hype for this proposal is concerned, the title of the ordinance is a misnomer. If council adopts the new ordinance, it will be because it is Portland voters who are being the -- being denied the right to decide whether they want the voter-owned elections program or not. So for the first time and in the spirit of constructive public discourse, please consider the question -- is the blackmer-sten taxpayer funding for city elections an expensive red herring that may create more problems than it will solve? We all know there's

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dissatisfaction with the way political campaigns are financed nationally and locally. One concern is the potential influence of large campaign donors on elected officials' decisions and in plain english, of course, i'm referring to patronage and influenced pedaling at city hall. Right now a large donor can write a check to a city councilor, then ask for a million dollar public works contract or a deal to buy a park or fight a neighborhood association over a sub division or be granted a tax abatement on his new housing development project will which grant him an exemption from paying many thousands of dollars each year in property taxes. The ordinance will cost taxpayers, according to their report, \$1 million to \$2 million million each election cycle. The auditor cannot only pick up funds from all the bureaus, but increase his bank account by the sale of assets, including possibly those school playing fields from schools that are being closed, such as smith school. Those playing fields are now owned by the park department. If they're declared surplus, they could be sold, needed public playing fields. Those could see sold to fund city councilors' elections. Since i'm out of time i'll see you again tomorrow.

Potter: Thank you. Karla, is that the communications?

Moore: Yes, that's all.

Potter: Ok. We move to the consent agenda. Because there's only three commissioners and we need four to vote on it, we will be moving the voting till thursday afternoon. However, because commissioner adams has requested two items to be pulled for discussion and there are people here to testify, we will hear their testimony before we move on to the regular agenda. Commissioner adams?

Adams: Thank you very much. If we have -- did we have sign-up?

Moore: We do. You're pulling 286 and 298?

Adams: Yes.

Moore: Ok. 286.

Adams: Is it possible with the council's and council clerk's indulgence that we can clip the order to do the other one first?

Item 298.

Adams: Is metro councilor here? Very glad to have you here today. If you could provide the council with an overview of what this is.

Rex Burkholder, Metro Councilor: That would be great. Thank you for the opportunity. I believe this is the first time i've been invited to speak at the Portland city council.

Potter: Come back again.

Burkholder: It's great. Well, invite me back again, i'll be back. Or maybe i'll come back anyway. [laughter] my name is rex burkholder, my district includes downtown, northwest, north Portland, and then a good chunk of northeast Portland and a little bit of southeast Portland as well. Myself and robert littledale are two councilors that represent the city on the metro council. And i'm on the committee of transportation, which is a collection of local elected officials and state agency heads that advise us and works with metro on transportation issues, to look at the region and how do we cope with the fact that we have a growing population and flat revenue stream for transportation projects and lots of demand for moving goods, people, services around the region. So we have this challenge, that this is a kind of a microcosm of the decision we made last week on allocating federal dollars, but a microcosm of how do we plan for the region's growth and deal with these transportation issues. And I think because of those kind of challenges we have in terms of growth and flat revenues, it will become much more interesting as time goes on in terms of how we do this, similar to how this council is looking at how it can provide a high level of services with pretty much static revenues. I know you're in that process right now with your budget. That's a similar for us with the transportation budget with our region. Let me explain what the program process is, known as mtip. This is a process we go through every two years where we program a relatively small amount of money, about \$60 million, two years' worth of federal dollars that this metropolitan area

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receives as a suballocation of the state -- federal revenues that the state receives. About 40% of this is actually money that's in a category that is only for reducing air pollution, is what its main goal is, and therefore it has to be spent on alternative modes or things like integrating our signals and such to smooth traffic flow. Buses, those types of things. About 40% of that \$60 million has to be spent on nonauto modes, and the other 60% is flexible. The revenues we receive from the state are limited by the state constitution to be spent only in the public right-of-way. You can build a sidewalk or a bike lane with that, but it has to be spent within that right-of-way. Can't be spent on bus, trails, redevelopment projects, which is actually how some of this mtip dollars are actually spent into helping leverage private development along transit. These flexible dollars are pretty important. So we go through a very extensive process involving both jpac, the committee, as well as the public. We solicit projects from each jurisdiction. What we do, we say -- we expect about \$60 million to be programmed, and so we ask for everyone to put in about twice as much as they think they'll get so we get a nice selection of projects. We had a series of public hearings around the region last fall. 1200 comments from citizens on this. So good, extensive comments on that. Then we go through a process of two stages. First of all, we take that big list and try to narrow it down a little bit we call it the 150% list, but usually about 160% when everybody pushes their project back in. Then we have to make the final decision, which is getting down to actual real numbers. That's the tough part, which is actually saying what can you really fund? So about half the projects do get funded. The city of Portland, because we set up a set of criteria that looks at issues like community development, support for economic development, providing alternatives, looking at land use locations in terms of the 2040 concept, we want to focus on areas like the central city, town centers, the areas that help them develop. The city of Portland has a fairly good success rate, and it's not just because sam's in here now arguing for you, but that helps. But a good success rate, because the projects are high quality. And it's almost like a grant program is how I see it, is we set up these criteria to achieve the region's goals and the come in. Most of them are really good now. We're getting a lot of excellent projects trying to achieve these goals. Portland does stand above the rest a bit, because you guys are pretty sophisticated and you know what you want and what you want is fairly similar to the region's goals as well. So i'm sure sam will give you information about the exact projects that came through, because I can't keep track of them. I have to watch the whole pot boil in my position. But there are some really excellent projects, which I hope will help the city achieve its goals. I know that they'll help the region achieve our goals, because they have ranked very highly in our -- in the competition, in the pretty tough competition for funds here. So that the process. You know, my role actually is kind of interesting. Even though I represent the city of Portland on this committee, I have to be the honest broker, because i'm the chair and I don't get to vote. We actually did get a unanimous decision at the end. It's not easy, as you know, to make decisions regarding scarce dollars and there's always more projects that you'd like to fund than you have money for, but i'm pretty proud to be part of this regional work that's done to come up with these -- the kind of projects we'll see there. And the ones that Portland has gotten I think are some of the best we have in the region. And so congratulations. And it's been nice working with commissioner adams.

Adams: I just want to, before you step down, I just want to take the opportunity to laud your leadership and facilitation of what is a wild and raucous group and process that absolutely, you know, tests the patient of any human being. So you have the patience of job of which we're very grateful.

Burkholder: Thank you. I did provide bagels, too, to keep the calm.

Potter: Any other questions? Thank you, councilor. Thank you very much for being here.

Adams: We received money for planning trail projects, pedestrian regional transportation options, transit boulevard improvements and freight, but for the sake of time i'm just going to let you, as the testimony unfolds, sort of discuss some of those.

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Potter: Thank you for being here. When you testify, please state your name. You each have three minutes.

Don Baack: I'm don baack. I chair hillsdale neighborhood. I'm here to support the council in their action to get funding for capitol highway, from Multnomah to taylors ferry. This is about a mile of street. It represents about 2% of the substandard arterials we have in southwest. This is a little graph of the substandard arterials we have. And southwest is head, shoulders, and torso above the rest of the city in terms of substandard arterials, 40% of which is in southwest. We've done our part in terms of trying to remedy this. We've adopted by community consensus and managed to get a streetscape completed. It had one project funded by tri-met since its been completed. Absolutely nothing has happened on that. Capitol highway has about about three projects. We still have more to go. We'd ask that the council look at this in terms of remedying this. Let me give you background in terms of how this happened, that we got so many streets that are substandard arterials. Now arterials being your responsibility, not ours. We're doing our part, personally working on things where we can, but the reason that this happened is the city annexed a large part of southwest in the 1950's. And in doing that, they promised, as i'm told, I wasn't here at the time, that the city would fund improvements to streets. That funding was never forthcoming. So we've lingered with these inefficient and poor streets, no sidewalks, and talk about kids at risk, there's a lot of arterials that have place where it's not safe for kids to walk. This area in Multnomah happens to be one where we walk in the mud, but we're at least off the street, where as many arterials, including barbur, are such that there's no place to ride a bike, no place to walk, because the right-of-way is so narrow, left turn lanes, all those things that are important to traffic, but haven't done the things to keep our pedestrians safe. We urge you, therefore, to really look at this seriously in terms of remedying this. It's going to take a lot of money, and we'll be with you to try to make sure we do this efficiently and not ask for more than we need. We're looking for a bike lane on both sides of the street. We're trying to get minimum pedestrian access and bike lanes. This happens to be also a street that is one of the better streets to bike in southwest Portland. There aren't a lot of streets that are fun to bike because the hills are steep and you end up having to -- if you're going ride your bike -- zigzag or have have very low gears. A lot of kids can't make that, so it becomes dangerous for them so their parents don't permit them to bike, for good reason. Thank you very much for your time.

Potter: Thank you.

Ann Gardner: May name is ann gardner. I'm here for a committee representing city council to help create the city's first-ever freight master plan. I'd like to begin by thanking commissioner adams for taking so much time and making such a commitment to this process at metro that we really very much appreciate his involvement and believe with his contribution that the process will become much more strategic and transparent. Let me just first say that we're here supporting the two freight projects that are being advanced for funding through this process. Both are in river gate. Both are extremely important to existing businesses, to the flow of freight in that district. But i'd like to just take a couple of seconds to make a couple of other observations, that the freight committee made, as it went through this process. We're new at this. Our charge was to create a freight master plan, but it seemed important to us to find out where does this money come from that funds the transportation improvements in the region. There's about \$630 million that comes to the region on an annual basis. Where does it come from. Who decides what's important? How is it spent? We're just finding our way with this. This was really one of the first exercises that we'd gone through. It was a surprise to us quite frankly that there were so few freight projects on the menu of choices for us to offer our comments and support. And you have copies of the letters that the freight committees submitted to metro about this, and it's our hope that as we create the freight master plan for the city of Portland, that we'll be more clear about which are the most important projects to move forward, and that will be strategic in the funding of our freight investments. A

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couple of other observations, we were really surprised to see, and we've communicated this with, i-5/i-84 interchange is not on the list to be funded. It was when mayor clark was the mayor. It is not now. We need to find out why. It's the most congested interchange in the state, costing us \$38 million a year just in delay time. And we need to take proactive steps to address that important aspect of the trade corridor. So in conclusion, thank you very much for this opportunity to comment, how we invest our transportation dollars, our scarce dollars, as rex burkholder commented, it's so critical that we're strategic. Thank you.

Adams: Thanks, anne.

Potter: Thank you.

*******:** Can you hear me?

Adams: Scoot over.

Catherine Ciarlo: I'm Catherine ciarlo, executive director of the bicycle transportation alliance. We work to promote bicycling and improve bicycling conditions in Oregon. And we represent 4,000 members, many of whom live, work and bike in the metro area. So like the freight committee, we want to applaud commissioner adams' efforts, and support the projects that have been put forward. We're especially excited to see the springwater corridor and the marine drive bike lanes trail gaps filled, or at least some funding, taking steps toward filling those gaps. One of the things that those projects do is, if you can imagine, they help create a system, or a network that people can use to ride their bikes, and for that matter walk. They're quite important to pedestrians as well. With that kind of a system you get the kind of growth in ridership and in users that you just don't see otherwise. If you have dangerous gaps, people just can't really use the system. So we want to thank you for that. It was not an easy process. Commissioner adams really did some creative footwork. We appreciate it. I want to talk about the source of these funds. These are, as councilor burkeholder mentioned, pretty much the only flexible funding that we have being spent in the region at this time. It's about 4% of the region's total transportation funding, and it is really the only place that you can get funding for projects like the springwater corridor or the marine drive. That's not quite true. There's a small state enhancement grant program, but neither of these projects are at this point eligible for that program. So again, we really appreciate this kind of investment. And, you know, just to take a step back and talk about some of the goals of the process. Economic vitality was a very important goal this time around for obvious reasons. I think one of the things we saw, as we make these kinds of investments, is a region that really thrives. We have so many different kinds of needs, it's so important to take the limited amount of funding that we can spend on these sort of economic vitality, but also livability projects. We see impacts on neighborhoods. We see impacts on individual health. They're the kind of projects that draw people to Portland and encourage them to stay here. So again, we really thank commissioner adams for his efforts on behalf of these projects. And we also urge y'all as a council, and thank you for your commitment to secure funding for both of these projects. Neither one was fully funded in the process. Thank you again very much.

Potter: Thank you.

John Carroll: Good morning. My name is john carroll. I'm here to thank you wholeheartedly for the efforts certainly commissioner adams has expended in moving this process forward. I am the chair of the Portland streetcar, inc., incorporated. I have been involved now for 14-plus years. At the time commissioner blumenauer suggested when I gave it two or three months we would move it down the road. March 11 we had our opening of the extension to riverplace. We had our board meeting this morning, and we were viewing the numbers. Our initial projections for service or ridership, we hoped we were going to get to 2700 rides per day. We're now up to 6600 rides per day. And the surprise is the saturday -- the saturday traffic that is just overwhelming. It is performing the functions that we'd anticipated. Second piece is -- and this is in the spirit of this funding mechanism that you -- that is now moving forward, is that from the very beginning this has

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always been considered -- our streetcar effort has been considered a part of the regional transportation solution. There's not a city in the country that's outrunning the automobile. Certainly we can describe boston, their big dig efforts, you know, \$10 billion later, you may have something.

We are not going to solve it with the automobile. We're not going to completely solve it with our streetcar and light rail system. Certainly the bicycle coalition. People walking. And one very important piece, and that is the development of our urban centers. Our streetcar line along that alignment in the last seven or eight years has generated over \$2 billion worth of development along that alignment, which is a huge economic boost for our economy. When you consider commercial activities, office buildings, the like, we've lost a lot of jobs, and \$2 billion worth of development is a huge number for our labor source, our tax base, and in support of our schools to the extent that we do provide -- provide that support. I think the -- the most important part about this funding that you're -- you've advanced is that it is a next step that we would like to take to the east side.

Certainly a continuation of lake oswego. The idea is over time we have a regional solution to our transportation problems. This funding mechanism is very important. Councilman burkeholder was very clear that it is a very public process. I showed up to testify. I was in the number 141 on list. They said I was going to be able to testify in 4 1/2, five short hours. So it suggests it is a very public process. Thank you very much.

Chris Smith: Chris smith, 2343 northwest pettygrove street. As you know, I wear many hats related to transportation, so you're going to hear a little bit from me about this process from each perspective. First, as the chair of the Portland streetcar citizens advisory committee, a city-appointed advisory committee, very grateful that we have funding for both construction for -- beginning to accumulate construction funds for the east side extension of the streetcar, and equally important, \$688,000 to do the planning for an extension in the direction of lake oswego. It's important we keep moving in both those directions. So that's great. As a neighborhood transportation chair, my heart's warmed by projects like capitol highway. She'll talk more about that, so I won't steal her thunder. But I think that's great. I'd like to direct most of my comments, however, from my perspective as one of six citizen representatives serving on the transportation policy alternatives committee. We issued these recommendations. In that capacity, I represent the citizens of the region, not just Portland. So I want to talk about how this fits into the regional picture. As councilor burkeholder said, Portland tends to be more sophisticated than the other jurisdiction. We have more planning resources, can afford to bring more technical sophistication to the table. I think it's important that Portland use that leadership position to help further the agenda.

Not just for Portland, but for the whole region. As commissioner adams has learned, mtip is a crazy process where people who have no other sources of funding, very desperately look for funding for their important projects. There's a lot of horse trading that goes on. The challenge really is to keep those regional policy goals in mind as we do that horse trading. And I think everybody needs to keep one eye on the big picture, even as they're looking out for resources, and that the risk is that if we don't do that, if everybody is simply looking out for themselves, the overall policy goal suffers. Each process that i've observed, it gets a little better, because the projects being submitted get better. Councilor burkeholder spoke to that, but also because I think we're forming a regional consensus around where we want to be with our transportation network, and it includes lots of components, you know, freight, passenger rail, bike and pedestrian projects. It's all got to fit together. We have multiple transportation networks we have to make work, and it's important that Portland be a good partner and leader in the regional consensus. So thank you.

Adams: I also just want to thank you, chris, as someone new to this process. I asked chris to sit behind me on the table there were sort of chairs behind each member of jpac, and asked chris to sit behind me. And he gave me good prompts with notes and whispering in my ear. I want to thank you for that.

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Patty Lee: I'm patty lee from southwest Portland with a cold. I want to give you a little background history on capitol highway. In 1993 members of the southwest neighborhood transportation committee focused the attention of the community and the city of Portland on the imbalance of transportation modes on and along capitol highway. In january of 1995, Portland city commissioner earl blumenauer appointed citizen advisory committee of 15 residents and business owners in southwest Portland to work closely with the city staff on the capitol highway's plans development. Now the process involved three public workshops, as well as meetings with individual residents and property owners and 12 c.a.c. Meetings during a period of nine months. The plan was approved by city council in january of 1996 by ordinance. This is the plan. The capitol highway plan identifies seven segments along the highway. Each with its own unique characteristics. There are three segments of activity centers which are identified as town centers or main streets by the metro 2040 plan Multnomah, hillsdale and west Portland have been finished, according to the plan. They are wonderful. These three activity centers are quite different from each other, but serving as centerpieces for adjoining communities. Now, the four remaining segments of capitol highway are considered green linkages. They lack the dense retail and commercial operations of the activity centers and are generally characterized by more vegetation and open space, often granting a rural feel. Portland office of transportation requested \$538,000 of federal money from metro to design and engineer the so-called garden home stretch. Major challenges to add pedestrian and bike amenities, calm traffic, without disturbing too much existing vegetation and the current neighborhood flavor. Right now there are no bike lanes and the pedestrian path is a goat path in the mud above the ditch carrying runoff water. Recommendations call for sidewalks, bike lanes, posted speed reductions and intersection realignments. Now there will be funds for the engineering, and the office of transportation and the city must continue to work for funds to actually make this section happen. With the approval of the taylor's ferry road vision plan from capitol highway to the county line, it will be a great linkage for bicyclists and pedestrians. People will be able to leave their cars in the garage and walk or cycle to the grocery store, the community centers, the libraries, schools, Portland community college, and so forth. This area was not developed for walking, it was for horse-drawn wagon and then automobile. Capitol highway links the southwest community together and it's time after 10 years to get some movement to complete the capitol highway plan. This project is so important to our mobility in southwest Portland, which will surely affect the quality of life and even the economy. Thank you. And thank you, sam, for helping get that funding.

Adams: You're welcome.

Potter: Thank you very much. Good morning. Please state your name when you speak.

Glenn Bridger: Good morning, mayor and council. My name is glen bridger. I'm here representing southwest neighborhoods incorporated, the coalition of 16 neighborhoods of southwest Portland. You just heard patty lee, my predecessor as chair of southwest neighborhoods, give a wonderful summation of the capitol highway project and the capitol highway history. The problem with southwest Portland is if you me, our children, or our seniors want to walk in southwest Portland, we take our lives in our hands literally, because we do not have those places to walk continuously. It's been a pleasure to see the activity along the completed sections of capitol highway and to see people out enjoying our street, enjoying the exercise, and going from one community to another. I want to see that vision fulfilled for the rest of the capitol highway plan. And that is why i'm speaking with you today. Sweeney has been working for 12 years to make this happen, and we want to see it happen while we can enjoy it. We're looking for continuous and systemic funding for capitol highway. We want this project and we want the other pieces to flow along naturally as it goes along. So I ask you and encourage you to continue supporting bringing our highway needs up to snuff there in southwest Portland so that our substandard arterials are

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brought into a consistent basis with the rest of the city. Thank you very much, sam, and mayor, for your work in this area.

Adams: Thanks.

Potter: Thank you.

Moore: That's all.

Potter: Then we will move this item to thursday for a vote.

Moore: Yeah. This is a report. We could vote on -- we have three for this.

Potter: Pardon?

Moore: We only need three for this. We could vote.

Potter: Are we ready to vote, folks?

Adams: Let's vote.

Potter: Let's go.

Adams: I just want to thank laurel wentworth. Laurel, please stand up so everybody can see you. You've done a great job. Yeah, laurel: Laurel works with the Portland office of transportation, who's done a great job of helping to staff me and participate in the -- the tpac. I also want to thank tom miller, my chief of staff, who also does transportation issues in my office, and everyone who participated, I vote aye.

Leonard: This is excellent work. Thank you. Aye.

Potter: I want to thank commissioner adams and all the folks who appeared this morning to testify. This is obviously strongly supported by our community, well thought out, and under the auspices of metro I think we're going to see more of these projects in the future, and once again thanks to everybody. Aye. [gavel pounded] item 286.

Item 286.

Moore: Chris, do you have a lot of people to testify? I'm afraid we've lost our sign-up sheet. You have a lot of people.

Adams: Sure. Tony, could you be the first to testify?

*******:** Sure.

Adams: I'm pleased to introduce to the council and to the community the local manager for amtrak and was hoping that you could give us a -- sort of an overview of what's happening at the federal level and why making our voice known and just for the audience, this is unanimously sponsored by the city council, why this is important.

Tony Buscemi, District Manager, Amtrak: Thank you very much, commissioner adams. Mayor Potter, commissioner leonard. I appreciate this opportunity to speak here today. My name is tony buscemi, the district manager for amtrak operations in the state of Oregon and southern Washington, and am very pleased to be here today to talk about amtrak. Portland is served by three amtrak services. We have the cascade service that links eugene Portland to seattle and vancouver, b.c. We have the empire builder, which links Portland to chicago and the midwest. And we have the coast starlight which links Portland to seattle as well as to san francisco bay area and california. Portland, Oregon, is the 21st largest station in terms of ridership within the country. Last fiscal year we had 486,000 passengers pass through Portland. Therefore, it's very, very important to the region, as well as the state. Amtrak is a federally-owned corporation. Going back on a little history, we hear a lot about privatization. Amtrak should be privatized. Back in 1970 the companies that operated passenger service wanted to get out of the service and had been appealing to the government to eliminate passenger service. It was not profitable. They wished to exit the business. It's still not profitable all these years later. Amtrak was created because the citizens of this country wanted to preserve that heritage, wanted to preserve that vital transportation link. Therefore each year amtrak has to submit for a federal operating grant. When I started work at amtrak in 1973, we earned about 20 cents on the dollar in terms of revenue. Now we earn close to 90 cents on the dollar. So our federal subsidy is substantially smaller now in terms of operating

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budget than it was then. This is due to a lot of efforts, efforts that now a lot of people want to label as reform. We've been down that road and we've done it a lot. As most of you already know, the proposal in the 2006 budget substantially reduces that, it reduces that to a figure of zero. The federal government would not subsidize passenger rail. The administration states that if this is to occur, amtrak would go into bankruptcy, and that's very true. The budget proposal further states the bankruptcy would present the federal government with a chance to reform amtrak, although it's not known exactly what specific reforms they have in mind, if we look back at the legislation that was presented in 2003 we would see that that reform basically entails a presentation to congress to divide up amtrak and make the states responsible for passenger rail. The legislation included plans to turn over the ownership of amtrak's operation of trains to the states. It would require the forming of multistate compacts responsible for managing the train operations, forbidding out amtrak operations, either to amtrak or successor companies or any third-party operators interested in bidding. The states would be responsible for funding all of the operating subsidies, and eligible to receive matching grants from the federal government at a 50/50 ratio. Current there's no states that have any legislation pending for this purpose. While it's doubtful that the states would support this purpose, we ask that congress authorize amtrak's funding. The fact remains that no funding in the 2006 budget is not workable. Even california, which has the largest portion of state-subsidized rail operations, has not proposed legislation of this type. This is why we ask for your support to continue the federal funding for amtrak. Now why is amtrak important to Oregon and Portland in particular? In 2004, 691,000 visitors came to Oregon in amtrak. Amtrak contributed \$1.1 million to the economy through the purchases of goods and services. Of these services, 685,000 was spent in Portland. 112 Oregonians work for amtrak, including myself. With a total payroll of \$5.1 million. This payroll represents approximately \$412,000 in state income tax, which goes back into the communities. These employees also contribute to their communities through property taxes and their own hard work to make their community more livable. Local communities have partnered with amtrak to fund station restoration and other projects to enhance livability within our community. This has been done in Portland with partnerships with the city and with the Portland development commission, as well as in the cities of eugene and albany and Oregon city. I'd like to close by thanking you for your support and especially for this resolution and strongly urge that it be adopted.

Adams: Thank you. Thank you very much. So --

Moore: You want to continue with amtrak? Or go on to the 9:30 time certain. There's people here to testify.

Adams: How many people are here to testify for amtrak, raise your hand. Could we just get this done.

Moore: Sure.

Potter: Yes, go ahead.

Adams: This is the first time that the city council has passed a resolution on amtrak funding, and I think it's very responsive to the new council's desire to reach out and support issues that benefit not just the city of Portland, but also the suburban and rural areas of the state. And amtrak, through its through bus service all over the state, along with its rail service, does serve the entire state.

Potter: Thank you for being here this morning. You each have three minutes. Please state your name when you testify.

Jim Long: My name is jim long, an information technology professional who travels regularly by train for business and pleasure. Many of my colleagues ask why I choose amtrak for business travel. And invariably those who ask are those who haven't tried it. I take amtrak because my time is valuable. The train allows me to travel directly from city center to city center and allows me to make most effective use of my time while traveling, unlike airlines, i'm able to make and take cellphone calls, I can use my laptop, I can get work done and be ready to perform my best when I

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arrive. I know other businessmen realize this as well, because on my trips i've seen architects gathered around a table, reviewing construction drawings and restaurateurs discussing sales and marketing strategies. Travelers enjoy being able to make use of their time while traveling instead of being stuck behind a wheel or cramped into a seat. Perhaps not well known is that the rail is the most capital efficient method of transportation per dollar invested in infrastructure and operations. Rail moves more people more effectively and in greater comfort and safety than highways or air. In an era where our country's dependency on fossil fuels is causing more and more concern, rail travel uses our fuel reserves wisely and with less -- less pollution to the environment. This is not to say that rail should supersede other modes of transportation, but needs to be an equal side of the transportation triangle, if you will. I don't have time to touch on all the benefits of rail travel, but many of them have an indirect benefit on the quality of life in ways that are far reaching and often overlooked. Rail corridors provide more service using less land and capital, leaving more land and capital available for development and greenspace. As airports and highways expand to their points of diminishing return, rail remains an under-utilized source of highly scalable transportation capacity. But I can't conclude without mentioning the most priceless and benefit of rail travel. And that's the civility lacking on our highways and airports. Because train travel avoids the traveler his or her own personal space, rail passengers are far more likely to enjoy their trip, in my experience, than those who fly or drive. Peace of mind, space to relax, freedom from travel-related stresses, are priceless resources today for the business or leisure traveler. My testimony is uniquely my own, but my needs as a traveling businessman are not unique. Indeed, I believe they're shared by a large percentage of the traveling business community. To keep its economy growing, america needs to offer its business people every possible edge to compete effectively in a global marketplace. The european union is highly aware of this and funds it's publicly-operated railways to a much higher degree than the united states does. If we don't address the disparity between the subsidies invested in air and highway travel versus rail, we'll have crippled ourselves by having chosen the path of greater resistance.

Potter: Sir, you have to wrap up.

Long: The bush administration's plan to force amtrak into bankruptcy will effectively eliminate passenger service as a viable transportation option, and our future generations deserve to have that option available to them. I urge the council to raise its voice and send a loud and clear signal in support of passenger rail in america. Thank you.

Potter: Thank you.

Fred Nussbaum: Good morning. Mayor Potter, members of the council. My name is fred nussbaum, testifying today on behalf of the association of rail and transit advocates, for whom i'm the strategic planner. I also serve as a representative on several groups, including the Oregon passenger rail advisory council on behalf of aorta and am member of a board of a new group, a group representing all -- both passenger and freight users. Thank you for the opportunity to testify on this resolution. This resolution has two parts to it. The main part is to let our congressional delegation know of the city's support for full amtrak funding. This is not a unique kind of resolution. These resolutions are being passed all over the country by local governments, and by state legislators. You will not be alone when you pass this resolution. The other part has to do with the long-term authorization of federal funding for transportation known as t-21. My testimony mainly is directed toward the first part of -- of the resolution, but it bleeds over into the second part. Rail service, both passenger and rail, is important to national security. I say that for two reasons. Directly, as we learned from the september 11 aftermath, rail -- passenger rail service was the only way to get around in northeast -- or eastern united states directly after 9/11. Everything else was closed down. And 9/11 also proved how vulnerable our unbalanced transportation system is to disruption, when airports were closed, when tunnels were closed, people couldn't move around and our economy took a big hit. Also, as my colleague mentioned, rail, because of its higher efficiency,

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energy efficiency, makes us less dependent on foreign oil, which is where we get ourselves entangled in all these political messes in the middle east and so on and why people hate this country so much. So that's an indirect benefit there. You may hear in some of the talk by the proponents of amtrak bankruptcy and the administration that these corridor trains, like we have running between eugene and vancouver, b.c., here, are the wave of the future, as far as passenger rail is concerned. The success of our corridor would not have happened if we didn't have a national amtrak system for that to plug into. The reason for that is that amtrak alone has special guarantees to have access to freight rail that they operate on. They have special guarantees as to the rates they pay to the freight railroads. They have special guarantees about liability insurance, which another operator wouldn't have. And the freight railroads are not interested in operating passenger service at this time. At least most of them aren't. So who else is going to run it? Also --

Potter: Sir, you have to wrap up.

Nussbaum: Oh, ok. Most of -- a large proportion of our corridor ridership is connecting passengers to the long-distance trains. If those long-distance trains wouldn't operate anymore, we would lose those passengers. Thank you very much.

Potter: Thank you. Before you testify, sir, could you move your computer back just a little bit so the other folks can see the screen. Thank you.

Dan McFarling: Mayor Potter, city commissioners, my name is dan mcfarling. I want to thank you very much for what you're doing today. I want to make four quick points. I'm going to divert from my formal testimony. Rail is inherently energy efficient. A rubber tire rolling on level ground requires 10 times more energy to overcome rolling friction than a steel wheel on a steel rail. Rail is inherently safe. In japan, where they developed high-speed rail in 1964, traveling at over 130 miles an hour, there has not been a single fatality in its entire history. And that safety record is repeated for the most part throughout the world, where nations are investing significantly in high-speed rail. On the u.s., if you put that same volume of passengers that have traveled on -- on high-speed rail throughout the world, it would have resulted in thousands and thousands and thousands of fatalities and hundreds of millions of injuries. Number three, rail and public transportation are good for the economy. For each and every dollar we spend on gasoline, 85 cents leaves our local economy. Most of it leaves the united states. On the other hand, when you place that same dollar in the transit fare box, including on amtrak, 80 cents goes directly to local family wage jobs to help to strengthen the local economy. We will not strengthen our economy by investing more or putting more traffic on roads. All modes of transportation -- the fourth point is all modes of transportation are subsidized. When you adjust for inflation, u.s. Highway funding, congressional funding, has more than doubled, 113% increase, from 1982 to 2004. That's highway funding. Aviation funding has increased 149% and passenger rail funding has declined a negative 27% over the same time period. Thank you very much.

Potter: Thank you all. Good morning, folks. You each have three minutes. Please state your name when you speak.

Daniel Block: My name is dan block. I live here in Portland. I have an office here in Portland. Thank you very much, mayor Potter and commissioners, for considering this resolution. This is very important. The other speakers said a lot of things I might have said, so i'm not going to say it again, but maybe I can offer a slightly different perspective on the importance of this resolution. I own two companies. They're agra business development companies, and we deal with agriculture clients worldwide, in asia, and here in the pacific northwest. And all of our clients have said in the last year or so that their profits have become more dependent on transportation than ever before. That's the wild card in the word of one company. We're convinced that amtrak, as constituted today as a national system, is an integral part of the multimodal infrastructure of rail transportation in the u.s. So you might say, why would freight people like to support amtrak? Because the investments in some of the amtrak infrastructure have contributed to freight mobility. I think we have good

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examples here in Portland. Brooklyn yard, albina yard, that's taxpayer money from Oregon that's going to speed up the flow of rail. Not just passenger, but also freight. So using this national infrastructure is very important to us, because we see it as a vital leg on the stool of keeping things going. So economic development to me, it's nondebatable in terms of the positive impacts of amtrak as a national system. Jobs, congestion. You've heard it all before in the previous speakers. But I would like to close with a couple of anecdotal pieces to underscore the importance of your resolution. In January of 2004, you may recall we had an ice storm, that happens in Portland a lot, depending on how you look at it. When that ice storm hit, Portland international airport was shut down. Not for a few hours, but for several days. People, tourists were camping out on the floor of p.d.x. The highways were very dangerous and in some cases shut down. However, in that January, amtrak was operating. Trains were leaving Union Station. In fact, a gentleman who spoke earlier, even had buses meeting the trains at Tukwila so people could catch planes out of Sea-Tac. I had appointments in Pasco and Chicago. While people were laying on the floor in p.d.x., I was able to make my appointments using the Empire Builder, drinking coffee, working on my laptop and then continued on to Chicago. I was surrounded by a sold-out train of other business people doing the same. So we need that infrastructure to complement the other pieces. Finally, I chaired a panel here with the Association for Corporate Growth in January. And on the panel was the executive vice president of BNSF. He brought up that in the 1950's when Eisenhower had the national highway legislation that provided our interstates, we kind of got mesmerized that highways would solve all our problems, and we need highways, but we're now waking up to the importance of a neglected infrastructure rail. I urge you to pass the resolution. Thank you.

Potter: Thank you.

Jim Howell: Mayor Potter, commissioners. My name is Jim Howell, a resident of northeast Portland, a member of Aorta. I'd like to touch on a slightly different aspect, and obviously I support the resolution, because it's absolutely necessary, but one of the great problems with Amtrak's operation is the lack of sufficient infrastructure. As you know, Amtrak operates on postrailroads. They do not own the track in this area. And there's a huge amount of congestion in the freight system in north/northeast Portland. And there are issues that have -- studies that have been done that showed that there's need for improvement in moving, in expanding the infrastructure in order to move freight, but it would also make passenger rail much more viable and reliable if those -- if that was done. As you know, Portland has a very good public transit system, has a very good bus system, and has a nice streetcar system. It has the beginning of a metro system we call light rail, but one system that is missing in a growing metropolitan area is a commuter rail system. There's great opportunities for commuter rail using these host railroads, same railroads that Amtrak operates on out of Union Station, but unfortunately there isn't the capacity, the track capacity, in order to be able to do that. As you heard, there was this huge project called an I-5 corridor project that is talking about building a billion dollar-plus bridge across the river, but in the same process it was determined that public commuter rail isn't viable because there isn't the capacity. Well, perhaps that could be changed, because commuter rail, probably more than anything, would relieve congestion on that -- on that corridor. Just this morning I -- at 7:30 I was at an open house looking at one of the parts of that -- first part of that project, which is a Delta Park to Lombard widening project. And there are four options being -- being considered right now, two of which include a rail improvement. And I would hope that the office of transportation would see the -- see the importance of including -- of seriously looking at that rail improvement, which would double track a bridge on the Kenton line across the Columbia River. So there's opportunity in a highway project to actually help expand and improve rail infrastructure, possibly with some federal highway dollars. So again, I thank you for considering this resolution.

Adams: I was actually at that open house yesterday to look at the options, and there is an option that staff refers to as the Jim Howell option. [laughter] so your voice is being heard.

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Ray Polani: Mr. Mayor, commissioners, my name is ray polani, a resident of northeast Portland. I'd like to remind you of a very positive editorial from "the Oregonian" published on february 24 relative to amtrak. It was called a train wreck. On that opportunity, I wrote a letter to the editor, which was eventually published, and i'd like to read it into the record. The recent editorial on u.s. Passenger rail is right on target. Insisting that, amtrak alone, among major passenger railroads in the world be financially self sufficient, is wishful, destructful thinking. Railroads, both passenger and freight, are vital to the national economy of any country, the leader of the world is not exceptioned. In 1976, after the first serious energy crisis of 1973, a respected scientist and a true patriarch, wrote and published an excellent primer called "the poverty of power, energy and the economic crisis." in it, after noting that this our country, quote, transportation dominates the energy picture, unquote, he proceeded to explain the physics and economics provide the wherewithal to measure efficiency in the use of energy in transportation, as well as in anything else. On the base of a hard scientific analysis, he laid out the conclusion that, quote, with respect to the investment of capital, labor, land, and energy, railroads yield by far the highest overall returns in both passenger and freight traffic, unquote. That is the rational scientific reason why our country should quit pretending that subsidizing air and road transportation is an efficient use of resources while investing in railroads, passenger as well freight, is not. High time that our government should acknowledge scientific truth and act accordingly. You correctly stated in your editorial that, quote, interstate passenger rail is in the national interest and ultimately it remains a federal responsibility. The economics of private ownership clearly did not work. Those hard facts have not changed, unquote. Let's act rationally to provide sufficient financial assistance as required by this essential national service. I commend you very warmly for improving this resolution, which I hope will help, together with the other cities and other states, turn around the administration and provide sufficient funding for amtrak. Thank you very much for the opportunity to talk to you.

Potter: Thank you.

Moore: That's all who signed up.

Potter: Ok. So we can vote on this, Karla?

Moore: Yes.

Potter: Let's take a vote.

Adams: I want to thank the council for their unanimous support of this resolution. I want to thank the advocates who help put it together. I want to thank tony and his team and the local amtrak operations for providing such good service with limited resources, and i'm enthusiastically vote aye.

Leonard: Aye.

Potter: I once again wish to thank commissioner adams for his efforts on this, for the citizens who came in to testify. My own personal experience with amtrak is that in a previous life I had the pleasure of riding the empire builder to chicago, and it was truly a remarkable experience. It felt like I was on a time warp, 50 years back. It was enjoyable. The people were civil. And it was an utter delight. I think that with our transportation systems in america, passenger system, passenger rail systems, are an integral part of an entire transportation system, and I think that our country does need to keep amtrak. Aye. [gavel pounded] thank you all. Ok. Moving on to our regular agenda --

Moore: We have a time certain.

Potter: Whoops. Excuse me. Time certain. Karla, please read it.

Item 280.

Chris Armes, Office of Transportation: Good morning, mayor Potter, members of the council. I'm chris armes, project manager with the office of transportation. With me is louis woodruff, the project transportation manager, and katie mengle. We're pleased to share with you today the sandy boulevard resurfacing and streetscape plan. This project builds on the work completed by the

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planning bureau staff during the development of the hollywood and sandy plan, which was adopted by city council in april of 2000. The hollywood and sandy plan is the result of a comprehensive look at land use, transportation improvements for the hollywood district and sandy boulevard. In september of 2001, Portland office of transportation submitted an application, the Oregon department of transportation, for \$7.9 million in Oregon transportation investment act funds to resurface sandy and construct transportation and streetscape improvements between northeast 13th and 47th avenues. In addition to constructing the recommended improvements that are included in this plan, roadway will be resurfaced to address rough surface and coordinate signal improvements.

Also included in the application is the jurisdictional transfer of sandy to the city of Portland. Sandy boulevard serves as an important connection between downtown and northeast Portland. Sandy was initially developed around the 1907 streetcar route that supported the neighborhoods and commercial centers along the corridor. Over time the street has modified to better accommodate traffic, this has led to conflict between the function of the street and the needs of the neighborhood.

Starting with the recommendations outlined in the adopted hollywood and sandy plan, transportation undertook a one-year process working with the community to refine identified improvements and articulate needs and goals for sandy. Develop a plan for right-of-way improvements that would provide better transportation access, make the streets safer for vehicles, bicycles and pedestrians, and support the main street and town center designations. A citizen advisory committee comprised of representatives from adjacent neighborhoods, the hollywood boosters, bicycle transportation alliance, the city pedestrian advisory committee, and sandy boulevard business owners, was established to guide the project and make recommendations on improvements to move forward to construction. The result of this process is a plan for improvements to sandy that will enhance the community and support businesses. The planning process consisted of three phases. Phase one, existing condition information was collected and analyzed, and a list of goals and constraints were developed. During phase two, conceptual alternatives and design details were developed. During the final phase, design details were refined.

At each phase of the process, a public open house was held to gain input from the community and collect information to guide the c.d.c. Sandy boulevard is a street that presents many problems and opportunities. Staff worked with the community to convey the problems into goals that would guide our search for solutions. Goals were the community's desire to address longstanding transportation concerns. Sandy boulevard itself a significant barrier to pedestrian transportation because of wide crossing distances, high vehicular speed and the low number of signalized intersections and large intersections with long crossing distances. In many locations sandy boulevard is a barrier to circulation for all modes of transportation, in addition to the perrier it poses for pedestrians. Left turns are restricted at most signalized intersections. The condition reduces connectivity to most adjacent neighborhood businesses. Within the study area, three locations had relatively high collision rates. Sandy at 37th near i-84 and 37th and 47th avenues. Out of direction travel is common because of the left turn restrictions and many signalized intersections, which leads to driver frustration. Onstreet parking is important to support businesses, sandy boulevard serves as an important route for freight access and although the hollywood district is originally designated a town center in a thriving neighborhood retail area, its transportation network is significantly affected by the proximity of the i-84 on-ramps. Sandy boulevard is a designated city bikeway, and many cyclists travel on it between downtown and northeast Portland, as well as between the surrounding residential neighborhoods and businesses along the street. The wide poorly-defined area the at the i-84 ramp is a particularly hazardous location for cyclists. Transit stops are inconsistently spaced due to irregular block sizes and the narrow sidewalks do not provide adequate room for stop amenities, such as benches and shelters. Access to bus service along sandy is impeded by the infrequent pedestrian crossing opportunities. There are small trees inconsistently placed in varying conditions, many of the large trees conflict with existing powerlines, and in some

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cases the adjacent buildings. Street trees are basically the only greenery along sandy. The corridor is surrounded by the strong established neighborhoods of kearns, grant park, laurelhurst, hollywood and rose city. There are few street amenities on sandy outside of the hollywood district, and few visual connections on the surrounding neighborhoods. These goals address the community's desire to improve the function and atmosphere along sandy, because each goal cannot be met at each location throughout the planning process, project participants were challenged to find balanced solutions that fulfill as many goals as possible. After analyzing the opportunities, constraints and potential solutions for sandy, a list of recommended improvements was developed to support all modes of transportation and meet the goals of this project. Location were identified to construct pedestrian refuge islands and to reduce the crossing distance and consolidate driveways. For example, shown here at the intersection of northeast 15th and sandy and davis, curb extension, extending the sidewalk along the north side to shorten the crossing distance for pedestrians and create a green street area for stormwater retention. Recommended improvements include added ornamental street lighting at significant intersections, providing left turns on to sandy, improving physical connectivity by adding pedestrian refuge islands and adding new protected left turns from sandy. Shown here is a new traffic signal at glisan to provide pedestrian crossings. Many areas along sandy are difficult to navigate. To address this issue, new signage on northeast 37th avenue north of sandy will clarify way finding and lane assignments for vehicles accessing i-84.

Driveways inaccessible or unused will be consolidated to reduce potential conflicts between vehicles and pedestrians, and new protected left turn signals will be provided to reduce driver's need to use local streets to navigate the corridor. Specifically at the intersection of northeast 20th a left turn is recommended to permit access on to sandy to improve traffic operations. To provide better access, recommendations include making broadway two-way between northeast 37th and 39th. Increase the number of onstreet parking spaces where feasible, and adding a new protected left turn from sandy on to 43rd. The recommendation also includes the addition of a left turn from sandy to 33rd avenue north to access the freeway in the neighborhoods as shown here. To aid cyclists, accessing businesses and crossing sandy boulevard, recommendations include providing a new bicycle connection on northeast 22nd between the existing bike lanes on glisan and irving streets, adding crossing improvements such as signal detections for cyclists and adding a significant amount of bicycle parking throughout the corridor. One of the most challenging areas for cyclists is the i-84 on-ramp at 37th. This slide shows the addition of a new westbound bike lane. Actually on the screen. Between 38th avenue and i-84 to reduce conflicts between cyclists on sandy and vehicles accessing i-84. Recommendations include adding new transit curb extensions on sandy boulevard to provide space for amenities, such as benches and shelters. In most cases replacing the bus zone where parking is not allowed with a transit curb extension will result in an increase of onstreet parking. In adjusting bus stops locations to coordinate with new pedestrian improvements as shown here at 45th. To improve -- to provide more greenery along sandy, the recommendations include adding new street trees on blocks where the project will construct sidewalk improvements and replace damaged or unhealthy street trees to the extent the budget allows. Constructing six landscape water retention areas, these sites will manage runoff in a more sustainable area while adding a green character to the street. For example, the existing island at 39th and sandy, which is currently concrete, with some trees will be redesigned to function as a stormwater area. Streetscape elements such as pedestrian scale ornamental streetlights at key intersections will help soften the roadway and identify key intersection as gateways to the neighborhood. Kelly plaza, the public space at 42nd, will be redesigned to be a special landmark and acts a gathering place for the community. Together these specific improvements form the plan for sandy boulevard. Throughout the design and construction of this project, the city staff will continue to work with the c.a.c., the citizen advisory committee, and adjacent property owners to refine the project design and plan for implementation. Design for the improvements will be constructed -- to be constructed will take

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approximately 10 months and construction is anticipated to start in spring of 2006. In conclusion, this plan identifies improvements to sandy that will enhance the business and community environments. We facilitated the process, but the committee weighed the pros and cons of the potential solution and made important decisions and recommendations. The current funding for the resurfacing of the streetscape project is limited and does not cover the entire list of projects. So the committee prioritized projects for implementation and attended many meetings and grappled with how to find the right solutions that balance improvements throughout the corridor. For all the transportation modes, while looking out for the interests of the residents and businesses. I'd like to thank the community and the committee members to volunteered their time over the past year in the development of this project. There are -- we can answer questions now if you have any. Or I know that Tom Lipton with environmental services and Debbie Bischoff with the planning bureau are here and would like to add.

Debbie Bischoff: Good morning, mayor and council. Debbie Bischoff, bureau of planning. As a northeast district planner and formerly project leader for the Hollywood and Sandy plan, it's been a great pleasure to have been a participant in this Sandy transportation project. The plan before you is a major implementation project for the Hollywood and Sandy plan, and implements many of the transportation actions. It's hoped that this public investment will lead to private investment on this very important northeast main street. Pdot staff incorporated Hollywood and Sandy plans extensive transportation analysis findings and recommendations as a foundation for their project and followed up with more fine grained analyses and recommendations. One general comment I'd like to make about the Hollywood and Sandy project was that there was tremendous public participation from all facets of the community and there was overall consensus as to the vision and implementation strategies for Sandy as a main street and Hollywood as a town center. During the Hollywood and Sandy project, we learned that transportation system tradeoffs were a reality, that we could not accommodate all modes ideally on Sandy boulevard. The Hollywood and Sandy plan transportation policy supports Sandy boulevard as an active mixed-use main street by improving access and safety and the pedestrian environment. Other objectives under the policy call for increasing the supply of onstreet parking and improving traffic circulation. In the Hollywood town center, Sandy boulevard, along with 42nd, are designated as enhanced pedestrian streets and Hollywood itself is a pedestrian district, which must be taken into account when planning for the future of the street. With that said, the plan before you provides a -- balances the multimodal transportation system needs and provides the improvements necessary to support the desired future main street and town center that Sandy boulevard encompasses. Thank you.

Tom Liptan, Bureau of Environmental Services: My name is Tom Liptan, I'm with the bureau of environmental services, sustainable stormwater and management team. We've been working for many years on finding better ways to manage stormwater on property, as well as in the right-of-way. This project is one of several that we've been -- that we've worked on with transportation, and it's been just a pleasure. It's one of those -- I've been with the city for almost 18 years, and in the last few years it's just been really a pleasure to work with transportation on a number of these projects. I'm not saying everything's perfect. We've got a long way to go, but it's been great to -- the cooperation between our bureaus, the open-mindedness of staff and Pdot has been really I think a very rewarding experience for both of our bureaus, and hopefully the city. These facilities, I do want to mention something about the stormwater facilities. These design approaches used on Sandy boulevard, we've had limited success, because we just started things like this, and we have had success, one in one commercial area, and numerous residential areas where not only the neighbors, but in the one commercial area, the new seasons market, for instance, has really accepted these ideas and want to even help maintain them. So not only do we get stormwater management, we also have an amenity for the -- for the community, because it's a landscape approach. It makes our city greener and nicer. And the other aspect of this, though, is that we're not doing it haphazardly.

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We at the bureau of environmental services, and transportation, are very serious that we're doing something different, and we have to continually monitor this and pay close attention to its maintenance and we're going to learn from it. We're going to learn that perhaps we need to modify some of the design approaches that we've used. And the other thing we get out of it is I think that Portland, since I work in the stormwater field, we're perhaps one of the leading cities in the nation, and we're recognized internationally, for some of the work that we've done in stormwater management. And not that we're trying to be number one, but it's kind of good to be that way sometimes. So thank you very much for listening.

Potter: Thank you. Karla?

Moore: This is the one we lost the sign-up sheet to. Only had three people who signed up. I'm sorry, Chris, did you have somebody else you wanted to bring up?

*****: Yeah. There's actually several people here.

Moore: Why don't you bring them up.

*****: How about they go ahead, the people on the sheet.

Potter: Are there others to come up and testify? Thank you for being here. Of you each have three minutes. Please state your name when you're speaking.

Alex Laws: Thank you. Mayor, Alex Laws from northeast 24th and Sandy and the timberline dealerships. Congratulation, councilman Adams, and nice to see you, commissioner Leonard. My family has been on Sandy Boulevard since 1938. They were there long before me. We've seen a lot of changes on Sandy. This is a very unique project that we've been working on, and as a car dealer in a metropolitan area, it's not only tough to get acceptance at times, because we have to display a lot of vehicles, it's -- it's sometimes tough to grow your business. And we have worked very hard to do that. Several years ago, when we came to city council, we were expanding our business, and it wasn't -- it happened because we had such support from the local Kearns neighborhood, which were very supportive. Today we're seeing an opportunity that's being funded to upgrade the Sandy Boulevard streets, and I'm glad to say, because we were able to build our new building and open up a conference room, this was where the committee was able to meet, at our store. This project needs to be accepted, but I do believe that the -- that the city council needs to work close with Chris and her team, because I think there are some changes that could happen through Tri-Met's involvement. I feel very much that we all have to work together there, but I feel that we don't always get the cooperation from the Tri-Met folks that we need. It's tough to run a business. It's tough to have bus stops not attended to. That's been very difficult for us. Our people end up cleaning up the areas and things like that. Much of these changes that you see with Chris should correct a lot of those problems. And that's a very positive thing. Sandy is truly a gateway into the city of Portland. Coming down Sandy, looking at the Burnside bridge, we need to keep the traffic moving fluidly. There are great arterials that cross Sandy Boulevard for cycling. Glisan is a wonderful project that the cyclists come down now. And with the new signage that this project will bring, hopefully we can get more cyclists to that area. We have approximately 160 employees, many of which ride bikes, take buses, and also drive to work, including myself. If you look at this project, I just hope that you'll look at the greenspaces and the Tri-Met involvement very closely. The stormwater runoffs, I'm concerned that it is a new trial process. I have driven 33rd and seen the projects that didn't work there, that are now full of weeds and broken trees in the middle of streets. I don't want that to become the project on Sandy Boulevard. We don't need stormwater runoff projects that have moss growing all over them and then have garbage collecting in them. Those are concerns I have as a business along Sandy. We're not new to the area. We're going to stick around for a long time. I thank you for your time.

Brad Perkins: Good morning. Brad Perkins. Mayor Tom Potter, commissioners, I would like to start by saying that I enjoy very much working with the staff, the city, as well as the consultants, and the small group of people that we had working on this as community members. I'd like to start

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by saying, that my business, which is in real estate, is only indirectly related to why i'm here. The main reason i'm here is to build the community in a stronger way. Town centers is a great way to do this. Sandy boulevard is very important to me as a transit route, but also the community of hollywood is exceptionally important as a vital town center. Before I get into three points I want to bring up about the plan specifically, I want to stress the keys to a successful urban center. First, there needs to be well-understood circulation patterns in the area. There needs to be convenient parking to shops, as well as well-perceived onstreet parking, as much as possible, and property owners that are willing to maintain and improve property. Pedestrian amenities as well. Those four important points, as well as urban renewal district or public improvements also help, although the urban renewal district is not a part of the hollywood area unfortunately. These four ingredients increase the viability of an area and thus increases the desire of a diverse group of merchants, wishing to locate there. And this increased demand brings increased success for all. That is the merchants, landowners, and users as well as pedestrians, of course. Wide sidewalks do not bring people to an area, but a well-planned center and successful businesses do. People want to be where the action is. Let me raise three areas here of the plan. First of all, the plan was conceivably very good. I'm very happy with the results, except for three areas that need to be tweaked just a little bit.

The left-hand turn from sandy boulevard going east at 37th, where you can make a left-hand turn on to the freeway, I would like for the staff to take another look at that. I think there's a possibility, if you look at diagram number four here, the right hand turn only lane, take a look at that. See whether or not we can still get a left-hand turn by eliminating that right-hand turn only lane. And if not, at least add directions to i-84 going west from that intersection on 37th. You end up having to go up halsey, down 39th and back on sandy in order to get that direction. The other point I want to make, project number 15. That probably for the bang for the buck is the best improvement of this whole plan, where at 39th you can actually make a left-hand turn, continue up broadway, make that left-hand turn. Very good. The other is the two improvements I think that I came to the city council over five years ago when the plan was reviewed. These two points, plus urban renewal district, I still feel need to be taken a look at here. 42nd street, left-hand turn lane, if you look at the map on the last page, i've always had problems with this -- this committee process, that we didn't have a blownup area enough to show other affected areas with the 43rd street left-hand turn versus the --

Potter: Sir, you have to wrap it up.

Perkins: I know. I'm sorry. But if I could have just a couple more minutes, mayor, because it's very important. We didn't get to this because of the stressing the point of 42nd street left-hand turn. Let me just say --

Leonard: It's the grant neighborhood, mayor. Got to give him two more minutes.

Perkins: Because what needs to be addressed here is what was bypassed during the committee process, because we were considering 43rd versus 42nd left-hand turn. If 43rd -- on the plan has been designated the left-hand turn. If you look at that, as far as what's going to be happening there on 43rd, there's going to be a great deal of congestion with whole foods, if they go in there. That needs to be taken another look at, as to the demand, mixed up with people to go up the hill to get to alameda ridge. They'll be mixing in with those people, bypass tillamook, up 42nd again. 42nd is the better route to take, because the spine, north/south, in the district. Because we've spent so much time on these two intersections, and there's a close vote between the two, 42nd street, if you look at the plan, there's no 15 1/2. 15 1/2 should be in this plan. It's the area between 42nd and 40th as far as onstreet parking. That I talked to bill and chris both are willing to take another look at onstreet parking in those areas where there's wide enough sidewalks, there's 16 feet, normally downtown you got 12, 13 feet sidewalks. If you reduce the width on both sides of the street you can get parking on the north side of the street. This is vital for these small businesses, and they're struggling because they can't have accessible parking nearby.

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Potter: Your two minutes are up. Thank you.

Perkins: Ok, I just want to close by saying that I look forward to working with the committee continuously.

Potter: Ok.

Terry Parker: Ok. Thank you. My name is terry parker, a resident of the rose city park neighborhood. Gridlock and congestion will be coming to sandy boulevard, courtesy of tri-met and pdot. All it takes is one or two more buses stopping in a travel lane. Congestion is artificially created and the possibility of gridlock exists. As an example, one only needs to look at this intersection of 42nd and sandy in the middle of the afternoon in an eastbound bus pulls up and stops for passengers blocking the right hand eastbound travel lane at the unnecessary curb loading platform just east of 42nd. At the same time a westbound bus stops for passengers blocking the right hand travel lane on sandy in front of the rite aid building where the extended sidewalk places the curb right next to the travel lane. Vehicle movements through the intersection immediately fail.

In an instant, the intersection at 42nd and sandy is now at a level f. It takes less -- it takes no less than three cycles of the traffic signal for both sandy and 42nd to return to normal. This is a true story. I personally observed it. The problem occurs when curb extensions are also used as bus stops. This project creates more of them. Curb extensions at bus stops are nothing more than a flawed social engineering. This is the most important statement i'm going to make statement today.

When buses stop for passengers in travel lanes rather than pulling over to the curb, they create congestion, which then has a negative impact on air quality and requires motorists to use more fuel.

A mobilely impaired person, boarding a bus, may take up to five minutes, enough time to create temporary gridlock. The planned pedestrian islands in the center of the street will have the same effect, but also eliminate some onstreet parking there by creating a negative impact for businesses. It is my understanding a suggestion was made by one of the citizen advisory committees to reduce the width of the sidewalks on sandy in order to allow street sanding. A pdot official ruled this was outside the scope of the project. How then can adding curb extensions, also a curb line project be within the scope of the project? With all respect to the citizen advisory committee members it only proves that a farce, the public -- what a farce the public involvement process has been. Citizen input, not part of pdot's preconceived plan received a deaf ear. While most nontaxed transportation modes had a representative on the citizen advisory committee, taxpaying motorists had none. The only source of the revenue for the project had no say, making it taxation without representation. The efficiency of sandy boulevard has been maintained for years. In the 1940's and 1950's, the poles on the bus were on a swivel allowed other vehicles to pass when stopping for passengers. Sandy boulevard needs to retain the function it was to perform. Buses must be allowed to pull over out of traffic lanes when stopping for passengers. Compromising the efficiency of the street by disrupting traffic flow and creating conflicts is not an improvement. Creating artificial congestion on sandy is not acceptable. Curb extensions at bus stops must be completely removed from the plans to retain efficiency. Sandy boulevard is far too important to northeast Portland to allow it to be more congested just so tri-met can shave a couple minutes off of travel to and from downtown Portland. This is a picture of what it does. This is on lombard with the traffic backed up. You've got a copy of that. You'll notice there's another bus in the mix that's going to stop again and create it and create it and create it.

Potter: Thank you, sir, you're out of time.

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

Potter: Thank you. Want to advise the people coming up, you have three minutes, and no more. Thank you for being here. Please state your name when you testify. You have three minutes.

Lois Achenbach: Hello, mayor Potter, commissioners, leonard and adams. My name is lois achenbach, the transportation chairperson for the hollywood neighborhood. I'm also speaking for our neighborhood's land use chairperson. We are members of the sandy boulevard citizens advisory

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committee and own homes in the neighborhood. We are pleased with the results of our months of meetings reflected in the document before you. Compromises negotiated between members were inevitable, as were those between modes of transportation. Money available is not unlimited. This resulted in further choices to be made. C.a.c. members tried to look at sandy boulevard as a transportation system, serving neighborhoods as well as commercial interests. This boulevard has a narrow right-of-way, to accommodate pedestrians, bicyclists, automobiles, commercial vehicles, mass transit, and transit riders. We tried to find a balance for all these modes along the plan area. Naturally individual members had their own list of wants. The hollywood neighborhood is a named pedestrian area and I have been especially concerned that walk can access businesses, transit, and have visits with neighbors safely. Without a safe crossing on sandy between 43rd and 47th, many people dash across at their peril. Northeast 45th was selected for that crossing. Although there will not be a light or a mid street barrier on the west side of the intersection, because of freight needs, bus stops will frame the intersection and moving parking from sandy to tillamook will allow a barrier on the east side this is a workable compromise. Hollywood is experiencing development, and your approval of the sandy boulevard resurfacing and streetscape project plan the only enhance our future prospects. Thank you.

Dave Russell: Mayor Potter, commissioners, i'm dave russell. I'm the owner of dave russell motors on sandy. Been there 32 years. So I know sandy very well. I want to thank chris and her staff for -- I was on the committee for over a year now with chris and her staff. I don't have very much to say. We did do some parking structure changes in front of my business, which I gave four spots for parking. My main concern is trees. You know, because I have a display of cars at the front, and they just -- I just want to get it on record that I just want any trees in front of my business. That's all I have to say.

Potter: Thank you.

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

Ellen Bergstone Beer: Good morning. I'm the development director at the Oregon film and video foundation. On behalf of our board and staff, my purpose here is to endorse the planning work done by the citizens advisory committee and the city staff, especially project manager chris arms and to provide the perspective of a local organization that will be impacted by the project. In 1997, our foundation purchased the hollywood theatre. The nearly 80-year-old historic building that lives at the heart of the hollywood district at 41st and sandy. When built in 1926, the building not only created a center for this commercial district, it actually named the surrounding neighborhood. We are extremely pleased with the recommendation that will provide and upgrade the experience of navigating around the hollywood district. We commend the plan's goals and the work to improve traffic patterns, use green stormwater management, make sandy more pedestrian friendly and our favorite allowing us to highlight our unique character of our building through the planting of palm trees. For the last eight years, the foundation has worked to transform the hollywood theatre back into a thriving community asset, showing films and hosting special events on a daily basis. We've also premiered more than 300 locally-produced films since 1997 and our foundation has recently begun partnering with local filmmakers to allow them to use our nonprofit umbrella. We currently work with nine projects, including a documentary about the transformation of columbia villa in which commissioner Sten makes an appearance. The foundation is also --

Leonard: I was edited out of.

Bergstone Beer: Oh, i'm very sorry, commissioner leonard. I'll talk to the filmmakers about that one. [laughter] the foundation's also offering a new month-long summer program for teenagers age 13 to 15, allowing them to create their own documentaries from initial concept to final edit. Of course, the linchpin to all of these activities is the hollywood theatre. The theatre programs, our foundation office, the business in our three leased storefronts, all depend on easy access by the public. We in one evening or afternoon, it's common for us to accommodate 300 to 600 visitors

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from all parts of the community. During this much-needed streetscape work, we do have concerns about maintaining access to our theatre. We've been assured that the disruption will be minimal, but we know that the impact, both from a logistical perspective and from a public relations could be harmful. Despite studies showing that the hollywood district does have ample parking, many people already believe that, parking is difficult to find around the theatre. We're concerned that the construction activities may add to the perception that our area is even more difficult to navigate. We can't afford to have a significant drop in attendance and as an arts nonprofit keeping the theatre doors open is critical to our survival. We ask for your support, not only for the recommendations, made in this plan, and for future improvements for the hollywood district, but also for the adequate staffing support to make sure we have ongoing contact with chris and the others involved in implementing the plan, as well as those communicating the progress of the improvements to the larger community. It is our greatest hope that this runs smoothly, with minimal disruptions to local businesses and organizations such as ours. Thank you.

Potter: Thank you all. Thank you for being here. When you testify, please state your name and you each have three minutes.

*****: I guess i'll start, then.

Gary Naylor: Good morning to all of you. My name is gary naylor. I'm the laurelhurst neighborhood member on the citizens advisory committee. I appreciate this process, permitting citizens to actively participate in this planning project. I also appreciate the hard work and guidance of the project staff and consultant team. The good people on this committee have been meeting over a year, usually every month, to help write this project plan. All of us did not always agree, but I think we reached a level of consensus we all feel pretty good about in this plan before you. I think we've worked from the framework of the hollywood and sandy plan and within the funding limit of the odot grant to craft a plan which tries to do more than resurface and pretty-up sandy boulevard. I think we've tried to maintain and improve this major street right-of-way for all modes of transportation from large trucks to pedestrians. I think we have tried to balance the needs of pedestrians, bicyclists, transit users and all types of private vehicles. I think we've tried to maintain the flow of traffic, simplify the traffic circulation, and reduce the confusion in this challenging driving area. I think we have tried to increase the onstreet parking so vital to the businesses, and I think we very much recognize how important it is to weave all of this together to encourage people to come to sandy boulevard and hollywood to spend some time and their money. In the last several years, i've viewed a number of streetscape projects in the pacific northwest cities and towns and think this one provides for several amenities not found in many of them. These streetscape projects typically consist of widened sidewalks, curb extensions, streetlights, street furniture, mainly benches, and street trees. This streetscape project plan includes using landscaping for sustainable street stormwater solutions, possibly construction of artistic gateway monuments to the hollywood town center, and the significant upgrading of the ordinary and drab harold kelly's plaza. I would like to say something further about kelly plaza. I see this project as an opportunity to create an attractive, though small, public gathering place, not just widen sidewalks where you walk along the road, a public gathering place located within the commercial core of hollywood, and it is also a scarce downtown type of amenity. And I thank you for the opportunity to testify.

Catherine Ciarlo: I'm with the bicycle transportation alliance. You get to see a lot of me this morning. I'm here on their behalf to testify in support of the plan. As you may or may not know, sandy boulevard is actually designated as a city bikeway in the city's bicycle master plan, and that meant that way back when, in some of the earlier plans, there was a bike lane under consideration. Those plans pretty much ruled that out due to vehicle capacity needs and onstreet parking needs, but we were very pleased to come out of this project with a number of small but very important improvements for bicycling. As you might imagine, just like motor vehicles, bicyclists use sandy boulevard, and it serves as a pretty major barrier to south/north travel throughout the city. I'm very

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pleased to see the project team and c.a.c. come up with a number of improvements, in particular the i-84 crossing where a fatality happened several years ago. The bike lane there, the little stretch of bike lane, is going to make a huge safety difference. So we're glad to see that. At northeast 22nd and northeast 47th, some intersection improvements, and minor striping improvements on those cross-streets are going to make a big difference for cyclists crossing there. And then projectwide, the treatment of signals and the possibility of adding in some bicycle trip mechanisms is going to make an enormous difference, too. And then finally the provision of bicycle parking along sandy. I noticed in one of Chris' slides there was a couple of bikes locked to a pole and falling into the street.

It will be great to get parking along the street where really says this is a place where bicyclists come and use these businesses. We'd love to see art racks, and love to see, which is in the budget at this point, one or two bike oases, which is covered park parking in the central hollywood area where people can leave their parks out of the rain, again a visual signal that this is a place where you can come on your bike. So we've appreciated the chance to serve on the committee. We appreciate the good work of the staff and committee, and we just want to thank you, inhospitable though it may seem, sandy boulevard as a pretty major link and thrilled to see some of the safety improvements and the access improvements and are glad to see them funded early in the plan. Thanks.

Potter: Thank you.

Tom Gainer: Hi. My name is Tom Gainer. I'm a member of the citizen advisory committee representing the bicycle transportation alliance. I'm also a resident of Rose City Park. I frequent the study area, both by car, by bicycle, and walking frequently. Public perception is that sandy is not used by bicycles, and if it is it's a dangerous place to bicycle. On the first point, that's not true. As you heard, sandy is a designated city bikeway, and by just personal experience I know that a lot of people use it, both for transportation to downtown and back, but also to -- to visit the businesses along sandy. So it's for short-term and commuting purposes. On the second point, it is a relatively dangerous place to bicycle. You heard there was a fatality a few years ago at the -- the on-ramp to i-84. And this project has some key elements which will improve the safety, which I feel are very important for this area. We're also going to be adding some bike parking, and that's also essential for this area. Sandy boulevard could use help in terms of livability, and this project will certainly help. So I urge you to implement -- adopt and implement this plan as it's written promptly and to fund it. Thank you.

Potter: Thank you. Thank you for being here, folks. You have three minutes. Please state your name when you're speaking.

Young Park, Tri-met: Good morning, Mayor Potter, members of city council. My name is Yung Park, the manager of capital projects for Tri-Met. On behalf of Tri-Met and the stakeholder in this corridor we applaud the work of the project team and support the recommendations as identified in the plan. The project improves sandy boulevard for all modes of travel. Sandy boulevard is served by line 12, a frequent service line that connects Portland with the region from Sherwood on the west side to Gresham on the east side. The route provides service every 15 minutes or better, seven days a week. The line 12 sandy portion between Gresham and downtown Portland provides transit connections to over 5500 daily riders. Nearly 1300 of these boardings, or 23%, are within the project area. Because of the high ridership on this line, Tri-Met has invested in a number of improvements. In 2001, Tri-Met's streamline program in partnership with the city focused on this route, adjusting stop locations to improve efficiency, equip intersections with transit priority detectors and improve safety and comfort, such as accessible landing areas, curb extension, and shelters. More recently, Tri-Met's new bus stop signs and poles that have been installed online 12 provides schedule information at every bus stop. This project will build on these investments, improving pedestrian connectivity, and providing safe, comfortable, and clean waiting areas at bus stops for our users. Curb extensions are one of these recommended improvements. Curb extensions that are combined with bus stops provide a number of benefits to transit riders,

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pedestrians, and adjacent businesses in several ways. They reduce the crossing distance for pedestrian. They provide space for amenities like shelters and benches. They improve accessibility and travel time for bus riders by providing direct bus to bus to curb access without the need for the bus to pull over and merge back into traffic. They also reduce impacts to onstreet parking because a curb extension eliminates fewer parking spaces than bus zones. Team consensus has built this plan after extensive analysis and discussion about community desires. I encourage you to adopt the plans for the many benefits it will bring for all sandy boulevard users. Tri-met looks forward to the final design and construction phases of the project, and will continue to support city's efforts to improve this corridor. Thank you very much.

Potter: Thank you.

Jim Howell: My name is -- mayor Potter, commissioners, my name is jim howell. I'm here representing the hollywood development corporation. I sat on the citizens advisory committee for that group. We support this plan. There was a number of compromises that went into it, and we didn't, everyone, get what they wanted, but in whole it's a very good effort. I'd like to say, however, there were -- in the hollywood area there's several issues that weren't solved with this -- with this project, mainly because they fall outside the -- of the geographic boundaries of sandy boulevard. One is the movement of traffic westbound from sandy to southbound 39th. It's still a problem. It's still routed through the neighborhood on 42nd and halsey, and there's ability to fix this, but it's outside the boundaries of this project, and I hope some day it might be addressed. And the other is an issue to my major interest, and that is the hollywood transit center and the need for -- for completely remodeling and upgrading this transit center, both for the convenience of the transit passengers and the opportunity for transit-oriented development at that site. And I hope that that will be something that the city will be interested in the future. I understand that the traffic and planning bureau possibly might have some money to do some analysis of how to get bus in and out of that transit center, and I hope that moves forward. Thank you very much. I want to express support for this plan -- support for this plan.

Patrick Donaldson: Good morning. My name is patrick donaldson, mayor Potter, and commissioner adams and commissioner leonard. I appear today on behalf of the hollywood boosters. 70 years ago, in 1934, a group of businessmen -- and I use that term specifically -- gathered in a suburban community called hollywood, and formed the hollywood boosters, which today consists of about 550 business owners that go from 33rd avenue to 57th, from interstate 84 up to tillamook. We've been honored to participate in this and essentially four major studies of the hollywood district over the last 40 years. Now some have characterized these processes as farces. The hollywood boosters looks forward to participating in other farces as they've been characterized in every opportunity that's presented to us. Because we have found that our voice is heard by others who might share different interests than others, but also that we hear and they hear our voice, and ultimately what you see is the result of this work product. The devil is in the details, of course, and we're not here to talk about those details, except to say the following -- previous to this study we participated with debbie bishop and graham clark in the hollywood/sandy plan. Those bureaucrats, after the project was over, became our friends, our friends for a long period of time. Our work with chris arms and bill hoffman have similarly been a collegial relationship, but we also hope after this project is over we'll continue our dialogue on matters related and unrelated to the hollywood district. The boosters look forward to the implementation of this. I think what we're interested in is the interest of all the others on the c.a.c -- accessibility by people on foot, by bicycles, by differently-abled individuals, vehicles, various intermodal means of transportation, trucks, etc. Hollywood and the sandy build is indeed not only a town center, but also a main street and the pressures that are going to be on this district in the next moments, and the days to come, are significant, and are not lost on you. So we look forward to each of these. We just came to sing the praises of the process. We'll work out the details. And proceed from there. Thank you.

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Potter: Thank you very much.

Moore: That's all who signed up.

Potter: Discussion by council? Need any further information? Let's take a vote.

Adams: I want to praise staff for the city and the other partnering jurisdictions that participated. I want to praise the community, the business neighborhood leader, the advocates, for all their good work, having been involved in the original plan, it's great to see pieces of it being able to move forward and be implemented. I'd like to thank odot for the over \$7 million they're providing to make this happen. The one thing that i'd like to hear back from you on, although i'm voting yes, is i'd like to see some measures of success or performance measures that will help us judge whether the compromises and the decisions that you made and are always made in these kinds of plans actually are bearing the positive results that we hope they are. So especially in those areas where there were key compromises made and continuing concerns, it's important to me that someone have the responsibility for -- to the extent that data is available on transportation issues, that we're monitoring that. So I realize that creating good community and good neighborhoods is not always just about the data, but I think having the data to sort of ground some of those future conversation about whether this succeeded or not would be really beneficial, but this is a great leap forward and i'm proud to vote yes.

Leonard: Well, if you want to have the best vietnamese food in Portland, you drive out city to the rose city neighborhood, and you have your choices of the unparalleled cuisine that is vietnamese food, along sandy boulevard. If you want to play, I would argue, on the best pool tables in the united states, you go down to 41st, right off sandy, to sam's, and a place i've been a customer of since I was a freshman in high school, which I know shocks a lot of people. [laughter] I won't -- i'm still not at liberty to divulge the hours I kept back then at sam's. But when you're done playing, you come out and turn to your right and adjust to the light, and you see the majesty that is the hollywood theatre laying before you. And if you want to drive the most fun automobile, in my opinion, built in the united states, it's a jeep wrangler, you buy one down at alex laws' place down there on sandy, and I have. And so for me, hollywood, rose city, the sullivan's gulch neighborhood, which is where alex's place is, is a place I spent a lot of my youth, some would argue too much time, and so I vote for this because I understand progress is important and certainly the needs everybody's identified must occur, but I have to admit to a certain nostalgia, neighbors that i've been most familiar with over my life that have been improved I kind of miss. The funkiness of the way they looked. So I guess I belie a little conservative part of my nature in saying I will support this and look forward to the changes, but I will kind of miss the character that at least for me I found inviting and I know a lot of the people that I grew up with did and still frequent the area and probably we'll all adjust to the new and improved sandy boulevard and kind of remember it the way it was before the improvements. Aye.

Potter: I too would like to say thanks to our staff. I think you did an excellent job of putting this plan together, of including a community in the discussion. This morning we heard several issues that were raised, and I would assume that you would stay in touch with those constituents and continue listening to them as this project develops, but like commissioner leonard I spent a certain part of my time over in the hollywood district. It was at the bowling alley on 37th. I had perhaps cleaner habits than commissioner leonard did. [laughter]

Leonard: There's no doubt about that.

Potter: But it is a great area of Portland. I'm glad that this project will make it even better for our citizens and for people coming to visit and buy products in the hollywood area. I vote aye. [gavel pounded]

Adams: Good job.

Potter: Good job, folks. Karla, please read the next item.

Item 281.

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Potter: I understand this item has been postponed to a later date. Is there anyone here to testify on this? Ok. Would you be able to come back when we reset it? Do we know what the rescheduled date is?

Moore: May 4, 9:30 a.m., time certain.

John Welsh: Could I address the council for a moment?

Potter: Please. Go ahead, sir. Hang on till you get to the microphone.

Welsh: My name is John Welsh. I'm one of the property owners there on Steele Street. I'd just like to take a moment and, you know, ask the council a couple questions about -- or just address the council on --

Potter: Sir, this is an evidentiary hearing. We cannot accept testimony or respond to questions.

Welsh: Ok. Well, all right. I just was hoping that you too would consider hearing this case, in case this happens again in a month. I mean, I voluntarily remanded this back from Luba, and I'm bearing all the costs in this, and I was hoping you two would consider seeing this case, in case this happens again, so we'd have a quorum in the future meeting.

Potter: What is the date, did you say, Karla?

Moore: May 4, 2005, 9:30 a.m.

Potter: This has to be a legal setting, sir, and there have to be legal conditions in place. Would the city attorney like to comment on that? Do you want to listen to the comments, sir?

Kathryn Beaumont, Sr. Deputy City Attorney: I would simply indicate that at this point we do need to continue it until May 4. The neighborhood association was informed that this would be continued. They don't have a representative here. So I think it's appropriate for the council to defer any comment or testimony to the May 4 hearing and hear no further comment or testimony at this time.

Potter: I apologize.

Welsh: I appreciate you --

Potter: Thank you.

*****: Ok.

Potter: Karla, please read the next item. Staff, please come forward. I've never seen you dressed up in your class A's. You look very spiffy today.

Item 282.

*****: Thank you very much. We think we dress up pretty well.

Leonard: Today when I see a fire chief in those uniforms, I become intimidated.

Potter: Good. You've got one vote already.

*****: Thank you.

Leonard: I harken back.

*****: Thank you.

Potter: By the way, this is a presentation to council. It does not require a vote.

Adams: Oh, ok.

*****: Technical difficulty.

Potter: While we're waiting, is this the group that was upstairs? Thank you for moving down to the main floor. It's a lot more interesting down here.

Adams: Do we look any different from this angle? Perhaps more slender, smart-looking, younger.

*****: Oh, yeah.

Adams: More hair? Oh, more hair. [laughter]

Potter: I'm glad Commissioner Leonard didn't hear that remark. [laughter]

Potter: Would you care to do your presentation the old-fashioned way or --

*****: Whatever you'd like.

Leonard: Do you want to talk about your budget?

*****: How about tomorrow?

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Leonard: You never stop selling, you know.

*******:** I know. Hopefully this will help.

Leonard: Yeah, i'm sure it will.

Potter: You kid know any campfire songs?

*******:** Yeah.

Potter: Ok, let's hear it.

Leonard: Great idea.

Potter: Ok, we won't make you sing if you don't want to.

Leonard: We could talk about --

Potter: But the chief could use a backup group.

Leonard: We could talk about what you did at the bowling alley.

Potter: I think we've already voted on that one. [laughter]

Dave Sprando, Acting Fire Chief: Mr. Mayor, would you like us to start? Mr. Mayor, commissioner adams, and leonard, thank you for the opportunity to make this presentation on urban wildfires. Portland's known for its lush, natural vegetation, one of many things that make the city livable and known for its livability. However, our wildland environment also creates significant fire hazard, threatening the lives and property during certain times of the year. The density and type of plant life provides an abundance of fuel to burn and our steep topography in many areas encourages fire to spread quickly. Wildfires occur in many parts of Oregon, especially during the late summer months. How are wildfires in an urban setting like Portland can be much more deadly. Because of our dense population and the number of structures that interface with the wildlands, the situation is much more complex, because we have less time to evacuate residents and many, many more structures to protect. In the area around forest park alone, approximately 8,000 structures exist with approximately 20,000 inhabitants. The potential for loss of life and property is very real. In california, in 1991, the oakland hills fires taught the forest service and united states valuable lessons about the nature and speed of urban wildfires, but not without significant loss. 26 people died and approximately 3,000 homes were destroyed in a very short period of time. The map you see is little too intricate to show up well on the screen, but if you look at the main map over here this denotes our urban wildfire hazard zone areas. The dark blue and the tan in particular are areas that have been identified as such. This wildfire hazard zone map illustrates where the greatest risk from urban wildfires exists based on vegetation type and density. In addition to topography. Please note, however, the numerous areas around Portland are also vulnerable to urban wildfire, such as sullivan's gulch and several road right-of-ways. That he is are not managed at natural areas, but still pose a significant hazard. We worked with metro and the bureau of technology services to complete this project, which has served as a critical tool in our fire prevention efforts. Because of the combination of risks, the west hills, powell, rocky, and kelly buttes, the willamette bluff, and mount scott are areas of extreme hazard. Unfortunately, the city of Portland has a recorded history of fires in these areas. For example, in the early evening of august 8, 2001, the city of Portland got a wake-up call. Many residents living on willamette boulevard from st. Johns to the university of Portland very nearly lost their homes and a large part of the community. Firefighters and citizens in a dramatic team effort stopped the wildfire just before it overwhelmed many structures in its path. The incident was a profound example of how seriously we need to be in addressing the issue of urban wildfires and the inherent threat it poses to our community. I might add that this fifth alarm fire initiated callback of all of our off-duty crews, included five mutual aid fire departments' response into the city and cost over \$260,000 in erosion control and revegetation after the incident. As you can see, Portland has a recorded history of urban wildfires, dating back to 1989. These are a few of the major incidents. Newspaper articles document a 9,000-acre fire, which started in Portland, burned through the west hills, and headed out to the coastal range. 1,000 acres of forest park burned in 1940 and 2400 acres burned in 1951. A six-acre blaze on willamette bluff occurred

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nearly one year to the date after the 43-hour -- 43-acre bluff fire that I mentioned earlier. In Powell Butte experienced two recent fires. One which burned 9.5 acres and another that burned 45 acres. The photo from 1958 forest park fire, which leveled 2400 acres, is shown above. It provides an example of how the slope of the land and dense vegetation significantly contributes to very rapid-fire spread. It's been more than 50 years since the last major fire in forest park, which resulted in a large buildup of vegetation, adding to the fuel load and fire danger. Portland fire rescue has made significant progress in protecting communities that live in areas prone to urban wildfires. For example, pf&r has cooperated with metro to develop a plan to identify urban wildfire zones which the city developed in 2003. Those zones provide regulations for roofing material, roofing material's found to be a major contributor to spread of fire and urban wildfires. Pf&r is educating citizens on how they can prevent urban wildfires. For this year specifically, in addition to our other educational efforts, we will broadcast our urban wildland fire public service announcement early, starting in the month of June, so we can get the information out before the fireworks on July 4. July 4 happens to be one of our earliest and most significant fire danger dates. A television campaign is paid for entirely through federal grant and corporate sponsorship with kgw tv. Finally pf&r's partnered with numerous city bureaus, citizens and other stakeholders to meet the federal FEMA natural mitigation plan requirements. It was a collaborative effort with many partners in the city and outside. This predisaster plan allows the city to qualify for postdisaster funds from FEMA in the event of an urban wildfire. The document which includes disaster planning for earthquakes, landslides, severe weather and floods was approved by the state of Oregon, Portland city council, and FEMA in December. Items in the plan include improving public education and providing urban wildfire management training for targeted city staff. Another goal is to integrate fire prevention provisions into city policies, plans and codes have to identify and address any ambiguities. We partnered with parks, B.D.S. And planning to develop a federal grant request in March. If awarded, these funds will become available by the first of July. One of the projects funded by the grant will provide computer modeling to further identify the areas of greatest risk within forest park. Funds would also pay for initial mitigation efforts, such as vegetative fuel breaks and prescribed burns. The forecast. The forecast for 2005 is of concern. Several large brushfires have already occurred in the Portland metro area region since February. Generally our urban wildfire season starts in earnest in July and continues through the full fall rains. During that time the humidity is low, vegetation moisture contents are low, and the east winds often occur, often in the afternoon. If the forecast is accurate, the recent rains won't have much of an impact on our current situation. According to the national weather service, drought has rapidly worsened across the northwest from Washington and Oregon, eastward to Montana, as mountain snowpacks have dropped to record or near record lows across the region. Although forecasts for the last half of March show a promising tendency for increased precipitation, especially in the western parts of Oregon and Washington, it's very unlikely that the northwest will see significant improvement in the hydrological picture this late in the season. Moisture content, a significant item, when you consider about fuels, is low. It's improved somewhat, but the values are still slow for this time of the year. The improvements help mitigate the urban wildfire risk, but they're still long term concerns as the fuel dries during the spring and summer months. Response: PF&R's response to an urban wildfire is a part of the city's overall hazard disaster plan. The plan spells out what steps to take initially and what procedures to follow as the incident progresses. Including which bureaus are required to join in the effort, and what resources are available. All Portland fire fighters received training, tactics and equipment for urban wildfire interface fires. Crews in those stations protecting the hazards specifically developed urban wildfire plans, perform annual training exercises, and confirm access routes into wildland areas. Those stations are located close to areas where city often experiences wildfires. In addition to standard fire apparatus, many of these stations have brush units. They are different from our regular emergency response vehicles and that brush units are extremely mobile and go offroad to reach the

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fires. The brush units have v-their own water supply, special wild land foam capabilities, and a variety of wildland specific tools. Portland fire and rescue responds to urban wildfires with written assignments. In addition to the typical dispatch of crews, an urban wild you're includes mutual requests as needed.if it becomes more substantial, we access, we have access to more resources. For example, a second alarm includes additional fire crews, assistance from the maintenance bureau, police, comnet, parks, and an aircraft flyover by the civil air patrol. A fourth or fifth brings additional resources from the above bureaus and other supporting agencies. If it has it has in the past exceeds requirements of resources we can request enactment of the state conflagration act by the state fire marshal's office. That provides access to additional crews equipment from the state and other agencies. We reciprocate in the state conflagration act by mobilizing strike teams which called upon, provide assistance to the rest of the region. Additionally, the northwest coordinating group serves as a focal point providing logistical support for ongoing activity for federal, state, and local suppression agencies. The center which is located here in the Portland has assisted Portland in the past and obtaining aerial resources such as helicopters. These resources may be critical with particular for this career due to the drought in region and the likelihood that aerial resources will be stretched and possibly unavailable. In conclusion we are making preparations necessary for significant urban wildfire season. Working with numerous agencies in the region and maximizing resources. Unfortunately, success is dependent largely on the weather weighs progress through the spring and summer months. I am available for comment and also have inspector specialist dick haney here who has been involve in our mitigation efforts. Questions? We are concerned with the season and what's coming up. What it will really be dependent on the weather.

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

Potter: Chief, maybe you could tell the audience a little bit about how you look at large areas like forest park and what you do to sort of not just anticipate, or I should say anticipate in items of how you patrol the area and action taken if you see something occurring.

Sprando: Correct. Forest park is obviously, because it's a largest wildland neighborhood, over 5,000 acres, that's really in a wild state, we work with parks. We have a map system that's updated regularly. We work on determine, he remember in the season, the crews start as soon as we can get in the park. There's fire lanes that we check on. We check the access points of there's locked gates that we check to see that those are secured. There are a number of camps that occur in forest park and those can be a source of a problem for us so we look for on those patrols we look for anything out of the ordinary. The crews actually also patrol the park, become familiar with access points, water supplies, and any other thing that might be needed. They also conduct training early in the season where we bring all of the participating stations together to do exercises in an area to make sure we are able to access it if an event occurs.

Potter: I want the citizens of Portland to know that I think that Portland and the fire bureau in particular is well prepared to respond to wildfires and that as part of a mutual aid agreement wes also assist other agencies. I would also like to thank the fire bureau for responding to the recent amtrak derailment. I appreciated you folks sending resources there. I am sure it was appreciated on a local basis but that kind of interagency cooperation is much appreciated in this region and I wanted to thank you folks. Thank you very much, mr. Mayor. We were appreciative that we could supply the resource they wanted us on the way. They wanted our technical rescue team there because they didn't know what they faced. So we appreciate we were able to provide that service.

Potter: Thank you very much. Good presentation. Per chance is thomas bruner here? Ok. I would like to go to, we have a number of people who have come in to testify on item 304. Could we skip ahead to that, please, so we can let the citizens come in and testify?

Item 304.

Potter: Staff, please come up. Are you it? Director?

*******:** Good morning. Would you like to come up?

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Adams: They are afraid of us.

Zari Santner, Director, Portland Parks and Recreation: Good morning. You have before you a resolution that seeks your approval of a concept for a community campus at the new columbia development. This project is a great example of how various public and private entities and agencies can work collaboratively and bring their creativity and resources to bear to achieve a corrective result that gives back to the community far more than any of their own individual projects could have accomplished. Specifically, Portland parks and recreation is in the process of renovating the university park and expanding university park community center funded by the parks levy. At the same time, the old columbia villa is being rebuilt practically from scratch into an exciting community of new columbia. The school district is indeed of a new structure to house the pupils from the ball elementary school and make room for children who will move back to new columbia and the boys and girls club is looking for a home in north Portland. In the past year these entities have worked closely to identify the needs of their individual programs, the community with each program and have come up with a creative solution that meets all of their individual needs and collective needs while leveraging each other's resources to come up with a whole that is far more beneficial to our community than its individual parts. The secondary benefit of this collaboration is that the colocation of these community facilities and its critical mass have a center, a heart, if you will, for this newly revived community. You will hear from our partners and from their perspective how this is beneficial to their individual programs. From the Portland parks and recreation perspective the new columbia project will be making additional investment in the renovation of the community center and contribute to the operating cost in exchange for the use of facility for some of the programs that are required as part of the federal funding for the new columbia. In addition, the new gymnasium that will be built with parks levy will serve as the school elementary school gym. In the interim until such time the school district has funding to add additional gym since that's a commodity that's very, very rare and in need, community had great need for additional gyms. So this has been a fantastic collaboration and the result, you will see in this campus plan, this is the entire columbia villa project. And I neglected to mention that in addition to this community campus, through the collaboration between housing authority of Portland and parks, the city gains another park which is called mccoys park, and that park is being paid for entirely by the housing authority of Portland through this project and will be maintained by the city. That's another example of our collaboration. So you will hear from our partners about this project but before I turn to candace and the chair of the board of the housing authority of Portland, I want to take an opportunity here to acknowledge a person that has been driving force behind this collaboration. We have fantastic collaborations between the board of housing authority of Portland, the director of housing authority of Portland, and the school districts and board of school districts. But there's one single individual that has been driving force behind this collaboration and that's tuck wilson. Many of you have probably heard that he will be officially retiring at the end of may. And his tenacity, his leadership and he has accomplished the impossible. Many of us have thought that the time line for this project was just impossible to accomplish. He's done the impossible but along the way, he has been so resourceful, he has leveraged every single penny that this project has had through these collaborations. And I wanted to personally thank him for his leadership and his tenacity and always with a smile.

*****: Yeah: [applause]

*****: Thank you for having us today.

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

Candace Nunn, Chair : Candace nunn. Thank you for moving us on on the agenda so we get tamala back to ball school and her students. I will hope today but with me I have three other individuals, david wynde who is the co-chair of the Portland public schools board who is doing heavy lifting for the community along with him, tamala newsome, who is the principal at ball

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school who is a winner in her own right. And then joining with us aliyah walsh who is here representing the boys and girls club. We will try to be as succinct as we can. About five years ago the housing authority of Portland board and its senior management undertook a study of a book called "built to last." if you haven't had an opportunity to read it I would recommend it. We looked at it because we wanted to learn how a public agency might benefit from the experiences of successful companies. And the authors of the book found the long term success isn't necessarily dependent on one visionary person but rather the ability and the quality of an organization to be built that will sustain it over time. So one of the tenets of the book is behags. That's a crude way of saying it but it stands for big hairy audacious goal and it kind of paints a very color fm picture. And oftentimes these goals are, they appear to defy odds. They look pretty unreasonable from people from the outside. But from the people on the inside they are really dedicated to it. In terms of behags, one of the things that's important about them they need to be so clear and ceo compelling they require little or know explanation. The authors tell us they have to be so bold and so exciting that they literally carry the organization long after the original architects have gone. Hap's behag has been new columbia and I am happy to report to you we are on schedule, slightly ahead of schedule and we are on budget. And I am very pleased that the mayor will be able to be with us on tuesday, may 3, along with our senators smith and wyden, to welcome back residents to new columbia and we are hoping that both you, commissioner adams, and commissioner leonard will be able to join us as well. At 10:00 a.m. That morning. Secondly, if new columbia wasn't a sufficient behag we decided along the way the development wouldn't really be complete without a new school. This was on top of this \$153 million project. And so we began discussions with the Portland public schools. Later with the Portland schools foundation. Certainly with the city of Portland. And through zari and the parks bureau and we looked at the concept as she explained to you earlier about trying to create this comprehensive community campus. And there was significant public involvement along the way, both for new columbia as well as for the community campus concept. I am here today to tell you that we, housing authority is on record as willing to donate the land underneath this project in the amount of approximately \$500,000 to \$600,000. We have already made a commitment up to \$350,000 in association with the Portland public schools to underwrite the schematic design phase so far so we can keep the planning process rolling. The value of this new school and the boys and girls clubs, they are co- collated with it, it's adjacent, it can't be overstated. Sights it's simply a very important community resource for the community there that has lacked it for so long. Finally I would like to say that this for us is not just about housing but economic development and community development. Clearly if we can keep children and the families in the city we can grow the tax base and for the services and we can maybe taken vibrant neighborhoods in the process. When I was on a city club report years ago, rabbi rose was one of the people who testified for parks bureau, in fact, and he said, you know, Portlanders when faced with 100 foot chasm often jump 90 feet. This isn't the time for us to jump 90 feet and I am confident if you are, if you approve the resolution today to become a full fledged partner with us in supporting this community campus plan, I am -- I am certain we will be successful in jumping that chasm. I would like to turn it over to david wynde who will make a few comments on behalf of the Portland public schools.

*****: Thank you, candace.

David Wynde, Portland Public School: Good morning. Mayor Potter, commissioners. I am happy to be here on behalf of the school district and happy to be on this side of the microphone as well, for once, too. On behalf of the school district, we would like to ask for your support for this, too. One of the cliches about schools is that it takes a village to educate our children and this is a wonderful example of the village coming together. The housing authority, the city, boys and girls clubs, and the school district all coming together. The school board, the school district has an agenda to improve student achievement for all kids, all schools, and every part of the city. And we

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are doing that against a back drop of two long-term trends. One is declining enrollment and one is continued financial challenges and this is an interesting example of a reversal of one of those trends which is declining enrollment. As I am sure you are aware we have been responding to some of those. We are closing schools in certain neighborhoods. And it might to some appear in congruous at the same time we are talking about closing schools we are here talking about plans to build one. But we do have a commitment to neighborhood schools. And one of the great things about this project is that we will be 500 elementary school kids moving back into this neighborhood and we think it's important there be a school there for them. The other schools in that neighborhood, the closest school is ball elementary and I will introduce tam what. When the school district looked at the school districts the average age is over 60 years old. And they ranked the buildings from sort of best conditions to worst condition and while ball was an outstanding instructional program it's a really poor building and it ranked right close to the bottom in terms of buildings that were in need of replacement. So not only do we have kids, an increased number of kids coming into this area and we need to accommodate them, we also have a relatively small and poor building that we also need to replace. So that is part of the plan here. Part of the challenge for the school district is that our existing capital wonder expires at the end of this year. And the immediate prospects for replacement of that are poor given the double majority requirement we labor under. So this partnership from all of these agencies in looking for funding as well as the design is really important to us. That's the importance from the district's point of view. I want to introduce tamela newsome, the principal of ball elementary and she can address the importance of that. At the risk of embarrassing her in terms of her credentials not only is she an outstanding principal for Portland public schools but earlier this year the milliken foundation that recognizes 100 outstanding educators named tamela as one of the 100 outstanding educators in the united states and we are very proud of her.

Potter: Congratulations.

Pamela Newsome, Principal, John Ball Elementary School Thank you. Thank you, david. He is right. He embarrassed me. I would just like to say first of all to mayor Potter and commissioner adams and commissioner leonard, it's a wonderful privilege to be here and speak on behalf of the ball community, the students, and the families which we serve. We are excited about the resolution that is before you today, and we are here to lend our support that would create this unique campus and model concept. I often reflect that when we first went in a room together as interested parties, we were truly there to represent our own best interests. But what happened over the weeks and the months of working together we truly became a team, this truly became partnership between the various entities to come together and support children and the families of north Portland. It's been said that this school, this campus model could be a beacon of light. I believe that. It has been said and shown that we can support learning from the cradle. Well, I don't want to say to the grave but to our most senior members of the community. It is a true partnership between neighbors. And most importantly, it supports the work that we have begun at ball school with a strong academic program. Interestingly enough, one of the opportunities that I had was to go visit some schools that have been built and unfortunately to say outside of Portland in recent years. As we traveled to vancouver, Washington, to newberg, to beaverton, to all these places where growth is going on, it was hard for me to have a concept that a school could be built to support teaching and learning. What would that look like? And I really did not have a concept. Until I walked into one school that, for me, was a hard one. It was a school that supported the wonderful work that that group of teachers and staff were doing with children. It looked different than any school I had been to before but not so different to where it would outgrow its time and usefulness. I have the opportunity, I have actually been there three times now because I took staff members back on various occasions and some parents that were in full support of what a wonderful opportunity, not for that building but to create a unique building that would support our program at ball and our students. We have a

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strong academic program. And because of that, we have seen our test scores increase tremendously.

And we will keep doing what we do and what we know how to do best. But what an awesome opportunity it would be to go into a school that there is really truly space for all of our perhaps and for everyone and we don't have to select one program over another program. For example, because it either we are the only school or one of two schools that don't have a gym in the city of Portland. And so therefore we have in p.e. But we shouldn't be forced to make choices because we don't have the right facility to support our children. I have seen what is possible when a community comes together. Education today, really requires a different program the way you and I experience. We have to think about the whole child and especially for the community in north Portland, to be able to actually think about their day before school takes in and making sure that there are good programs and places for children to be. Long after school is dismissed that there is still good programs and places for children to be. It's essential to what we do. So I would like to thank you in advance for your vote of confidence for us. As we move forward with this project.

Aliyah Walsh, Boys and Girls Club of Portland: I am aliyah walsh with the boys and girls club of Portland. Tamela is a hard act to follow. We are very excited to return to north Portland. We currently serve over 10,000 youth in the Portland metropolitan area and we want to serve the kids in the new columbia project and ball school. This project is a perfect example of shared use and blending of facility missions and goals. Boys and girls club programs and activities focus heavily on education and recreation. And will greatly benefit from sharing with the new school and the community center. Boys and girls club is very committed to these partners and this project. And is looking forward to making the club in north Portland the positive place for kids. Thank you.

Moore: Did you have anyone that wanted to speak?

Potter: Any questions from the commissioners? And a note from the parks direct they are says this resolution doesn't place any budget dairy expectations or legal obligation either on parks or the city. It's our commitment to working together as collaborative partners.

Santner: We will have subsequent agreements, one between city of Portland and housing authority and one between school districts and city of Portland. And the time when these projects become reality. Then we will bring it to you. But it will be a win-win project for all.

Potter: It certainly is. Any other questions, folks? Karla, please call the roll.

Adams: As the first city commissioner to in north Portland since 1972, I am very pleased to support this and grant late you for being ahead of schedule on the overall project. For the great creative intergovernmental work going on here. I want to particularly thank zari and david and tamela and the boy and girls club of Portland and the excellent leadership of candace from the housing authority of Portland. I am really pleased that it's happening or continuing to happen here in north Portland. So I enthusiastically vote aye.

Leonard: Certainly agree with all those sentiments and want to also echo the comments about tuck wilson. I think candace said he is quietly determined. And that's certainly been my experience. I asked some questions early on when the project was being developed and tuck assigned me to an oversight committee which I promptly learned my lesson at that point. And complied with everything that he said from that point on. I really appreciate tuck's leadership on this and, candace, thank you for your work. Just being intimately familiar with the old columbia villa and looking at what we are developing here, this is really a testament to how we can provide affordable housing and be an excellent community for people. Aye.

Potter: You know, I have a question. I forgot to ask but what is the last time the Portland public schools built a new school?

Wynde: The last school we built was at forest height which was I think about 10 years ago. Based on the development of new housing in that area and that school is actually bursting at the seams. Before that we hadn't built a school for decades.

Potter: Ok. That's what I thought.

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Adams: Congratulations to you.

Wynde: 1969 before forest park.

Leonard: Adams high school.

Wynde: I wasn't going to mention which building it was.

Adams: Did that get torn down?

Leonard: It should be.

Wynde: It will be.

Potter: Thank you. Thank you very much.

Leonard: Asbestos.

Potter: I, too, want to congratulate all the people that worked on this. Congratulate tuck for his service on new columbia all the many other things he has done for our community over the years. I really appreciate it, tuck. I hope you enjoy retirement as much as I did. [laughter] and I hope you are never too far away from us for support. I think this is a great program. I commend the director of parks for working with these folks. This is to me, when we are talking about closing schools, I think this is a great, bright spot. I am glad that it's in north Portland. And as the first mayor east of 39th avenue, which encompasses all of the east side of Portland including north Portland, I would like to say thank you very much. For your work and I look forward to coming out and sharing in the return of the residents in may. And also welcoming the kids to their new school when it's up and built and running. So I wholeheartedly support this and I vote aye. Thank you all for being here.

*******:** Are you really the first mayor east --

Potter: But not in Portland.

Adams: It curves around?

Potter: A graceful arc. Karla, are you -- ok. Are you ready to proceeding with our regular order? Position ok. Commissioner adams, did you wish to make a comment about the appointment of thomas bruner?

Item 300.

Adams: I am ready to move forward and enthusiastically support his appointment. It's just I asked for him to fill out the standard city application that shows potential, among other things, economic conflicts of interest. He did that and I am ready to vote on it.

Potter: Good. Karla, please call the roll.

Adams: I have had the good fortune of serving as chairman of the board of the cascades aids project where thomas bruner serves. I vote aye.

Leonard: Aye. He has devoted himself to our community.

Potter: And I appreciate that. I vote aye. Karla, please read the next item.

Item 301.

Potter: Staff, thank you for being here. Please introduce yourself.

Patrick Ward, Bureau of Human Resources: Patrick ward, bureau of human resources.

Doug Bloem, President, COPPEA: Doug.

Potter: Please go ahead.

Ward: Mayor Potter, commissioners adams, commissioner leonard, this is a successor agreement for the period of july 1, 2004, through june 30, 2007. This is an agreement that stays within the budget and priorities set by council for wages being that it is the cost of living increases will be based on the consumer price index for the city of Portland with a minimum of 2% and maximum of 5% for each of three years for the agreement. And our health insurance conform was the plan put forth by council in december of 2004 where we will be continuing with the current increases for the city contributions for health insurance premiums as well as increases in the premium co-payments by employees who choose the city core plan for this the current year in the 2005-2006 plan year and then the 2006-2007 plan year we will be moving to the 95/5 premium payment shares between the

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city and the employees. There are some other technical changes in the language to bring it certain items within the labor agreement and into conformance with other, with bureau of human resources administrative rules as well as the standards and other collective bargaining agreements in the areas of protected classes and discrimination, the definition of family members for funeral leave and other areas. And on behalf of director yvonne decker we recommend ratification by the council. Thank you.

Potter: Thank you.

Bloem: I am doug bloem, we represent about 650 of the professional and technical employees in the city. You have seen some examples of our people's work today. The planners and engineers who worked on the sandy boulevard plan and the computer people who did the g.i.s. Work, geographic information systems work for the fire bureau. The negotiated the agreement and the executive board recommended its passage to the members overwhelmingly ratified it at the end of february. And so we urge you to approve this. Thank you.

Potter: Thank you. Were there any other people to testify?

Moore: No one signed up.

Potter: Any guess questions on the council? Karla, please call the vote.

*****: This is an emergency ordinance so you need to carry it to tomorrow afternoon to get a vote on it.

Potter: Thank you, sir. For keeping us honest. Thank you very much for testifying.

*****: Thank you.

Potter: And your cooperation. Thank you. Thank you, harry.

*****: That will be true of this one, too, mayor.

*****: Good morning.

Potter: Good morning. I guess it's afternoon.

Item 302.

*****: Good afternoon. Mayor, are you ready?

Potter: Yes, please. Good afternoon, mayor.

Brant Williams, Portland Office of Transportation: Members of the council. Brant williams, director of the Portland office of transportation. And I have been here several times before the council talking about our community school traffic safety program and it's always a real pressure to be here to talk about a program such as this that provides so much value to our kids' safety and their welfare and, mayor, this program that we have been working on for the past year, year and a half, I believe, is so consistent with your initiative for kids. And out of all the things that p-dot does this is number one on the list for looking after kids and making sure that they have a good community to live in that's safe and works for them well. So today we are talking about safe routes to school. And we would like to give you some information on safe routes to school and ask for your approval of a contract to move forward with the program. It's a \$233,000 contract with alta planning and design. And this contract is primarily does two things. One, it will develop eight pilot projects for eight elementary schools to implement safe route to school programs. And secondarily, it will implement the national safe routes to school model for the city of Portland. Again, this is a really exciting effort, and it's receiving a lot of national attention, too, and there's, there's some potential funding that could come from the transportation bill that congress is looking at right now that would help support some of these efforts. The traffic safety coordination council was authorized back in july of 2003, and actually, the, excuse me, the Portland traffic safety coordination council was formed in 2003, and the coordination council actually endorsed the school traffic safe routes to school program in february 2004. We came to council in march of that same year and council adopted the funding strategy for our community school traffic safety program. As you can see here on the slide, that coordination council has a long list of traffic safety agencies and organizations that have been at the table and very actively involve in the entire community school traffic safety

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program. We are excited to continue to work with them. It's been a pleasure for me to be a co-chair of this council along with chief of the police bureau, stan grubbs and to work with some of the various different members. I wanted to introduce some of the members here. Judge todd with the Multnomah county circuit court.

Potter: Could you raise the lights for us so we could see the people. Judge, could you stand again.

*****: Good afternoon.

Potter: Thank you.

Lily Fitzpatrick: Lily fitzpatrick with swni and I would like to take this opportunity to also introduce six students from bridlemile elementary school who are here.

Potter: That's why they have been here all this time.

*****: That's right.

Potter: Boy, you have good stamina.

*****: Mayor, if you don't mind I think they would like to say something at the end of the presentation.

Potter: Very glad to hear from them.

Williams: We appreciate them showing up. They have been actively involve in safe routes to school with bridlemile school efforts.

Potter: We will call on you in a few minutes.

Williams: We will try to get through our presentation. The bicycle transportation alliance, b.t.a. And he is representing b.t.a. and the willamette pedestrian coalition. Joanne fairchild with trauma nurses and lynn and ruth harshfield, the executive director of Oregon are both here and all these folks have been very instrumental in getting the momentum and getting this program off the ground. So a little bit real quick about the community school traffic safety program. We have in our budget \$2.5 million and as you can see the three main elements here are the driver error, bikes and pedestrians safety, and then the safe routes to school. And of the safe routes to school, this contract is \$233,000 of the \$50,000 allocated for that program. I am going to turn it over to our program director who will quickly take us through the program and some. Real benefits that we will see from this particular program.

Dakota InyoSwan, Portland Office of Transportation: Thank you, brant, mayor Potter and commissioners adams and leonard. It's a pleasure too be here to bring the national model to safe routes to school in Portland. The whole idea about this program is to get more kids walking and biking to schools, parks, to boys and girls clubs, all the places they play and recreate and enjoy family activities. They want them to do these activities safely. I think it was great that we heard a presentation earlier about a new school in Portland and the boys and girls partnership with that so we have got good places for kids to go. Lets get them there and back safely. That's what safe routes to school is all about. I would like to take this time to introduce the project team that it's going to be my great joy to work with. This reflects a several-month-long process among our community partners who are technical advisory committee to review proposals coming our way, to review will all the different people with expertise to develop this type of program. We were excited that it was a project that included local experts, statewide experts, and national experts on safe routes to school. So as I call their names I would like for them to stand and so that you can meet those who are able to be with us here today. The project team named in this contract is led by mayor burke of alta planning plus this design and you might recognize her as a former coordinator of the former bicycle program in Portland. She is going to lead the project team and she brings a lot of expertise to this program because she worked with the marin county, california, program that is the national safe routes to school model that we are trying to implement here in Portland. Other members of the team include from the bicycle transportation alliance catherine, you saw her here earlier today. Robert ping representing both bicycle transportation alliance and the willamette

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pedestrian coalition, ruth and lynn from the alliance for community traffic safety in Oregon and those unable to be here, david parisi and wendy collins, well known nationally and globally as the leaders of the safe routes to school movement in the united states. Thank you to our project team members.

Potter: Thank you.

InyoSwan: The results marin county achieved in its first year were dramatic. If we implement this same model in Portland in our pilot schools we will see hundreds of kids, more kids, walking and biking to school safely. And then as we implement these services city wide, we are looking at maybe 5,000 or more kids walking and biking to our schools safely. I would like to share with you the key issues and concerns that are guiding the safe routes to school program all over the world and what our community has been talking about for over a year now in the search for a solution. First there's been just a dramatic decline in the number of kids walking and biking to school. Those of us here who were in school in the 60's 1960's and 1970's we were walking and biking to school, about 60% of us. That's dropped to under 10% today. A second concern there are too many kids developing long term health problems. When we look at the 100% increase in childhood overweight and obesity since 1970 over the same period that we have had that practice dr. Atkins mat tick decline in kids walking and biking, we are really concerned about that and the surgeon general had cited the lack of physical daily activity is contributing to this disturbing trend. We also like to remind folks and we have seen this in our headlines of our local newspapers, over the last year and, that is that type ii diabetes once called adult on set diabetes is now a childhood disease. Too many kids are isolated from their neighborhoods, their school communities, and a child's ability to independently experience and learn about their world is diminished when they don't have the opportunity to get out and explore their neighborhood on their feet and on their bicycles and I think these young people here from bridlemile elementary school will tell you that their world is very different when they view it on their feet and on their bicycles than when they look at it throughout window of a car. This slide shows you a drawing from a young person who is driven everywhere. And the concern that this tells us is that there's just a tremendous disconnect, a lot of unlinked paths here. And finally, the fourth concern that's guiding this program is that too many kids are being hit by motor vehicles. When we look at our data here in Portland alone, in the 1990's, over 1,000 kids under the age of 18 were struck by a motor vehicle. That's equivalent to one child every three days. And we know also that two-thirds of those incidents kids required medical attention. When we look at those three, those four factors, the community of health, education, and transportation experts say there's got to be a connection here and one of them is that traffic safety is a major reason kids are not walking and biking. It's second only to distance as the major reason that parents say they are not letting their kids walk and bike to school. Our own Portland research says that 65% of households with children say that concerns about traffic safety limit their kids' ability to walk, bike, and take transit. So our message today and through this project to our community is safe routes to school is good for kids and it's good for communities. That if we implement this program here locally, that we wanted to see more kids walking and biking, more kids living longer, healthier lives, more kids having a positive connection and rich, full, rich experience in their neighborhoods and kids playing on safer, more livable streets. The proposal before you today with this contract to, for technical services to support the city in our efforts we think will go a long way to addressing those concerns. We are excited but this best proposal represents our own community as well as those representing safe routes to school movements statewide and nationally. You have met our dynamic project team and I want to give you just an overview of the kinds of things that this project will be doing. We recognize that schools are communities. So we are going to bring together representatives of those communities and form school teams for each school we provide services to. We are going to understand what's actually happening with their behavior on their journey to and from school and their opportunities about walking and biking. We are going to look

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at existing environments and not only with our engineering studies but we are going to involve the students and the parents and the school community and neighbors to get a better picture of what that school travel environment looks like and what concerns exist there. We are going to 10 through this process recommend walking and biking routes and look for opportunities to create some improvements that will make those routes safer. And we are going to engage students and parents in traffic safety education. We recognize that for them to use the facilities safely there are some skills they need to walk safely, bike safely, parents although are driving kids to cars. Because we recognize through this program that not everybody's going to be able to walk or bike to school in Portland. Encouragement, the national model has taught us something really significant when we were developing our scope of work and that is that for this to be successful, we have to provide opportunities for parents and kids and school communities to walk and bike together. These are the encouragement pieces that this team is going to help us develop. And then finally, we are going to coordinate community service providers and providing those education services, both in the classroom and outside of the classroom. And as brant told you in this first year we are looking at eight pilot schools but part of this contract is not just limited to those eight pilot schools. It's to assist us in the development of our five-year plan and to look at how we can immediately improve our services for safety school wide. City wide. Brant? Thank you.

Williams: Ok. You probably heard enough from us. I want to mention that both dakota and mark have been just real instrumental in getting this program going and I want to acknowledge the great work they have been doing in work welcome the partners and everything and you can see all the folks that endorsed this in this last slide and it's just a very good program and we would ask that you approve this contract. So again you don't want to hear much more from us and we have these kids here who would love to come up and share their thoughts with you about this.

Potter: Good. Let's hear the kids. Scoot up near the microphones. Talk nice and loud and if you would tell us your name.

Christopher Knutenboom: I'm christopher and I go to bridlemile elementary and every day I walk to school from my house a block away and every day I have to cross hamilton without a crossing guard. So and there's a hill right on hamilton where we live. When cars come down they come down fast so, and we can't see them until it's kind of too late to get out of the way so we have had a little bit of close encounters with that hill. And so when we walk down, we always wanted a crossing guard and we have tried to get this for several years now. And so we have never had a crossing guard there. So would it really help us get to school safer than what it is today. And that's it.

Potter: Thank you, christopher. You did a very good job.

Nicholas Knutenboom: My name is nicholas. I am chris's brother. I have to do the same thing every day. We have to cross the hamilton and cars go really fast on it. And sometimes cars come really quickly over the hills and you have to really listen to make sure it's safe to cross. You got to listen to make sure no cars are coming down the hill. That's all I have to say.

Potter: Thank you very much.

Kate Knutenboom: I'm Kate, chris's and nick's little sister.

Potter: Is this a family thing? [laughter]

*******:** Only us three are family.

Kate: And I walk to school every day down 45th to hamilton. And every day except saturdays and sunday's. I cross hamilton to get to school. And like nick said we have to listen for cars because sometimes when they come over the hill, we can't get, we don't see them until the last minute and they don't exactly see us. And so that's all I have to say.

Potter: Well, thank you, date and nicholas and christopher, for coming in and talking with us. We really appreciate it.

*******:** Yes, thank you very much.

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Potter: Thank you for being here, kids. Can you tell us your name.

Emily Cohen: I am emily cohen and I am a fifth grader at bridlemile elementary school and I walk to school every day and I come across these problems. Drivers make u-turns at the bottom of our street and drivers can't see walkers because of parked cars and buses. Drivers go too fast even with the new speed limit and drivers don't pay attention to the walkers and I have come up with some solutions. Install more crosswalks, install sidewalks on the streets where the school is located. And enforce the speed limit and other driving rules.

Potter: Very good. I will pass that information along to the police bureau.

Sierra Kellian: I am sierra and I am in third grade at bridle middle school elementary school. I came to say it's not safe to walk to school because there's too many cars and not enough sidewalks on busy streets. I live a half a block away from the school and people use my street as a turn around. Also the buses sometimes drive too fast up my street. A lot of times people don't wait for me to cross the street. I came here hoping to help Portland kids be safe.

Potter: Excuse me. Did you say buses like tri-met buses?

Kellian: No. Like school buses.

Potter: School buses? Go too fast? Mmmm. They do?

Elsa Davids: My name is elsa davids. I am in third grade at bridlemile elementary. And I think that it's really important that we can be able to walk and bike in school, walk and bike to school safely because I don't really do it very often. I ride the bus. Because it's not that safe for us to cross shattuck and other streets. And that's all I have to say.

Potter: Thank you very much. I really appreciate the students from bridlemile coming in and talking with us today. [applause] I think that's about as much expert testimony as we can get. Were there any folks signed up?

Moore: I didn't have a sign-up sheet.

Potter: Ok. Thank you. You bet.

*******:** I just made a few notes.

Potter: Were you you one of the escorts?

John Cohen: I am john cohen and my daughter emily spoke a few minutes ago. I just wanted to say that as a parent of students who walk to school almost every day, my awareness of safety issues has been heightened over the last five years. And I just want to suggest, as this process goes forward, that everybody involve just take some time to observe traffic patterns and safety issues in your neighborhood school areas. Because, mostly when kids are arriving and parents are in a hurry, and they are more worried about getting their kids to school on time than the kids who are trying to cross the streets. I think you will observe this incredible interaction between pedestrians and cars and buses that you just tend to walk by and you don't really notice unless you take a keen interest in it. And the knutenbooms live across the busiest street in our neighborhood. There are no sidewalks. And there's a crosswalk that is sort of inconveniently placed. It is at a corner but in order to get to that crosswalk is incredibly unsafe. And I think that you will see the importance, if you take a look at these areas with a keener eye, you will see the importance of the safe routes to school program. And I just wants to give you one example that I did happen to notice this morning that I have never noticed before. That a block and a half from the school, there's a school bus stop that stops in the middle of hamilton, picks up kids to bring them the block and a half to school because it's just not safe for them to walk along hamilton street to their neighborhood school. So I would just encourage that this safe routes to school program go full steam ahead.

Potter: Thank you, sir. Thanks for bringing in the children. I hope they get extra credit for staying so long. [laughter]

*******:** I think lunch.

Potter: Good. Any questions? Karla, please call the roll.

Moore: An emergency.

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Harry Auerbach, Sr. Deputy City Attorney: We need to carry to tomorrow.

Potter: That means it has to move to a second reading.

Auerbach: You just have to continue it until tomorrow when you have four people that can vote it.

Adams: But you don't have to come back. We would love you to come back but you don't have to.

Potter: Thank you for coming in. Really appreciate it.

Adams: Thank you very much.

Item 303.

Potter: Hello again.

Chris Armes, Portland Office of Transportation: Good afternoon. This contract is for design and construction services to be provided for the Sandy blvd resurfacing street project you approved earlier this morning.

Potter: Yes. Do you have any questions about the contract? Or the work that will be provided?

Adams: I threatened not to ask any questions.

Potter: No, we don't but thank you very much.

Moore: This is a non-emergency, so it will pass to second reading next week.

Item 305.

Debbie Bischoff, Bureau of Planning: Good afternoon. This is also an emergency ordinance that I guess we'll continue to tomorrow. The key parties in the Cascade Station development project have requested that the effective date of the zoning code amendments be put off until –they needed more time to execute the development agreement which you may recall was part of how these amendments were adopted. The two were meant to go into effective date together. So this would only change the effective date, it would not change any of the amendments that you approved a couple of months ago.

Potter: Thank you. Any questions? Anyone sign up to testify?

Moore: I didn't have a sign up sheet. Is there anybody here who would like to testify?

Potter: Did you want to testify sir? Please call the vote, Karla.

Moore: This is an emergency, you will have to vote on it tomorrow. It will continue til tomorrow.

Auerbach: The last 2 are second readings. You can vote on them.

Potter: [laughter] Thank you.

Item 306.

Potter: This is a second reading. My notes say we move this item to a second reading tomorrow.

Auerbach: No, you just call the roll.

Potter: OK, call the roll.

Adams: Aye. **Leonard:** Aye. **Potter:** Aye.

Item 307.

Potter: This is a second reading, Karla call the roll.

Adams: So there are no rules on filibustering?

Potter: Not if you can't pronounce it [laughter].

Adams: Aye. **Leonard:** Aye. **Potter:** Aye.

Potter: This is the last item for the morning. We're recessed until 2:00 pm tomorrow afternoon. Thank you.

At 1:05 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.

APRIL 7, 2005 2:00 PM

Potter: We need to take a vote on the consent agenda that was held over until this afternoon.

Leonard: I'd move the consent agenda.

Sten: Second.

Adams: I just wanted to acknowledge the good work that my labor liaison Terry Richardson did on sitting in on many of the meetings that led to the union agreement. I vote aye.

Leonard: Aye. **Sten:** Aye.

Potter: Aye. [gavel pounded] we also need to vote on the emergency items heard yesterday.

Item 301.

Potter: Please call the roll.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye.

Potter: Aye. [gavel pounded] next?

Item 302.

Adams: Aye. **Leonard:** Aye. **Sten:** Aye.

Potter: Aye. [gavel pounded]

Item 305.

Adams: Just to clarify, we heard testimony on all these things yesterday. Normally we do hear testimony before we vote. Aye.

Leonard: Aye. **Sten:** Aye.

Potter: Aye. [gavel pounded]

Potter: We also have 308, a nonemergency. And we move to a second reading.

Moore: That's today's item.

Potter: Ok.

Potter: Staff? Oh, vote on it.

Moore: That's today's item.

Item 308.

Sten: I'll introduce this mayor. I'm going to ask Auditor Blackmer to come up, and I wanted to welcome everybody to city hall. I see some faces that are new to the building, at least it's been a while. This is an exciting hearing for me, and I think will be a very robust discussion. I look forward to hearing a lot of argument about it. If the council were to adopt this proposal, Auditor Blackmer will describe it, we'll be the first city in the country to have publicly financed campaigns available as an option. It would not take away a person's ability to raise money and run as they do now, but it would put a different option on the table. And I think a very important one. I think just about everybody agrees, although there are differences on how to fix it, that the impact of money on politics in this country is out of control. And that the impact on policy and the impact on citizen trust, the willingness of people to run for office, and all sorts of other issues, are immense. I would be the first to tell you when I started to look at this a few years ago that I don't believe this is a corrupt city council or any of the things you've heard said, or what happens in other places. But I do believe the impression of the citizens is that money has too much of an impact on this council. When I have run in heated races and spent 75 to 80% of my time asking for large donations and 15, 20, 25% of my time out campaigning and talking with voters, I think that's a skewed perspective. I

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do believe strongly and have a lot of experience in the electoral field that over time if an institution has a large push from any direction, that that has an impact on what the institution does with its time, its resource and other things. That's very different than saying somebody is bought and paid for, any of the other things people will say. It says money influences the outcome of things, and if you look back, and Gary is one of the people that have done this, at the history of elections in this country, it's recent that we have a secret ballot. It's less than 100 years. It's way even -- it's way less old that we actually have civil rights of voting act, so people of all backgrounds and races can actually vote. And what I'm getting at is I believe sometime, hopefully in our lifetime, people will look back at an era when any individual could give any amount of money from any individual as something that is not in line with the principle of one vote per person. And I think people will look back at our system of campaign finance and wonder how we ever thought that you could have a pure democracy with this kind of system of runaway money. I don't know who will run under this system. I expect lots more people. I think it will open up the process to a lot of people. I do want to say I do believe anybody who has the determination and the will and has done their homework and has worked out in the community and wants to run for council can do so effectively at this time.

I do believe, however, that you need to be prepared to spend six to 12 months doing nothing but raising money to do that. And I think that is too high of a bar. All of these are reasons that contribute to me wanting to bring this forward. I also believe that in our country change comes from the city and grass roots levels, not from the national level. And I hope this is the start of a national movement to have cities take on these kinds of efforts. And that within a very short order of time, I believe we can lead the way in Portland as we have done on other issues in the past, and say there's a different way of doing it. We also want to see how it works. I want to say -- I think it's been a great debate. I've enjoyed it very much, reading it on the internet, in the paper, columns being written. I also think that sometimes in life you try things. Everybody has a prediction about how this will work. My point of view is, let's try it and see how it works. If in fact it works differently than we've thought, we can change it or stop doing it. If in fact it works very well, let's keep it. And I think sometimes you have to be willing to say, why not try something? We all know the current system of campaign financing is at its very, very best imperfect, and it's very worst -- its very worst a very poor way to do business. So what we're talking about here today is trying a different way of doing business, and seeing what that does and what effect that has on the electorate on the populous, on the candidates, on the general sense of government in this town. So I'm very excited. I'm not going to go on and on, because the point is to hear from the audience. We have a couple panels of experts we brought in to share some perspectives quickly, and before we do that, I want to introduce Auditor Blackmer. If any of you have had a chance to take a look at the actual proposal, and for some of the people debating this I encourage you to read it, this has to be one of the most thorough, thoughtful, he's been working on it for years, but the credit goes to Auditor Blackmer. Whatever your position might be, this is a well thought-out approach thanks to Auditor Blackmer.

Auditor Gary Blackmer: Thank you, Mr. Mayor, Commissioner Sten, other commissioners. I agree with Commissioner Sten, that the elections process and the campaign system is never perfect, but I think Winston Churchill said, it's better than the alternatives that we have out there. What we have put together is a final proposal for the clean money system. We had issued a draft just about a year ago, and since that time, we have done more research, we've had more feedback from other jurisdictions on their experiences, contacting experts, contacting members of the community, and other wise people to figure out what we needed to do to put together the best system possible. We've looked at the code language, we've gotten attorneys to look at it in detail, we've talked with other national experts on various legal issues, and I think what we have now is a draft that hits nearly everything that we can anticipate, but we know every year we'll have to come in and do some revisions to it. But I think we've got a great foundation. Let me first run through real quickly the

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changes that have happened since we first issued our draft. Then I'll go through the general features for those who may not have seen that earlier one. We have been talking about a clean money system, and we heard from members of this community and other communities that that seems to be a value-laden term, it implies the other person is dirty money, so we've taken that phrase and we're talking about public campaign financing or voter-owned elections. In discussing the various campaign scenarios with people, we've added new safeguards to better insure public funds are spent appropriately. We added a section on enforcement and auditing to provide greater assurance of that compliance with rules and agreements. We increased the staff required from one-half person to one full-time person in order to allow us to do that. We developed a detailed description of the online reporting that we would like to see as a key feature of this, and we worked with bureau of technology services to get an estimate of those costs. We added a series of implementation steps so we could get this in place for the 2006 campaign season. We added a discussion about referring the matter to the voters in November of 2010, which is just a little over five years from now, and it will be after three election cycles. And then finally, we refined all the city code that we'd originally proposed to make sure these and other smaller changes and clarifications were made. Since we put this report out, we've had conversations with Commissioner Saltzman's office regarding administrative costs, and the 1.3 million includes that. He wanted to ensure that there was a limit on the administrative cost that go into that, and we have an agreement I think, and so we'll sit down and put that language into the code, so the next reading you'll have will have that new language in it and we can point to it specifically. So that's what we've been doing since the first draft. Let me walk through the general features for the benefit of the viewers and other folks. First of all, this is not money for any candidate who signs up to run. The candidate needs to raise 1,000 \$5 contributions from residents of Portland for the auditor race or the city commissioner race. Mayoral candidates need to raise 1,500 \$5 checks. We think this is a relatively high threshold. It's something that we can adjust in the future, but it makes it so that there is a large challenge for any candidate to get public funds to begin with. Once they've reached that threshold, they have to agree to all the conditions and terms of limitations on spending, on complying with the rules, paying back if they commit any violations, and once they've agreed to that, the auditor and commissioner candidates would get \$150,000 of public dollars in the primary, \$200,000 in the general, if they're in the run-off, for mayor it's \$200,000 in the primary, and \$250,000 in the general if there's a runoff. For candidates who don't participate and exceed the thresholds, we offer our participating candidates a share of that candidate's money so they can help -- it will help fend off the high spending that might occur. And the same holds for independent expenditures. So that essentially in the primary if there are, say, three candidates who are participating in the system, and one that's not, and the one candidate exceeds threshold by \$75,000, it's a commissioner race, then each of those candidates gets another \$25,000 to spend in their race to help be heard above the -- that nonparticipating candidate. We put together a pretty sophisticated model. In looking historically at races and applying this program to it, and we put -- we gave that to the office of management and finance, asked them to check the logic of it, to look at the assumptions and basically put together a proposal for what they think was a fiscally prudent estimate for what the costs would be. They estimated \$1.3 million would be the council would need to contribute each year to this campaign fund. What that represents in terms of assumptions is that if we have 50% more serious candidates, in every primary, if we have twice as many run-offs every November, then we will reach that \$1.3 million estimated cost. So we're assuming a lot more candidates will be involved and will participate in this program. Right now in a November run-off, say, for commissioner, we've had 38% of the races go to a run-off, and that's incumbent or nonincumbent and open seat. Under this model, 73% would go to a run-off in November. So we don't know if the world is actually going to be like this, but we know that if it does get that high, we'll still have sufficient money set aside to pay for it. In terms of where the money would come from, the office of management and finance

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suggested distributing the costs across all of the city bureaus, similar to the general fund overhead model. In the sense that transportation, water, sewers, all benefit from the leadership of this council and the confidence that the public puts in the council members, they too would bear some of the costs for this, so it's not just the general fund that would pay for it. I mentioned earlier online reporting. We talked with the bureau of technology services, gave them a detailed forms of what we would expect the candidates or the treasurers to submit online, and what we would like to see in terms of reporting online as well as being able to output the data in a spreadsheet format, and they estimated the development costs of \$16,000 to \$21,000. They estimated ongoing maintenance of \$5,000 to \$10,000. So that -- and they said they could do it in a reasonable time line of months, so we think we could get something like that up and operating within the time frame as well. I mentioned we put more rules in to ensure that the spending is restricted to legitimate campaign purposes. We've added more emphasis on auditing those expenditures and revenues to make sure that they comply with the rules. And we've also incorporated something that we're calling the citizens campaign commission. This is a seven-member committee that would serve a number of functions. First and foremost, it would be meeting regularly during the campaign season, and being briefed on matters as they develop so that we can make sure we're getting proper guidance and advice from them in terms of how the rules are applied, and if there are gray areas, we may find in implementing this. How we can refine our training materials and rules so that the candidates have a clear idea of what needs to be done or not done. Also we would like them to do a biennial report to council on what's happened in this last campaign season in terms of spending, in terms of administrative costs, in terms of all the policy issues that they think might need addressing either in code or in rules. But then also importantly, because my office is an elected office, they would serve as essentially my office for any matters involving an auditor who participates or doesn't participate in this public campaign financing system. So what they would do is they would select hearings officers from a pool of candidates that we'd do like an rfp process for, and then appoint one of those to conduct hearings if there are appeals for any issues related to the auditor's office, or any other candidates, and if there are decisions that need to be made about an auditor's race, if there's a question about the rules, the committee itself or a subcommittee would make those decisions. So the auditor would not be engaged in those issues. One of the other issues that we proposed was referring this to the voters. That after three cycles of the public would have an opportunity to see three primaries, three generals, and in that third general, a vote on whether they would like to put this in the charter and keep it or not. We can't impose this requirement on city council in the future, but we can encourage them to consider that at that time. I think from that standpoint our view was that the voters see something like this, which is pretty unprecedented, since no other city in the country of our size has a full campaign financing system like this, the voters would have a better sense of how it operates, see how it's succeeded or not and make a decision at that point. If council approves this in the coming weeks, we can be ready in my office to have this up and operating on september 1, which would give us time for the candidates to participate in the may 2006 primary. And that's what -- where we're at right here. We have our report on the auditor's office website. There are other materials there as well, so I would encourage people if they would like more information to look it up there or -- there or contact my office.

Potter: Thank you.

Sten: Any questions at this point? As I mentioned, we have a couple of panels i'm going to call up. I did want to mention to the audience, since we started, there are a stack of copies of the full proposal to my left. So feel free to take one of those. First group we have three guests from out of town who are experts on this issue. I think it's a great honor to have them come to Portland. William mcnary, who is the president of US Action and a board member of public campaign, a national group working on this issue. Ed suslovic, a former legislator from Portland maine, who has run under maine's system, which is one of the ones we modeled this proposal off of. And

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suzanne novack, an attorney with the brennan center for justice, one of the national thinkers on the issue of campaign finance and how to approach these things. So welcome to Portland to the distinguished panel. Please have a seat, and unless you'd like to go in a different order, why don't we just go from your left to my right, in the order I called you up.

Potter: Please state your name for the record.

William McNary, President, US Action League: Mr. Mayor and gentlemen of the city council, william mcnary. I am as commissioner Sten just said, the president of u.s. Action, one of the nation's largest state-based grass-roots activists groups. We are in 24 states with 34 affiliates, and Oregon action is one of our founding affiliate members. Let me first of all thank you all for the opportunity to say a few words in support of this important legislation. Let me also thank the people of Portland who have been very courteous and hospitable to me in this great city. In addition to being president of u.s. Action, I have two more hats, i'm a board member of public campaign, a national organization that's dedicated to winning voter-owned elections by embracing a local grass-roots approach to reform, and lastly, I am also a founding board member of the fanny lou haimer project, a grass-roots organization that believes that voter-owned elections should be seen as a continuation of the voting rights movement. Having me speak on a panel with such distinguished presenter is never a 50/50 proposition. I always receive more wisdom than I give, so with that in mind i'll be brief. The promise of any vision of democracy lies in its core promise of political equality. Thus campaign finance reform should not solely be seen as an issue of corruption, though too many voters mind, there is a perception that money in politics is a part of what's wrong with the system. More so than that, though, this is about political equality. I'm from illinois, and the late senator paul simon is a list of calls to return at the end of the day, and he told me he started with those he knew were the most generous donors. If senator paul simon, a man of impeccable credentials and unassailable integrity succumbed to this fundraising logic then just imagine the conduct of many many other elected officials. Paul confided to me that that was one of the reasons he left the us senate. He didn't like the idea of having to raise money. He supported voter-owned elections in the us senate and he would find this proposal very liberating. But more importantly in our view is voter owned elections is about protecting every voter's rights to political participation. Franklin Deleanor Roosevelt said inside the voting booth, every man and every woman is equal to every other man and every other woman. They have no masters save their own minds and consciences. and if politics is the process which public decisions get made that affect people's lives, and if we accept the premise that everyone should have an equal opportunity to participate in the political process regardless of their access to money, we support this proposal because it meets what we call an equality standard. Voter-owned elections would insure that people would have more access to elected officials, because you would lessen the influence of bigger contributors. It would level the playing field, which would allow a person who is a leader in the community, but does not have access to money, still have a chance to run and win for office based on who they represent and what they stand for. And not how much money they can raise. In other words, they can spend more time raising big issues, raising people's hopes and raising people's aspirations. Lastly, it would end the money chase. The liberation for incumbents that paul simon talked about. No longer do you have to be wealthy or no a lot -- know a lot of people who are wealthy to win. At u.s. Action we believe that every human being has equal worth, that every human being has the right to live a meaningful and fulfilling life, but beyond our own individual self interest, that there is a collective good which prioritizes our communities and advances our mutual well-being, and at u.s. Action, we believe that government should be used as an instrument to advance that common good, and promote that welfare. And secure the blessings of freedom not just for ourselves, but for our children. And our children's children. And their children. And the purpose of government is to make life better for all. And it is always right for the government to do the right thing. So as for the question of price, with a budget process that is open and transparent,

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and accountability -- accountable, people will see the \$1.3 million that this proposal is less than 1% of the budget, is \$2.45 per Portland resident, and for that investment we create opportunities for more people to participate in the process, we get a democracy that works for all of us, access, accountability, participation, \$2.45 a person, what a bargain. [applause]

Potter: Excuse me, folks. We have a rule here that we don't express ourselves out loud, but if you wish to acknowledge somebody, you can do this. So please feel free to wave your hands. Thank you very much.

McNary: Lastly, I do not believe that the future will belong to those who are content with the present. The future will belong to those who have passion and to those grass-roots heroes who are willing to make the personal commitment to make our country better. The future will belong to those who believe in the beauty of their dreams, the late senator Paul Wellstone. I would be remiss as a grass-roots activist not to close by thanking a few of the local grass-roots heroes, everyday people, who have helped make this effort a reality. Joanne Bowman, Kate Titus, Johnny Gauge, Oregon Action, one of the major grass-roots engines, gathering thousands of postcards in support, Nick Nighart, Deb Ross, the field director for public campaign for her important -- more importantly than that, your home girl from Portland. Janice Thompson, Sara Weatherspoon of Money in Politics research action project, Reverend Carrie Bowden, who came all the way from North Carolina here to support this voter-owned elections proposal. Dan Pettegorski from the Western State Center, a regional group that's been a pioneer in this work. The City Club of Portland. The League of Women Voters, Common Cause, Oregon Public Interest Research Group, Labor Allies, AFSCME and SEIU, the Community Alliance of Tenants, the Alliance for Democracy, the Rainbow Coalition, and the countless community groups, business groups, civic groups, neighborhood associations, and environmental groups. And communities of color. Lastly, I'm a Baptist, Mayor, I close more than once. But I guarantee this is my last close. [laughter] Let me applaud you and the members of the city council for your vision, for your leadership, and your courage. For even considering voter-owned elections, just as in Arizona and Maine, where voter-owned elections is the law of the land, Portland will become the first city to adopt voter-owned elections, and this little light that you shine in Portland will be a beacon of hope that will inspire the rest of us all across the country. Reverend James Lawson once began a speech by saying where there is no vision, the people perish. He went on to say, where there is vision, the people flourish, and he concluded by saying, where the people flourish, democracy and justice can prevail. Mr. Mayor and members of this council, thank you for your vision and commitment to democracy and justice. Thank you for the privilege of addressing you. Please vote yes when the time comes for voter-owned elections. Thank you so very much.

Potter: Good job, folks. [applause]

Ed Suslovic, from Maine: Mr. Mayor and distinguished members of the Portland city council, I feel right at home saying the Portland city council. I am a former legislator, representing Portland. I want to say I'm glad about that coin toss a few months ago that I ended up here. I want to -- this is not my testimony. I just want to let you know. I do want to commend the work that has gone on prior to this day. This report that was prepared is really I think the state of the art in terms of publicly financed elections. What I'm looking forward to is on the numerous flights that I take home tomorrow, perhaps if you all could get together with the other Portland city council and arrange for a nonstop flight, that would be a good thing. But all I have to do is change two simple initials on here and take this back so we can do this in the other Portland. Yes, Maine was a leader, and our state motto is at the state level. But you now have the opportunity to be the national leader at the municipal level. And in some ways, I have come to see now, and being out here doing some research, I think there's even a greater need, a more urgent need for voter-owned elections at the municipal level than even at the state level. We need it at all levels, including the national level. But at the local level, it's really where the rubber hits the road. And I think that you all and the people of Portland will benefit greatly by offering choice this is a choice the voters will have, a

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choice that people who decide to run for office will have. This is not about taking anything away. This is about increasing choice, which I think in general is a good thing. I just like to very briefly share with you our experience in Maine. I think there's enough similarities, not just the weather that we're having, but between the demographics of Maine and Portland, Oregon, that might -- there might be some lessons here. The Maine voters initiated public funded elections in 1996. And I think frankly it's a blot on the record of the Maine legislature that when given the chance, the legislature did not enact publicly funded elections in Maine. The people had to go in a sense around their elected leadership. I too want to echo Bill's comments in that you all ought to be commended for exercising true leadership and true political courage in stepping forward and saying, this is an initiative that is good for the people. And that rather than force the people to take action on their own, you are, I believe, showing leadership and courage by bringing this to the people and saying, we're going to do this, because it's good for the people. We're not going to wait until you force us to. Even though conventional wisdom, and I think the reason why typically incumbent elected officials this, was true in Maine, resisted the idea of publicly funded elections, because there's a perception this is anti-incumbent. Why should we make it easier for challengers to pop up and secure funding to run against us? So again, I really commend this. This is true public service that -- not self service that you're demonstrating. The goal in Maine was to reduce the role of money in Maine campaigns, to encourage new people to run for office and to level the playing field among candidates. I must say that it's a little frightening when you look at the challenges that our communities, our states, and in fact our nation faces that today, unfortunately, under the current system, more often than not, not always, there's exceptions in this room, but more often than not, the way it's determined who ends up representing us, the people, is who can go out and raise the most money. And I don't think when you look at the complexity that that ought to be the predominant way we decide who's going to be sitting in those seats. What has happened in Maine is the voters passed it in 1996 because it was brand-new, it took four years to figure out how we were going to do this and do it right, and we almost got it right. We're getting better each time. In 2000, 33%, a third of the candidates running for the state legislature, chose to exercise the public funding option. Very few incumbents chose to do that. It was mainly challengers. In 2002, the next cycle, we've got a large -- we've got 186-member legislature. So it's a large crew. 62%, almost two-thirds, almost double from the previous election exercised the public funding option. 2004, most recent election, 78% of the candidates running for the Maine legislature chose the public financing option. And I must say that it really has not affected the incumbent reelection rate whatsoever. It really has been neutral. Candidates from all political -- every point on the political compass are using this option. Liberal, conservative, urban, rural, democratic, republican. In fact, it's one of the few issues in the public policy arena that have such strong consensus. From every point on the political compass. When it comes to the cost, Maine, like virtually every government, is facing some very difficult budget decisions. We're in one hell of a mess, as we would say. Yet, despite the fact we're having to make some deep, painful cuts in programs many of us hold near and dear, there has been not a cry of protest that money spent for public financing of campaigns is money that is not being well spent. In fact, those of us that are strong advocates for funding adequately social services, public safety, education, the environment, we recognize that without public financing, without leveling the playing field, without enabling people with new ideas to have a credible campaign to expose those ideas to the general public, we would not have made the advances that we have. I'll point to one specific example. A leading plan in the nation, a health plan, to achieve universal health care coverage, never, ever would have made it, never mind out of committee and passed on the floors and signed into law by the governor, it never would have made it into the committee room had not 78% of the Maine legislature been elected through public financing. The old way of money and politics would have kept that bill bottled up. We took on the pharmaceutical industries, hospitals, and physicians, all at the same time, in the interest of serving the people. It

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was very liberating to see that elected officials were able to look the lobbyists in the eye and say, I hear what you're saying, I almost want to say "I share your pain," but I don't answer to you anymore. I answer to the people back in my district. Liberating. Administrationwise. I know there's legitimate concern, we don't want this to become a bureaucratic boon doggle. The experience in Maine, with 186 races, with two and sometimes three, sometimes four candidates running in each race, that's a lot of -- a lot of campaign expenditures to keep track of. We have done it all with two additional staff, period. This is every two years. So I want to emphasize in terms of implementability, if that's such a word, it has worked very well in Maine. I'd like to close by again saying that the work that you all have done out here really is state of the art. Each election cycle we've learned some lessons. We've had to make some refinements. What I see in the proposal that is in front of you really as far as I can tell, incorporates all of the learnings that we have learned the hard way in Maine, and I commend you for not only having taken advantage of that, but taking it to the next level. And I'll stop there, because I'd like to reserve time at the appropriate time for questions. Thank you very much for your attention.

Suzanne Novak, Brennan Center for Justice: Good afternoon. My name is Suzanne Novak, I am associated counsel in the democracy program at the Brennan Center for Justice at N.Y. U. School of Law. On behalf of the Brennan Center for Justice at N.Y. U., would I like to thank you for inviting me to testify on the constitutionality of the system of proposed public campaign financing for Portland elections. Brennan Center unites thinkers and actors. The center's democracy program has been working in the area of campaign finance reform on the federal, state, and local levels since its inception in 1995. The center is part of the successful legal defense team and two U.S. Supreme Court cases involving campaign finance laws most recently in *McConnell versus F.E.C.* In which the court upheld virtually all of the challenges to the federal bipartisan campaign reform act of 2002. The center has also successfully helped to defend numerous other state campaign finance laws throughout the country. In addition, the center provides legal counsel, legislative drafting assistance, and commentary to citizens and elected officials interested in promoting campaign finance bills or initiatives. Attorneys from the center also deliver testimony on campaign finance issues before Congress and state and local legislatures as I'm doing here today. Based on this experience, analyzing campaign finance issues and defending campaign finance laws in federal and state courts, and our review of the proposed ordinance under consideration today, it is our view that the system proposed for voluntary public campaign financing for Portland elections is constitutional. The principal of a funding system, most of the components of the system proposed for Portland have already survived constitutional challenge in other jurisdictions, both state and federal. Therefore I would like to discuss generally the constitutionality of public campaign finance schemes and then focus on the matching funds provision for independent expenditures. I've also submitted to the council a more detailed discussion of these topics in written form. I would of course be happy to answer the council's questions about any of the proposed provisions. While it is possible that a public financing system could be unconstitutional if it coerced candidates into participating, the proposed system is not coercive. The provisions are not punitive, and they do not in any sense require participation. Courts have repeatedly held that similar programs are constitutional because they impose no burden on first amendment rights. The Oregon Supreme Court held similarly. In that case the court described a tax credit only for candidates who agreed to abide by campaign spend which your limitations as in, quote, indirect form of public campaign financing that therefore did not implicate article one, section eight of the Oregon constitution. Courts have consistently held that providing incentives to induce acceptance of expenditure limit assist lawful under the federal constitution, even if the inducements create pressure for participation. The Oregon Supreme Court has held similarly under the state constitution. The challenged state law, which gave the candidate the objection of agreeing to or rejecting self-imposed expenditure limits was not coercive. The court concluded that neither statements in a

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state produced voter guide indicating whether candidates had agreed to and abided by the expenditure limits for tax credits provided for campaign contributions, only to those candidates who agreed to limit their expenditures, made the voluntary expenditure limits coercive. Several schemes that have been upheld have provided substantially greater benefits than the one proposed for Portland. Moreover, the absence of contribution and spending restrictions on nonparticipating candidates in the Portland system provides ample room for such candidates to raise and spend large amounts of money. Demonstrating that the proposed ordinance is not coercive. Moreover, providing matching funds for independent expenditures is constitutional. The proposed ordinance provides that participating candidates who are the targets of independent expenditures suffer whose -- or whose opponents benefit above a certain size, may receive matching funds in addition to their initial grab. Similar systems have been adopted in other jurisdictions. Maine and Arizona both provide additional funds in response to independent expenditures, and both limit these benefits to the candidate disadvantaged by the independent expenditures. The proposed ordinance does not restrict the speech of individuals who engage in independent expenditures or of candidates who are benefited by independent expenditures. It simply provides opportunities for additional speech within -- with a different viewpoint. The Oregon supreme court stated its support for this notion noting that public subsidies for campaign expenditures results in more speech, rather than a restriction on speech. No court has issued a ruling binding on Portland on whether the approached ordinance matching funds provisions are constitutional under the federal constitution. The superior view, however, use recently adopt by a federal court in Arizona, a ruling that is persuasive though not binding on Oregon federal courts. The Arizona ruling followed the view adopted by the U.S. Court of appeals for the first circuit, which holds providing additional resources to a participating candidate to enable her to respond to independent expenditures does not work any first amendment harm. The first circuit noted there is no first amendment right to speak free from response, and that the purpose of the first amendment is to secure the widest possible dissemination of information from diverse and antagonistic sources. There's only one case, *Day versus Holloway*. The decision in *Day* is not controlling in Oregon, and it has not been rejected by courts in two circuits. Moreover, as discussed in more detail in my written testimony, the eighth circuit undercut its own reasoning in *Day* just two years later. Thus the continuing vitality of *Day* is open to question. The Brennan Center has a few suggestions for technical changes to one of the sections, the matching funds provision of the Portland ordinance. I do not intend to go into that level of detail at this time, but would be happy to discuss those suggestions with the council at any point. In sum, the Brennan Center believes there are strong constitutional arguments in defense of Portland city code chapter 2.10 and it would stand a very good chance of being upheld against constitutional challenges in court. Indeed, resources permitting, the center would be happy to assist the city in defending the ordinance against any challenge to it. Thank you.

Sten: Any questions for the panel from the council?

Potter: Thank you for coming out.

Sten: Next up, three representatives from community groups. Shannon Olive from Oregon Action, Frances Baker from the Portland League of Women Voters and Chris Smith from the City Club. And as invited testimony, we generally don't put a clock on your time, but I'm going to try to ask you to keep it to three minutes each as I want your members to testify as well.

Potter: When you testify, please state your name.

Shannon Olive: Good afternoon. My name is Shannon Olive, I'm a 26-year-old single parent. I just wanted to say that I feel really privileged today for sitting in front of the city council. Would I have ever thought I would be sitting here testifying to you guys about this election. I've been a member of Oregon Action for a year. I love my organization. They have provided the best training and support for me, and I would never change it for anything else. Oregon Action is a statewide organization with over 20,000 members. We deal with social and economic injustice, low-income

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families, disenfranchised and people of color. Last year we put on a voter registration project, and we registered over 44,129 new voters. I alone registered 671 of those. And I'm just so proud of myself, I feel so good. [laughter]

Adams: Congratulations.

Potter: We're proud of you too.

Olive: Thank you. I also feel good standing in front of you today to represent voters owned election. These cards represent your constituents in the community who also support this voter-owned election and wanted this to pass. Voters owned election is an opportunity for me and our community to have a voice and to make a change, and to better the lives of our youth and children's future. The election will open doors so that everyone will have access to the candidate and will be able to participate and will be held accountable for their \$5 contribution. Last but not least, I just wanted to say the voter-owned election will strengthen the city of Portland to become a stronger community, and therefore everyone will be a part of the political process and the elections will be owned by voters. I just want to say thank you again for listening, and having me out here. And when it's time to vote, please vote yes, because I will be that first candidate to run. Thank you. [applause]

Frances Baker, President, League of Women Voters of Portland: Mayor and commissioners, thank you very much for this opportunity to speak to you today on this very important issue. I am Frances Baker, the president of the league of women voters of Portland. The league of women voters promotes the informed and active participation of citizens in government. We encourage our members and all citizens to cast informed votes and to participate in government decision making. As an organization actively involved in the election process, we neither support nor oppose candidates, but we do publish a voters guide and we organize candidate debates. The league has worked for over 25 years at a national level on campaign finance reform. And more recently in a variety of states, including Oregon. We are pleased to support this effort in Portland, and enthusiastically ask you to vote in favor of today's resolution. A Portland system of voter-owned elections will benefit the voters, those wishing to run for public office, and elected officials. In our view, one of the root causes of the apathy, mistrust, and said similar so prevalent today is our system of campaign finance. As you're well aware, candidates for public office must devote an extraordinary amount of time to fund-raising. Some of the largest contributions come from individuals and corporations doing business with the city. Regardless of whether these contributions actually influence council votes, the public has the perception that those special interests have the voice of those in city hall. The public perceives that the individual citizen, or neighborhood group, is at a disadvantage when they advocate for a public issue. In time, some decide it's meaningless to even get involved or even vote. Getting special interest money out of the election process will open up the political process and help restore the public's trust in our government. Furthermore, the election process is enriched when a broad array of capable and gifted candidates choose to run for office and inject new ideas and enthusiasm into campaigns. Unfortunately, under the current system, the ability to raise large sums of money is an essential qualification for potential candidates. If we adopt voter-owned elections, candidates will be free to dispense with large-scale fund-raising and concentrate instead on spending time discussing ideas, discussing those ideas with voters. Voters will know that candidates elected under this system are not beholden to large donors. And will begin to realize their opinions and their votes truly do make a difference. In addition, the time spent in meaningful debate, in meaningful dialogue with the public during the campaign will enhance and deepen the candidates' understandings of the complex issues facing our city, and help those elected to be more effective leaders. You have the opportunity to make a ground-breaking decision in Portland and adopt a system of campaign finance here in Portland that will help restore trust in government, attract talented candidates, and give our elected officials the opportunity to lead without the influence of special interest money.

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The league thanks auditor blackmer and commissioner Sten for their leadership on this, and we urge a yes vote on the resolution before you. Thank you.

Chris Smith, City Club of Portland: I'm Chris Smith, and I'm here in my capacity today as chair of the city club of Portland advocacy committee for voter-owned elections. I'd like to introduce the two other members of that advocacy committee, said Lee Sack, the distinguished U.S. Attorney for Oregon, and Jake Oakenberg, best known as a 19-year-old college student running against Vera Katz and finishing second. I'm sure Jake will be known for a lot more than that before he's done in this city. We like to say this issue is important enough that we've assembled three generations of city club to work out. City club only forms advocacy on committees when we have -- 80% vote of our membership. So this is something city club feels very strongly about. I'd also like to say city club is delighted to be here as part of a broad coalition of support in the community, and you have a list that represents some 40-plus organizations and businesses and a portion of the several thousand citizens who have indicated their support. Some of those names are on placards around the hall today. So we're just delighted to be here as part of this larger effort. Align -- a line from city club's mission statement that sticks in my head, part of our mission is to arouse awareness of the obligation of citizenship. And I think there is no greater obligation of citizenship than participation in the electoral process either as a voter or a candidate. And that's why this particular issue is so vital to city club's mission. I had the privilege to be chair of a research committee that looked at the system back in 2000 when it was proposed for legislative races in the state. And that's part of the reason I'm here today, is city club has been concerned about campaign finance for a long time, we have a report as far back as 1973 that identifies the soaring costs of campaigns for legislative elections. We have supported a number of forms of campaign finance reform from contribution limits, to spending limits, all of which have been declared unconstitutional, which is why I'm so delighted previous testimony points out this is a way to avoid the constitutional hurdles. Other things we found in our research back in 2000, in addition to the escalating costs of campaigns, we found that much of campaign funding comes from a very small concentrated set of donors. We found this creates a perception of undue influence and public citizenship. We found that candidates spend too much time fund-raising and we found that qualified candidates pass on running due to the demands of fund-raising. In our conclusions in that report, we found that under this system, more well-qualified candidates will run, candidates will spend more time on issues, and perhaps most importantly, we found the cost is minimal, and a good investment in the health, vitality and diversity of our political system. City club urges you to adopt this proposal.

Sten: Questions on this panel? Thank you very much, all of you.

Potter: Thank you.

Sten: We had two last invited testimony. Mark Gardner, a business person in town who has been working on this proposal, and Janelle Sturbence, a Portland State University student.

Mark Gardner: Mayor, members of the council, Mark Gardner, I live and work in Portland. From 1976 to 1985, I had the privilege of serving four Portland mayors as a public manager. Three of those as the chief financial officer of the city. I still haven't gotten used to the orientation of this room being reversed. Since 1985, I've been in the private sector as a financial consultant, business person, and entrepreneur. I've also been deeply involved in Oregon and national politics over the last 30 years. In those 30 years, I've watched the effective -- the effect of the private campaign finance system become ever more corrosive. And I think there's clear influence -- clear evidence of the influence on policy and political decisions that results from that. Witness which projects do and don't get funded, the federal that have shown how the movement of federal money has been dramatic, when administrations have changed, particularly since the change of all of the branches of federal government in 2000. The corporate investment and return on campaign finance that's been demonstrated most recently by "Washington Post" article about where corporations have received their return in the federal government, and examples like liberal democrats voting for the bankrupt

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reform bill, and for the elimination of the estate tax. The other thing to witness of course is the much increased amount of time and energy devoted to fund-raising by elected officials, and I know there's numbers that have been thrown out, it's tens of thousands a day for U.S. Senate candidates. And despite that, there's still some that will argue you can't prove contributions affect policy if that were true, that campaign contributions don't affect policy, why would businesses make contributions at all? How would they justify to their shareholders taking money that otherwise would go to dividends? I'd argue that it's obvious that businesses and other interest groups make campaign contributions explicitly because they expect to effect policy. I've been a significant contributor and fund-raiser for local, state, and federal campaigns, served as the finance chair of the Oregon Democratic Party, and I've raised hundreds of thousands of dollars in the private campaign finance system. I've done business around the U.S. and Latin America, including in places where pay to play was explicit and accepted. I've been a managing director of a national firm that grappled with pay to play in cities and counties and states around the country. And I've personally made contributions four-figure plus contributions to candidates in places I've never been to. In some cases, never even heard of, because my partners told me we needed to do that to get business in those cities and counties. All legal, mind you, but still corrupt. Rarely in Oregon do we see openly corrupt pay to play. But it does happen. And a close observer could clearly detect the effect of campaign contributions on access to public decision makers, skewed perspectives of elected officials, and the patterns of decisions on matters that are of interest to major contributors. I've seen this happen both from the inside and outside. I've participated in the private campaign finance system and benefited from it. It is correct. And it is getting worse, not better. Despite the rare contrary example of Mayor Potter's successful campaign. Even if you're willing to make the ridiculous assumption that contributions have no effect on policy, public campaign financing would still be an investment worth making because it liberates you and our other elected officials, some of the most talented people in our community, and the people we pay to make policy decisions and run our city from spending vast hours of time and energy begging for cash. That's time that you take away from the business of guiding and managing the city. I've managed the city's budget during some difficult times. And I know there are tough trade-offs involved in dedicating public funding to campaigns. But I submit that the value return to Portland citizens as a result of that investment far outweighs the cost. First, it absolutely will improve public policy making, and it will take the distortion out of the process that does result from private campaign contributions. And second, it improves the effectiveness and accomplishments of our key decision makers, you, our elected officials. Thank you.

Daniele Sturbons, Democracy Matters Coordinator: Thank you for letting me speak on this important matter. I'm Daniele Sturbons, Democracy Matters Coordinator on the Portland State campus. Democracy Matters is a non-partisan campus based organization with chapters throughout the country. We work to build and strengthen democracy focusing on money in politics and other pro democracy reforms. And I became involved with Democracy Matters because I feel the issue of campaign finance reform is crucial to ensuring that each citizen has an equal vote in government. In 2004, I was among the minority of youth in students who voted. Only 42% of college age students voted compared to 70% of those 25 and older. Youth voting has fallen 13% since 1972. And there's a tendency to interpret low voter turnout that evidence that young people don't care about their communities. However, young people do care deeply about their communities. A report by the Vote Smart Pew Charitable Trust found 75% of young people have strong opinions on gun control, health care, civil rights and among other issues. Also 60% of college students are involved in volunteerism. While only 16% are involved in political groups. When asked to explain this discrepancy young people respond they see very little reason to participate in politics and they believe this the system is broken and that participation makes little difference to either the issues or the communities they care about. If we pass voter owned elections in Portland we can stop this

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cycle and take an important step closer to ensuring the national legislation will provides more choices for voters and politicians by taking money out of politics. Politicians typically don't focus their resources on young voters and this is part of the reason why youth feel alienated and shut out of the process. However, when politicians opt into voter owned elections they will have more time to speak with the youth instead of spending time fund raising. Then once in office politicians can focus on the community needs and be free of the perception of being beholden to private funders giving them the opportunity to pass laws for the citizens further gaining the confidence of voters. As a result more youth will feel that their concerns are being heard and that their vote makes a difference. As the future of our country, the participation of youth is vital to enhancing democracy and improving society and a critical element to increasing involvement is voter owned elections. Thank you.

*****: Thank you.

Leonard: I do have a question. You gave me the bait and I will take it, mark. [laughter] you used the word corrupt to characterize the relationship between those elected officials who have been elected using contributions from special interests. Let's just use myself for an example. It's probably no secret that I have and proud of a strong union background. When I first ran for office and through now and try to fund raise I go to different unions and argue why I think the minimum wage is important and why it should be increased, why I think the restaurant association's attempts to pass laws taking wage cuts for waitresses and waiters and giving them credit for tips they get is wrong. I have fought against the attempts to repeal the little davis bacon act in the state of Oregon and as a result I get contributions from unions. When I arrived in whatever the form, be it the legislature or here I argue those same positions and often successfully. Are you suggesting there's something kind of a corrupt relationship between those of us who are supported by unions or whatever, private businesses and example you used in what they do when they arrive? I guess what I am trying to suggest is that -- that people that get that kind of support are saying the things that those interests want to hear a candidate say and therefore support them. The picture you paint is a somewhat darker one that one's views are molded by those that support them.

Gardner: I think I said that the system is corrupt. I wasn't talking about the individuals. But I will respond directly to your point, commissioner leonard. First of all, I happen to agree with you on those issues and I distinguish in my mind between companies and corporations and unions, which I view as collections of individuals.

Leonard: So do i.

Gardner: I think unions are collections of individuals.

Leonard: Although not everybody would agree with that.

Gardner: I understand that. I am a liberal democrat. What can I say? [laughter] but I do believe that there is a distinction. And I do believe that the most corrosive and corrupting part of the private campaign finance system is what comes from the corporate and business side. And I don't know how --

Leonard: I can't argue against that.

Gardner: I don't know how you -- I just don't know how you change that without taking a step like this, which allows individuals to have a much higher role in making things happen. And that I -- so I guess I would say that, yes --

Leonard: Are you prepared to plead guilty to some campaign finance given you give contributions?

Gardner: It's legal. Making campaign contributions in these circumstances is legal. And that's part of the problem. Unless you can find a system like this, which is an incentive for candidates to go a different direction, can't stop that. Because of the first amendment issues involve. This system that is proposed here allows you to provide an alternative which is a positive incentive that allows, as one of the speakers before said, people to make a choice, candidates to make a choice. And I

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think the experience and what it's been done shows most candidates do make that choice and it just takes that, takes that issue off the table. I think that the vast majority of elected officials, and as you know I am close to some of them --

Leonard: Closer to some than others.

Gardner: Are honest, hard working people trying to do the right thing for the public. But even they are branded by the perception and sometimes the reality that the system is corrupt.

Leonard: I appreciate that. I am glad you clarified that because I agree with your response.

Gardner: Thank you, sir.

Adams: Any questions?

Sten: Thank you very much. That concludes the testimony.

Potter: Ok. Karla, would you please call people up from the list. You have three minutes to make your remarks. And when you speak, please state your name for our records.

Moore: Come up three at a time. We have ian, nancy, and dana. They will be followed by sarah weatherson, maury and ruth.

Potter: Thank you for being here.

Ian Slingerland: Thank you. Mayor and commissioners, my name is ian slingerland and I am providing testimony today on behalf of the community alliance of tenants. A year ago I came before council with testimony about the same matter from our board and let me start by saying we are very excited by the thoughtful progress that has happened since that time on this matter. The community alliance of tenants is a grass roots tenant organization. We do a combination of tenant education and community organizing around the issues that impact renters who are low-income. Over the years our membership has participated actively in the conversations and debates that inform public policy in our city. In our membership there's tremendous passion, energy and thoughtfulness about the policies and practices that shape our neighborhoods and city. Unfortunately, this passion is nearly matched by growing cynicism about how decisions are made. As access to increasing sums of money become as prerequisite for participation in races folks that don't have money. Our futures are intertwined. We will not effectively address the issues of our city if broad segments of the community don't participate in the discussion. This is about the power of relationships and the opportunities that exist to develop relationships with our elected representatives. Our relationships shape our thinking in a very real way the breadth and quality of our relationships shape our understanding of the issues we face and therefore the decisions we make about them. Many of the folks who write big checks for council campaigns are civil leaders because they have a sincere commitment and they match this commitment with service to the community but this is true of thousands throughout the city and most will never get a call from a commissioner. This isn't to say you don't value their commitment or seek their input but it is to say there are real disparities in access. And these disparities matter. They impact the perceptions and outcomes of our democracy. We are excited by all efforts to expand Portland's commitment to broad community participation 37 we are excited by the prospect of a new system for electing leadership that positions the quality of ideas and the strength of public dialogue on more equal footing with the access provided by money. We urge your support for the resolution before you today.

Potter: Thank you.

Nancy Matela: My name is nancy. I am here on behalf of alliance for democracy which is a national organization that is committed to reducing or removing the influence of private enterprise from our public life, in particular, the environment, our justice system, and economics. I actually am not going to give my remarks, though, that I prepared because it's basically seconding everything that's already been said. Instead, I would like to say something about myself personally and how this would affect me. Two and a half years ago, I woke up to the fact that my country was moving in a direction that I wasn't particularly excited about. But I wasn't doing anything about it. And starting then, I started to do something about it. Mainly, bothering my friends with my soap

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box efforts to tell everybody what's wrong with it. Frequently, well, not frequently, but occasionally people said if you feel this passionately about things, you need to run for office. Every time that was said I realized they were saying that to shut me up. [laughter] but I spent a few moments thinking about what that meant. And immediately, said that isn't possible because I am not wealthy, I don't come from a wealthy family, and I don't have wealthy friends. Now, maybe I should get different friends but I don't choose to do that. I also saw a "60 minutes" segment maybe three months ago and one of the senators who are retiring, I believe, it was Robert Byrd from West Virginia -- doesn't matter who it was. I think all senators are under the same constraints. He said that he is retiring because he figures that he has to fund raise \$30,000 a day. As soon as he is elected, he has to get on the campaign trail and raise \$30,000 a day to get reelected. At that moment, I knew I wasn't interested in politics and I was shocked. This is a venerable, long-time senator and all of our people and I know you folks are also probably not \$30,000 a day but every single day that you choose to take a vacation or time with your family rather than on the telephone or at a party, then, you are behind in your campaign finance for your reelection. That should not be the case. That time should be spent with your friends and your family if not your constituents. I think I know 200 people that would give me \$5 each to shut me up at parties. So I think I could come up with that \$1,000 required. I am a middle aged professional minority -- I would be considered a minority-owned business, and under this system, I might be able to run. Before this system was presented to me there was no possible way that I would even consider doing it. So from a personal standpoint, I would urge you to say yes.

Dana Hepper: Thank you so much for allowing me time to testify in front of you today. My name is Dana. I am a lifelong Portland resident and a member of Oregon Action. Oregon Action trains and mobilized low-income and minority people to advocate for themselves in government. Throughout our voter owned election campaign we have been talking with the public about this measure to gain broad public support. And as a former teacher, I often incorporate questions into this testimony or into these presentations and I often start by asking people if they have run for office and there's no surprise most of them haven't. But the concern, some concern arises within me when I ask them, why? What would it take to run for office? And I keep waiting for someone to say, good ideas. Or broad community support. Or determination. And I haven't heard it. What I always hear is, it would take a lot of money. That is the main obstacle. I have a lot of deep respect for those of you sitting up today who made your own campaign contributions. I voted for you and I am glad to see you. This isn't a novelty by limiting your own campaign contributions, you will win. In fact, 85% of races have the person who raised the most money winning the election. So what's the effect of this excessive need for money? I am going to talk really quickly about the elephant in the room and I do so with the ultimate most respect for everybody sitting in front of me. You are all white men. This is not lost on me. It's not lost on the 250,000 Portlanders who are women. It's not lost on the tens of thousands of Portlanders who are minorities. Admittedly voter owned elections doesn't directly address the deeply ingrained sexism and racism behind the realities of our democracy. It does begin to address, though, the economic obstacles faced by oppressed groups in our city and country. Organize is known across the country as a leader on progressive politics and we know that progressive politics are not driven by eastern or southern Oregon. They are driving right here in Portland, Oregon. I encourage you to derive this state to a political system that values true democracy, unfettered by the sexist and racist realities of capitalism. Thank you so much for taking the time today.

Sarah Weatherson: For the record my name is Sarah Weatherson and I am with the money and politics research action project and I appreciate the opportunity to speak in favor of the ordinance before you today to bring voter owned elections to Portland and increase access to city hall for all Portland events. As a Portland city council considers taking this historic step questions have arisen about weaknesses in the current system of private campaign financing that have full public

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financing system might address 37 in your report which you are receiving now tackles these questions and I want to highlight some of them here. First, I want to be very clear. There's no evidence that candidate fund raising practices are corrupt or somehow dirty. Candidates and contributors in the city of Oregon play by the rules that leave many Portland residents out of an important part of our political process and create a perception that the decisions the city council makes are more about who gives money to campaigns than the needs of city residents. We suggest the issue is that we need a new set of rules like the ones under consideration here today to return elections to the voters. There are five key ways in which Portland races for council are out of balance. Dollars from small donors, contributors who gave \$50 or less, make up less than 5% of all the money raised. A significant percentage of contributions in competitive races come from contributors who give to both candidates in the race, presumably that have more to do with gaining access than ideological agreement. Candidates running in the private campaign financing system depend heavily on a few sectors of the economy. Contributions come from an uneven concentration in the city and incumbents enjoy a significant advantage. Voter owned elections for candidate campaigns will diminish the role these factors considerably. One candidate self-imposed limits gathered in the donations he received in 2004 but even so contributions from small donors made up again less than 5% of the money raised in contested general election races.

> I will point out not to pick on them but the finance, insurance, and really estate sector made up to a quarter of all campaign contributions to the city council in 2004, showing the developer have the ear of city hall. Perception of the effect on campaign fund raising with regard to how residents in different parts of the city may affect their neighborhoods. People who live on the west side are nearly 33% more likely to need services. They feel safer, use their parks and recreation programs higher and they like the water in their taps better. They enjoy better streets and nicer housing symptom. West side Portland people give more money to candidates from fewer people giving larger average contributions and fully 60% of the money in 2004 raised in this came from the west side. Factor out self financing that proportion is nearly 75%. So whether it's true or not the contributions take political campaigns how they can sell shows. Many feel the differences they see in how differences are delivered and their neighborhoods are tied to the ability they and their neighbors have to tribute to candidate campaigns and over time this is the kind of perception that can eat away Portland values so highly. Finally, there's some question about whether public financing will exacerbate using the incumbents and our analysis says federal owned elections has the pressure to create a more even field playing. I think thank you for the opportunity to speak in favor of the ordinance before you today and I am happy to take any questions you have.

Adams: Sarah, if I could ask a question. I thought page 9 was especially fascinating. It shows that in the general election all the double dippers abandoned my race. [laughter] so this looks like a lot of work that you all went to, and I think it's really useful work and is there, in terms of the analysis that you have done here for giving patterns, are there some key points that you would like to highlight for us?

Wetherson: As I pointed out there really are five areas where you know, large areas where we see because of how people give money that creates perceptions that there are problems with our system. If you are speaking specifically about the patterns of double dipping, you know, I think again that's an area where whether folks early on gave money to both candidates and then made a decision later, to give money to one of the other candidates or folks gave early on to a candidate and then saw that maybe they ought to hedge their bets a little.

Adams: They were going to lose.

Wetherson: And start giving to the other guy. We think that that demonstrates there is a percentage of folks out there who feel that they have to borrow Mr. Gardner's phrase, pay to play. They want to make sure no matter what the outcome is they're coming out a winner. And we think whether you as a candidate are aware of that, either while you are a candidate or when you are in

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office, the effect that has on people like, the people in this room who don't have the kind of wealth to give money in order to gain access to candidates. You know, that is a corrosive effect for all of us.

Ruth Beale: My name is Ruth Beale.

Potter: Would you point the microphone.

Beale: I spend most of my adult life in meaningful activities. During the 1960's I participated in the civil rights marches, the right to write and the freedom riders. I attended all of these seven states and how to make the changes possible. I think our next step is for this generation to run and 11 elections. The only way for this to happen is for the city council to enact vote on the elections. Thank you.

Jared Spencer: My name is Jared Spencer. And first you would like to thank the mayor and all the commissioners for listening to me today. I am with money in politics action research project but particularly I would not have chosen to work with them and to serve my time and energy into this endeavor if I didn't believe myself in what they were advocating for. I want to tell you why I support they remember personally. This ordinance, the opportunity to seek public office. When deciding whether or not to run or not 30 the other team determines if there's a valid. This would be the basis of deciding their viability. Unfortunately, money is a large factor in the viability of any candidates. Instead of listening to every day voters it's more beneficial to listen to campaign contributors. I do not think that spending large amounts of time raising money, best serves the voters and once the person is elected. It comes down to the fact money is an obstacle that has to be overcome in order to hold office. We provide ourselves on the back bowling is something everybody can participate in regardless of our class or income. Many think being presented in this way is the ultimate express of liberty and freedom. Shouldn't we also have the opinion that participation in the electoral process ourselves is the ultimate expression of our freedom? If not then we must accept the money in politics to some extent tend are hand in hand. Is this the type of system that we want to use? We should be deciding who runs and who doesn't run based upon the try viability of the candidates, not much they can raise. I believe in having new perspectives is not something we could preclude. I think that my perspective is vibrant politics. I have been told the great movements in the 1960's were fueled by young people. All throughout this century great fluid movements have been fueled with the youthful idea that change can come. Why must we wait as youth until, wait until something is broken to decide to do something? Let's decide to hear the opinions of young people in debate. Let's allow our bright young minds of Portland to engage in the city politics. Voices, opinions and student activists and concern the parents and all those who live this great city to be heard. Let's decide to support voter owned elections. It allows us as citizens to hold those who are representatives truly accountable to those on which they represent. This allows us to vote accountable because each one of us under this system is responsible for securing the communities and our great city. I think that is a good thing. Thank you very much.

Potter: Thank you all for being here. Please state your name and testify and please limit your comments to three points.

Jerome Ackles: Good afternoon. Mayor and council members, my name is Jerome Ackles.

Potter: Could you turn this -- thank you.

Ackles: I am Jerome Ackles. I am an ex-felon and I am really honored and it's a humbling experience to be here to speak, you know, this this room today and I want to say that from my own personal experience with Oregon action has meant to me it has given me a viable vehicle to be able to see live in a different perspective, an opportunity to change my life and affected others' lives in a positive way. And that's what I have done since I have been involve with Oregon action the last year with the leadership development program. And I really believe in voters owned election because it gives people the opportunity, you know, to be able to run for office. But anyway, I just

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want to conclude that that I believe in the campaign, and I urge you to vote for it. And to conclude with that, I am not running for office. You don't have to worry about me. [laughter]

Potter: Thank you.

Joyce Akles: Good afternoon. My name is Joyce Akles and I am very happy to be here today and I am excited about taking part in this voter owned elections. Voter owned elections will allow anyone to run for an office and not be hindered or be worried about money when they are campaigning. A yes vote to the city council will mean a lot to our community and give us equal access to everyone in the community. And I just like to say thank you for taking out time today and for listening.

Potter: Thank you.

Norman Turrill: Mayor Potter and commissioners, my name is Norman Turrill. I am here representing common cause of Oregon organization. And probably the first one who's not from Oregon action presenting to you this morning. Common cause is a nonpartisan political organization that advocates accountable, responsible and responsive government. I will like to spend my few minutes today answering the Oregonian editorials this month. In both "the Oregonian" asserts the choice we face is between police officers or parks or clean streets and funding the city candidates. Well, if that were the choice we face today, then, I, too, would be against this proposal. And would choose police officers and parks and clean streets. But that is not the choice. The choice is between the way we now fund our city elections with large, special-interest contributions and funding our city elections by all voters. The choice is between these large campaign donors, what the large campaign donors want the city to spend its tax dollars on, and what all of the voters would want their tax dollars spent on. The choice is between the attempt to buy influence and access with large campaign donations and the voters just saying no. We do not usually see a blatant connection between donations and city spending but the influence is insidiously there nonetheless. Without this influence we might actually even see a decrease in city spending or perhaps more police, parks, and clean streets. Thank you for your attention this afternoon.

Potter: Thank you. Thank you all for being here. Thank you.

Jamie Partridge: Mayor Potter, commissioners Leonard, Adams, Sten, my name's Jamie Partridge. I am happy to be here and I am representing the jobs with justice coalition. Which is a coalition of 70 labor unions, community organizations, religious organizations whose purpose it is to defend workers rights, advance workers rights. And our organization also includes -- our organization is endorsing and supporting voter owned elections and we also include the two major city worker unions, AF of M 189 and Laborers 143 who have also endorsed voter owned elections. And although we do not recruit, run, or even endorse candidates for city council many of our constituent organizations do, and many of our coalition members have attempted to field candidates for public office only to be discouraged by the amount of money necessary to run a credible campaign. My own personal experience as a secretary of the Portland rainbow coalition for 15 years, I was at the heart of efforts to recruit and run candidates for city council, for county commission, for school board, for state legislature. And money was always a barrier. And here's what our flyer read in 1999 when we supported an earlier remedy, district representation. "working people, small business people, union members, people of color and other minorities cannot run for city council unless we sell ourselves to wealthy sponsors. In recent years city council candidates have raised close to half a million dollars to run and win. A candidate's local reputation and ability to work hard for their community should mean more than their ability to raise campaign money. We need elections, not auctions. We need political campaigns, not public relations campaigns. Our commissioners should listen to you because they were elected by you, not selected by downtown financial elites." this has been a struggle we have been part of for years and we are very happy that this particular ordinance is before us. The money barrier is greater today than ever. And what's particularly difficult for us in community and labor organizing is the cynicism and disengagement

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among the elect rat, among regular people and potential candidates. And public, you know, public trust of politicians is at a very low point. We need a fundamental change in campaign financing to get this participation, to win voter and candidate participation and confront the rising anti-government tie. So the voter owned election model works and Portland should adopt it. Thank you.

Lucinda Tate: Good afternoon. Mayor Potter, commissioners, my name is Lucinda Tate and I am the chair of the rainbow coalition. Ever since the rainbow coalition was organized to assist of Reverend Jesse Jackson to run for president, I have actively sought, trained, and supported candidates at the grass roots level to run for local and statewide offices because of the candidates' ability and their passion to run for office, many of our members and progressive grass roots candidates won, and are sitting not only in seats in the local level but also in the statewide level. The one discouragement we have, though, is that a lot of talented grass roots citizens could not run because they did not have the funds nor could they realistically raise the funds to run. That is why I am here today, to support the passing of the public campaign financing proposal that's before you. Since March of 2003, Commissioner Sten sent us a letter asking the rainbow to give input and to support the campaign finance reform movement, and we did so with great expectation. During the past two years, we have had meetings, we have representations, representatives from the city backing the proposal that you have, and also we have had trainings on the voter, voter owned elections. Greater participation for grass roots candidates, leveling the playing field for candidates financially, and having more contact with citizens are principals promoted by all progressive organizations that especially the rainbow coalition over the years since we have begun with campaign organizing. Having voter owned elections will elevate political office where it should be. And make good government a reality and not just a motto being used by candidates and their campaigns. The need for politically financed campaigns is sorely needed and the rainbow coalition encourages the city council to approve this proposal. The primary of 2006 is rapidly approaching, and we need your support in helping to get grass roots candidates to be able to run. Thank you.

Dolores Hurtado: Good afternoon, mayor, councilmen. My name is Dolores. I am a long term activist in the process of making our democracy work, and to make it more accessible to the public. I am a past member of the national board of common cause and a founding member of common cause in this state, and I am currently more active with the alliance for democracy which is working very hard to curb the influence of big money on political issues. And the thing that has bothered me the most over the last few years is the alarming trend towards higher and higher expenditures for campaigns which requires more and more fund raising. And I hear again and again that voters are fed up with the possibility that they have no influence at all on what is going on in their state capitol or in their city hall because they can't afford to contribute. I think it's very striking that "the Oregonian" last week carried this front page article called corporate america reaping benefits of gifts to GOP, and then listing the rules in congress which passed in the last month which benefited the largest contributors, fortune 500 companies, that had invested, according to this article, millions of dollars to elect republicans and are reaping the benefits of a government controlled by the three-some, the president, the house and the senate. And they last list NBMA as being the fifth largest contributor to -- these are to the Bush campaigns. As one knows that we are promoting this recently passed bill to curtail personal bankruptcies. They list Exxon Mobil and some of the other oil companies who have been, for 10 years at least, trying to get through the Alaskan wilderness opening. They list Wal-Mart for another huge contributor that have recently won a bill that isn't quite all the way through yet, which would protect these corporations from class action lawsuits. Well, this is the kind of publicity that we are becoming aware of finally even the media is covering this kind of connection. And the problem is voters are turned off and we need a different way for them to participate. I applaud the efforts of this city council and mayor to promote public funding because this, I think the time is right in this country. I think there is a growing realization that this

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does not work as it is working now, as it is operating now. I want to just mention very quickly that I went to the city council, I heard the representative, Rick -- I forget his name -- from Arizona who, a republican legislator who is so enthusiastic about the new system and feels it has made such a difference in the kinds of decisions and in his feeling about his job because he can go and talk to people and not have to spend all this time fund raising. As we heard from the gentleman from Maine and I am pleased he was able to come. I have given you a copy of some of the results of surveys of those, what's happened in those two dates and I think it's really eye opening as much as of the system is open.

Potter: Thank you.

Adams: I wanted to declare up front Dave Lister is a contributor to my campaign.

Dave Lister: And not a double dipper.

Adams: And he stuck with me to the very end.

Lister: So you are the one, huh?

Adams: Yeah. The mayor's got a bone to pick with me.

Lister: Good afternoon. My name is Dave Lister. I do want to recognize the hard work commissioner Sten and auditor Blackmer have put into this ordinance and Marshall Runkell here for extending me great courtesies in providing clarifications and answering questions. And I am also sitting here in earnest hope that as is customary in this chamber you listen to both sides of an argument. I have to come out in opposition to this ordinance at this time. Based on its urgency and priorities. It's true that \$2.45 a day is a paltry amount it's a paltry amount that would put 100 police officers on the street. It would open jail beds, fix countless miles of rutted roads and it's true that Portland has become a beacon of sorts, a beacon which draws national attention on methamphetamine epidemic, failing schools, half hour 9-1-1 wait times, and rampant, unprosecuted property crimes. Campaign finance reform will not fix those problems. Only money will fix those problems. At a time when ever increasing budget cuts are impacting essential city services we cannot afford this program. Also when citizens have examined the budget and offered input regarding certain allocations, we are always educated about the color of money. Water bureau money, for example, is or -- and cannot be used to fund police. Which require green money. This proposal, however, threw manipulation of overhead and calculations received its funding from all budgets discretionary or nondiscretionary. How can we explain to the taxpayers that orange money can be used to fund political campaigns but can't be used to fund police officers? And finally, as Sam said, as a contributor to races, I think there's a misconception about what a contributor has in the way of an expectation. We don't fund races on the expectation of buying votes. I never gave anyone any money on the expectation of receiving the city contract. I have never done business with the city. We fund candidates because the candidate is more closely in line with our political philosophy and our vision of how we would like to see to be run. Mayor Potter, you have proposed a comprehensive charter review for some later tonight in your term. I would respectfully submit to all of you that the guys of this ordinance are more appropriately addressed in that broader conversation in the charter. Thank you.

Ken Turner: Good afternoon. I am Ken Turner, and I would like to say, you know, to a degree, that I have supported some candidates that are sitting up on the dias today, I have supported other candidates. And I feel that my knowledge of you gentlemen here that there's no corruption involve whatsoever. And I defend that. I am also a member of small business advisory council but I am not here today on their half below this issue will be before that full council within a very short time. I do have a concern about where this money is coming from to finance this issue. We do have streets that need to be repaired. All I have to do -- I will drive my car and as -- I guessed and you don't drive you down Powell Boulevard and tie the time you get to 82nd you don't agree there's some potholes that need to be fixed, I don't know why. I'm just not sure about that. When the officials are all concerned the citizens are about having, or the lack of police, perceived lack of police on the

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streets. This is one of their top priorities. And taking and finding all of a sudden between 7300,000 between \$1.3 million for financing when it could be used for essential students services, I wonder about that. I have also not seen in this well put together report, the limits of how many candidates could revenue these funds. We talked, we heard some comments about what they think would be the expenditures. But as far as I know there's no cap. No limit on how many people could actually qualify for this. So the event, 1.3 may not be a real, real figure. We talk about citizens' control of the vote. This campaign. If it's really that, why don't you refer it to the voters. Let all the voters vote on this. Let them determine if this is what they want, how they want the taxpayers' money to be spent. You will be doing a great job at that time. I believe. I will vote from this document of three writ says a healthy elections system should's occur a healthy. Government is responsive to voters. And again, I courage you to refer this to the voting public. Let them know about it not waiting six cycles or six years or whatever it's going to be they can find out if he can vote on it. Thank you.

Kari Chisholm: Good afternoon. I'm kari chisholm and I am a professional political consultant. We do internet stats for campaigns and nonprofit organizations. I should be clear that I don't speak for anyone but myself. One, before I get started one minor technical suggestion. In the definitions area, the qualifying contribution is defined as a check, a cash, or money order. A contribution of \$5. I encourage you to include credit card contributions because those are made online, on the contributions are a huge democratization force right now. As both commissioner Sten and auditor blackmar can attest I can talk for hours on this issue and I will spare you that today. It was unfortunate this proposal was known initially as a clean money legislative. It's led to a large number to go on the press demanding evidence of corruption and -- there's no reason to push this ordinance forward. This proposal was never about corruption or the concept of corruption but simply the vast quantity of time it takes to raise money.

Chisholm: Ok. I have have mentioned this earlier but I would like to illustrate the point. A few weeks ago I met with a friend who is thinking of making it to high school. Being the guy we want to serve. He's smart, savvy and he's already, you bring things for our community. He's by the way not running against any of you. [laughter] before we discuss his ideas, his goals, or his campaign message, though, we had to have that first tough conversation. I reminded him of the office he intends to seek he will need \$100,000 and he has a year to raise it in time for the next primary. That ken sills out to \$333 every month for the next 12 consecutive airports. If you are privately wealthy it requires a substantial investment of time. It means this month, april, he has to find, you have to find 83 people to give you \$100 each. That's a lot of phone calls. That's a lot of conversations. Even if you can find eight or nine people who can give you \$1,000 this month, that's a lot of lunches, a lot of dinners. Nobody will just give you \$1,000. You got to remind them. [laughter] of course, once you have done that this month, you have to do it again next month, and the month after that and the month after that. 8,000. Never mind the source ever all that money. Think of all the time it takes, maybe 40 hours a week, every hour a candidate spends raising money is an hour not spent meaning citizens discussing issues, going door to door, when you have community meetings, engaging citizens online, putting up lawn signs. Doing all those things we call campaigning. Some say that's no's choice. I also worry about how much time the officials, the five of you and people sitting in your five seats are spending raising money instead of governing. It's not about dirty money. It's about making a choice between two visions for the future. Do we want our candidates and elected officials spending their hours raising money from those who will give it or talking to voters, listening, learning, communicating ideas, engaging our community? The city's net budget is \$1.73 billion this year. The estimate for this proposal is \$1.3 million. That's less than 1/1000th of the city budget. I think it's clear for the small price of less than 1/1000th of Portland's budget cities can buy back their time and candidates will be more engaged with our community and we will be

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more engaged. There's obviously a lot of details to work out. I am happy to talk about them as length but I think the broadest sense this is very good.

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

Potter: Mr. Turner, I would like to respond to you. I did have campaign finance reform as a plank during my campaign. 61% of the voters did agree with me.

Turner: That's very good. You are a good example, mayor Potter, about being able to overcome this.

Potter: Unfortunately, I am an anomaly.

Turner: I need to disagree but I think, I think general public, the voters, make that decision. They know when they want a canceled out. That's the great thing about democracy. Being here this morning or this afternoon, is an exercise of mine in democracy. Let's leave it to the public, the voters, the people who make up this country, the people who live in this city to make that decision. What's wrong with that?

Potter: Thank you.

Sten: I want to thank you for your help. He's helped a lot figuring out some issues and I appreciate it.

Potter: Thank you for being here, folks. Please state your name when you testify and keep it to three minutes.

Elizabeth Callison: Thank you, Elizabeth Callison. I am here to ask council to amend this heavily flawed ordinance. I think only give you one or two possible amendments. You want Portland to be a national model. Consider this date line. Portland, Oregon, they sell their parks to buy their politicians' campaigns. Would any of you on council feel good at looking at a group of school kids and their parents while having to explain, gee, I just have to vote so to sell over soccer field to pay for my campaign? That's one of the real consequences of this ordinance. And the irony is that although it's mistitled as the voter owned elections ordinance, the voters are not being allowed to vote on its adoption. At the very least this should be referred to the voters who will be paying for it but back to that neighborhood park. Note on page 26 in Mr. Blackmer's report, he's got this quote, "this can be used as an optional way of gaining more money for this fund. Sales of surplus property, the city could sell off any surplus property and deposit the funds in an endowment that would pay for political campaigns." What do you consider surplus property? Besides the business buildings and equipment, of course, that can be in community parks and green space. A few years ago the city council sold off seven acres from a park in north Portland after a battle with the neighborhood association. Activists like myself from all over the city tried to close off the sale. John's Wood park sold off to a housing corporation. The city used its attorney to fight the community's volunteer attorney but as usual city hall prevailed. It set a precedent so the next one would be easier and Smith School, for example, the school's been deemed expendable by the district and its 22 -- I am sorry 220 students. The fields are owned by the parks department. Those would be now considered, I would expect, as surplus land. The auditor can recommend under the Blackmer-Sten ordinance to be sold to pay for his and their and your campaigns. It's instructed to follow the money. Please don't be naive. It will provide the most financial benefit to the political consulting firms and if you look on Blackmer's report on page 19 most people stand on concept development or campaign consultants, not surprisingly they're the first line of beneficiaries. Number 2, the next big winner will be the mayor. They are in the best position to get their employees to sign their petitions. But the biggest winner is the auditor himself. Not only is he going to be the unseen guy in the corner office he gets his own little fiefdom. He gets to come three for more \$1 million bank account. He needs to appoint a new commission of his own hand picked citizens, he gets to investigate any wrong doing and he gets to be a beneficiary. Please amend it so the voter is taken out, he is disqualified for illegal use of campaign funds. Can't be an investigator and run the fund. Thank you.

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Dan Petegorsky: Thank you. I'm dan petegorsky. I am the executive director of western states center. I also sit on the national board of public campaign together with lori and I am on the national board of the institute on local and state politics but I want to address you this afternoon as a parent. I live and work here in Portland. My daughter goes to school up the street. And just last night, my son played, thanks to our wonderful park system, in his first little league game over at wilshire. And I would be remiss if I didn't say he was on fire at the plate and batted .1000. And because I come here as a parent, I do share the concerns that the gentlemen on the previously panel expressed for the state of the budget both my own family budget and the city budget. And I think that most know as families also share those concerns. Last week I attended the budget hearings and remember the opening of those hearings where you addressed the crowd and talked about this process, the budget process you are going through now, as really setting the tone for retooling the council to address what's likely to be an ongoing fiscal crisis facing us not this year but in the next years. And it's in view of my concerns about the budget, my own and the city's and what I expect from the city in terms of my son's use of the parks, our schools, the other services that we rely on, that I so strongly support this proposal and couldn't think of a better way for you to begin to retool the council to signal who's priorities you are going to be keeping in mind when you address those budget dairy decisions now and in the future. I especially commend you for having the guts to do it now without waiting. I use a more colorful term, given the male nature of the council but gary informs me this is on life and wasn't sure of the seven-second delay rule on there.

Leonard: I haven't actually tested that.

Petegorsky: Ok. We usually don't hear that. I won't follow his lead on that one. But I think this is critically important because if we are going to continue to have confidence in the council in its ability to make hard decisions now and in the future regarding the priorities in that budget process, you make a hell of a lot more decisions on budgetary items that are so much larger than this one. We need to have confidence that you are keeping in mind the interests of families like mine and people who can write \$5 checks and not \$5,000 checks. So again I want to commend you for this. I hope you will take action and when you do, my \$5 checkbook will be open and I would be happy to speak to any of you about those \$5 contributions. I can tell where you to find me after this.

Leonard: Is that if we vote yes on that? Are you looking for us to exchange our votes?

Petegorsky: I am looking for you to convince me you are worth the five bucks. [laughter]

Potter: Well said.

Leonard: Uh-huh.

Cameron Vaughan-Tyler: Good afternoon, mayor and commissioners. Mime cameron von tyler and I am representing the Portland business alliance regarding the campaign finance reform you are recommending. This is been a difficult issue for us. While we are supportive of looking for seeking people who seek elected office we are concerned about several issues surrounding this legislation. Most importantly the fact that you would be using taxpayer dollars to finance candidates who, for their own personal reasons, wish to run for office. This legislation comes at a time when you are also asking your bureau directories make significant cuts in their budgets. Each of us has spent the last several months making great strides to find millions of dollars in savings that you now wish to give away for a program which will benefit only a handful of people. We are concerned that you are not immediately referring this to the voters but rather are trying it out for several election cycles which I understand might be as much as six years. This is expensive. We recommend you refer this issue to the voters first so that they may decide if this is the way they would like you to spend their money.

Potter: Thank you all.

Adams: Thank you.

Cindy Catto: Mayor and commissioners, my name is cindy and I am here today representing associated general contractors and our members in this area. I have submitted a letter from our

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president, current president and our executive director and they have asked me to come antonio davis and summarize their thoughts. I will leave to you read the letter at your leisure. I don't expect a lot of waving hands behind me as I am testifying.

Leonard: Something is waving back there. There may be one or two.

Adams: A few out there.

Catto: There a perfect world, where the city was not facing an eight to \$9 million budget shortfall, and where there was money to eliminate the \$47 million you were funded maintenance back log in parks, and transportation, and o.m.f., this might be a very good idea. But we don't live in a perfect world. And I have heard all afternoon a million and a half dollars or \$1.3 million isn't very much. And by golly we should go ahead and spend that. But the message that sends to the voters of the city is, you don't have money to fix that pothole in front of my business or my home, you don't have money to maintain that park building in my neighborhood park, but you have got money to spend on campaigns. I think this is a bad message. My members think this is a bad message. Now is not the time to divert any money away from the important things that you need, and important decisions that you need to make. There are critical funding priorities that you have been spending a lot of time on in the last several weeks. Don't divert your attention now. If this is, in fact, a -- the best way to spend taxpayer money in the city, refer this to the taxpayers and let them set a very clear message to you this is how they want their money spent. Not in other, in other priorities. A.g.c. Remains available to work with you on ways to try to reduce that maintenance back log in ways to try to fund -- find funding for those other critical issues. We cannot support this ordinance and we ask that you not pass it at this time. Thank you for your attention.

Irwin Mandel: Good afternoon. Irwin mandel representing himself, an ordinary citizen. This seems to be a great idea as time has not yet come. We cannot afford to have this happen now. Commissioner blackmar -- I like facts and I like to work with figures as well. Let me set up a more realistic scenario. We have the auditor, two commissioners and the mayor running for office. All incumbents. And we have two people opposing each of these positions. Between the primary and general election, my figures come out to \$3.2 million. Not one point something but \$3.2 million. You can work this out for yourselves. That's a lot of money considering the fact that you are planning this year to take million bucks out of the police department's budget, police bureau budget. Now, this was the last thing I know from "the Oregonian," the mayor has not yet released this final budget. He postponed it one day. In addition, mayor Potter considers himself an anomaly. That remains to be proven. You may very well have become a model for not just the trend setter but for the way our elections should be run. The people of Portland can make these distinctions when excessive money is poured into one candidate. Campaign. I think you proved something. Let's give the citizens of Portland a chance to see whether or not you have proved it. This ordinance should not be passed. I agree with many of the people who are before me. You have made it a point of saying that you want to do what the community wants done. Well, submit this ordinance to the voters and see what the voters want done. This is not a voter-owned election. This is a voter-paid-for election procedure. That's all.

Lili Mandel: Hi. I'm lili mandel. We Portlanders are wild, wily, whimsical and wonderful. Remember, it was not dollars but cents that elected our present mayor. We Portlanders proved that elections can't be bought. I urge you to see if the last election was not a fluke. That's an eastern fish. But a succulent chinook salmon before we start paying for elections on a very scarce public funds. Thank you.

Potter: Thank you.

Adams: Thank you.

Potter: Thank you.

Moore: We have a john shell. It might be and janice thompson, marcus simantel. Is there a jane leo?

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Potter: There is a third person?

Leonard: David Jackson.

Leonard: Jane is standing up. I'm not sure if she is coming. Jane, are you coming?

Potter: Thank you for being here. When you speak state your name for the record.

Janice Thompson: I am Janice Thompson with the Money Politics Action Project in support of the proposal. I wanted to make a couple of points. One is just a clarification, somebody referred to there not being a cap in the number of candidates. There actually is a cap on the overall spending that can go into this system. So there's definitely a break built in. Not built in in the form of limiting the number of candidates. I think there was a lot of policy decisions. Thinking related to going that route into kind of addressing that concern. In terms of the cost, obviously, you know, it is an important question, given our current budget issues, but I want to refer back to previous testimony and really speak to the cost savings potential. And give an Arizona example. 2002, the first governor in the country elected under this new system, Janet Napolitano was elected in the state of Arizona. She made a campaign promise that she would adopt prescription drug bulk purchasing, require it for all state agencies. The very first thing she did upon being elected was sign an executive order to that effect. Something that here in the state of Oregon, we have not been able to move through at the state legislative level. She was able to make this tough policy choice that, again, like some of the examples that Ed referred to, is saving money. So you have to take a look at it in terms of being an investment. And then in terms of the referral question, it's obviously very interesting dynamic given the role of referral politics in the state of Oregon. I want to just toss out the idea that you would actually be then throwing this idea into a political process that we have a lot of evidence here in Oregon is quite burdened by big money sound bite campaigns. So the notion, you know, Commissioner Leonard has lots of feelings about the role of the legislative process vis a vis the legislative process. There's no magic process for making these decisions. And finally, I believe in his comments, Auditor Blackmer referred to, you know, looking back at, you know, down the line looking back and why did we ever do this, other historical examples, election reforms, there were not always private ballots. Some of the other really critical decisions that have been made in this country, the Voting Rights Act stands out in particular. Would we have wanted to refer the Voting Rights Act? I think that's how we need to think about this. That's all. Thank.

Potter: Thank you.

Marcus Simantel: Mayor Potter, commissioners, my name is Marcus. I live in Goose Hollow. Here as a private citizen. 1994 and 1996 I ran for the state legislature in a rather large district out in western Washington county. I took on the incumbent. I didn't have name recognition. I thought I was a pretty good candidate. Friends of mine thought I was a pretty good candidate but we figured out that it would take \$125,000 in order to have a good opportunity out there. So I spent most of my time raising money. It wasn't that just that I had to spend so much time raising money, though. Most of the people who were able to give any amounts of money usually were lobbyists or represented some particular point of view very strongly, and I found myself, was I liberal enough for this lobbyist? Was I conservative enough for this lobbyist? How was I going to get that support and those dollars? And so I think even before the election, which I lost, that I got 47% of the vote both years, both elections, before the election even took place, I felt I was compromised because of the money in the PAC. You had to have the money to carry on that kind of a campaign. So I see this as a very positive thing. I see it as a gutsy thing for a commission to do, and I admire you for stepping forward with this. I urge you to vote yes. Thank you.

Jane Leo: Good afternoon. I am Jane with the Portland Metropolitan Association of Realtors. And I come before you to oppose this ordinance. And ask that you not -- that you not vote to enforce it. Our concerns are with the \$9 million budget shortfall in the city's budget for 24 years, and I apologize for a typographical error sent in an email to all of you earlier. It should be \$9 million. We are looking at possibly a \$20 million shortfall over five years. The estimate \$money that it

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would cost to annually administrator this program that we have heard about today and in "the Oregonian," the \$1.5 million, is the money that -- it should not be taken from parks and children and police. Those north the right uses of those dollars. They need to stay in those programs. If you feel that you must pass this ordinance and adopt it, and not refer it out to the people, then I ask that you consider the following amendments, specifically, the definition of "resident" as it now stands. It says a resident of the city is able to make a contribution to a candidate. Commissioner Leonard's daughter using her allowance money would be able to make a contribution. She is a resident of the city but she is not a legal voter. We do have people who reside in our city who are here for a short period of time. Do not necessarily have a vested interest or they don't hold citizenship yet they are residents. So I ask that you either under the definition section change "resident" or, in references to "resident" to include the verbiage "resident and registered voter." and finally I ask that you add language to the proposal that states seated members of the implementing and voting city council -- that would be you gentlemen on the dias -- are not eligible to use the public campaign funds as an incumbent seeking reelection. You are not giving an appearance of simply voting yourself your next campaign fund. I thank you for considering those comments.

Adams: Could I ask a follow-up question? Do you have a sense of how that would work then? Or incumbents? Up here on the dias? Would we be able to raise money equal to the amount of public funding? Or would we not be allowed to raise any money at all?

Leo: No. You would be essentially opted out of the program so that you would raise money for your campaign as you did in your election to this office.

Adams: Oh, ok.

Leonard: The same limitations that the ordinance does? I mean, the limitation.

Sten: The ordinance has no limitation.

Leonard: I misspoke. I meant with the same ceiling that you perceived.

Sten: I can't do that.

Leonard: That's the way it's written now. What I am saying is the way it's written now if you opt out --

Sten: If the incumbent --

Leonard: And raise private money --

Sten: The other candidate would be watching.

Leonard: That would be the limit? I am assuming that's what you mean.

Sten: There's not a lot of logic to have the incumbents raise money and the other ones not.

Adams: I am trying understand the suggestion.

Potter: Thank you very much, folks.

Adams: Thanks.

Potter: Thank you very much. You have three minutes each.

David Jackson: I am David Jackson. Mayor Potter and commissioners, I came here because I wanted to be here when this measure was considered. I heard about it first about four months ago. I was very excited about it. Talked to some people about it. Attended a meeting. I have brought it up in groups that I've been involved with and found people are very, very interested in it and very eager to see this passed. I did not intend to speak here today. Kind of a last minute decision to sign up because I felt I did have something to say. I am a long-time political volunteer. I have never run for office. I had been involved with many campaigns through the years since beginning about 1960. I have been a resident of Portland for 33 years. And I have watched local politics and I have seen many, many things happen. And one of the things that really has impressed me is that, that money tends to be a problem. And the people that I have talked with, the people that I have worked with have often pointed out to me the problems of big money and the fact that average person gets their interests lost in this issue. I currently work with many volunteers volunteer myself and work with the Oregon voter rights coalition. This is a group of people that are interested in making the vote,

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getting rid of some of the problems in the election process and making the vote easier. And getting more people involve. One of the things that can get people involve is a voter owned election where people are not, do not feel that the election process is controlled by the wealthy. I very much appreciate this measure being presented to us. I very much urge you all to vote yes. I can tell you that I work with many seniors. I work for many political volunteers, many people that are interested in election reform and the overwhelming majority number of people are enthusiastic about this measure and would like to see it passed. Thank you.

Jim Karlock: I live in northeast Portland. Let's say each of you decide to accept public financing. And now you have to obey the rules and let's say that you are running 60-40 above your opponent. Then all of a sudden a massive mailing arrives. It's horrible mailing. It attacks you. And you are dropping rapidly in the polls. Where do you get the money to respond? Don't you have to wait until the mailer files a report as how much he spent and then you get back your funds? But wait. Suppose the mailer doesn't live in Portland. Suppose he lives in Gresham. You may want him to file a report but realistically there is any way to control what somebody who lives in Gresham puts in the post office just because the address happens to be in Portland? I am going to guess you will never know how much he spent. Therefore, you will never be able to reimburse through the publicly financed candidate to make up for that amount of money which could be truly massive. Excuse me. So it seems to me that's a fatal flaw in the ordinance and one that I cannot figure out how you can plug it. The other question, of course, has been brought up before. How many police do you lay off to get the money to finance or cut back in park services? Or do you cut off some urban renewal districts? That's one of my pet peeves, of course. I don't think there's been much debate on this thing. I suggest first off that you kill it, if you are not willing to kill it, at least refer to the voters where you can have a long, lengthy and public debate about the pros and cons. And lastly, maybe I should ask for a show of hands. How many of you intend to participate in this program if it passes in its current form? Thank you.

Potter: Thank you.

Moore: Johnny gauge and that's all who signed up. Unless there is somebody -- the name might be Rashawn. Did I miss you?

Johnny Gage: Thank you, mayor and city council. I am a janitor, cleaning up. I really appreciate the time you have taken to listen to the folks here on the voter owned election. I testified before you last year on this. Been really passionate to my heart and I am currently in possession of something that belongs to you gentlemen and that is the wishes of your constituents to pass this. And I ask you to consider it and do what you feel is right. Passing the voter owned election. So I am going to leave these for you, gentlemen, and somebody can get a wheelbarrow and take them to your office, I guess.

Potter: Thank you.

Sten: My intention is to have discussion of any amendment that's might be requesting, I know commissioner Saltzman has requested an amendment to limit any administrative funds to 10% and I certainly don't think -- I'm guessing there's no opposition to that. Not thinking there is, I'll ask Gary to work with me on putting that together. Then I thought I'd take a sense of the council from what we've heard today, any personal issues on any changes you might like, and depending on the scope and if there's support for the changes, depending on the scope we'll pick a date to bring this back.

Leonard: I wonder if I might lead it off. I think I might have a view that might not necessarily reflect everyone's here. It might. But a couple things I want to clear up first. When this -- I don't remember how long ago we had the other public hearing.

Susan Francois, Auditor's Office: A year ago today.

Leonard: A year ago today? Really? Coincidentally?

*******:** Yes.

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Leonard: A year ago today. From that time until december, I mulled this over, raised some concerns based on my own experiences. Over christmas last year I e-mailed commissioner Sten with what I thought were fairly articulate concerns, and the -- and I greatly appreciate this latest draft reflecting those concerns. To be clear, one of them that I asked be considered had to do with making sure that people who are publicly funded were not coordinating their campaigns and their dollars. And I see that you've done a good job at that. So I feel as though it's been drafted in a way that I feel comfortable with. I want to address the referral issue. This is not an argument that's unfamiliar with me. It was one that with on -- we had often in the state legislature, and not so often here. I feel like I would be philosophically disingenuous business to argue this needed to be referred. I am a real believer that the founding fathers of this country and this state had the right idea. They outright rejected the notion of initiatives and referrals because of the concern that I think is legitimate, that demagoguery could rule. I don't give a long explains of that, other ton say I think people who get elected to office are charged with making decisions, and sometimes people agree with me on that position and sometimes they vehemently reject that notion, but I think that that's what our job is here, is to make these kinds of decisions. So I am comfortable with the way it's drafted. I personally like the idea for a variety of reasons, some contemporary, some historical, to remove the notion that -- just speaking for myself, I make any decisions for any reason other than I think it's the right decision, period. I am very attracted to that. In fact, the thing that I tire of most is when my motivations are questioned as to why I take a particular stand. It -- in my view i've cut both ways, supporting sometimes people that are my friends, and then opposing them. But the perception that exists today I think is a real wynn, and I would welcome the opportunity to remove that. Taken by itself out of the context of our other concerns, in terms of needs to be funded, this proposal should pass. And it should pass unanimously. But so should a lot of the other issues that we're deeply concerned about funding. And I don't want -- i'm not going to pull straws and just say we're going to possibly cut police and firefighters because we're not if this passes. But here's -- here are the real choice that's we have, and this is a document I pulled out of the mayor's -- you haven't released this yet, have you?

Potter: Not yet. [laughter]

Leonard: I just realized that. Let's just say hypothetically. I'm going to give you some numbers hypothetically that I pulled out of the air. Let's just say these are my numbers. They're probably pretty close to what you'll see soon. We have some long-term needs in this community. These are not secrets. The homeless program, which commissioner Sten leads the way on, somewhere around \$1 million we're going to be discussing, over and above our current expenditures. Housing and investment fund, \$2 million. Jail beds, something I think is -- that I think the most pernicious problem in this community is crime fueled by the need to purchase drugs, and the cycle it creates. So we have an issue in Portland that is related to methamphetamine that is nearly out of control. I don't -- I don't want to use overly expansive terms and say that it is, but I would make a good argument that it borders on being out of control so that we have people who manufacture, who purchase, and who use methamphetamine in this community, and if they're caught today, they get a ticket not because we don't have jail space, but because we can't hire corrections officers to staff the jail space to open beds that exist in this community. That would cost just to get another 58 beds of the over 800 I believe vacant beds at one point \$8 million. We have -- \$1.8 million. We have the children's park levy expiring in three years, that's \$9 million a year. We have an argument to increase support to our regional arts council that's \$500,000. Our new columbia obligation, these aren't secret numbers that come due to pay due for low-income housing here in a couple years, \$3 million. We are trying to acquire p.g.e., that's \$2 million. So on and so on, I have a fairly long list here. The point being, that's \$85 million in unmet needs we have to make a decision on, of which this is included in. As it should be, the \$1.3 -- \$1.3 million estimated cost of this is included in the \$85 million. Again, as it should be. Before the changes were made, I would argue it shouldn't even

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be on the list. Does not deserve to be on the list. What the changes that commissioner Sten and auditor blackmer made, which I greatly appreciate, I believe it should be on the list. But it should be on the list. And I think we have to be making these decisions in the context of the entire \$85 million that we have to spend, and not independently. Now, this is -- I try to be very consistent in my public positions. Last year as some people may be aware, I rolled out a cell phone tax. I believe these issues i'm talking about are important enough that even I as a politician publicly identified myself as the person in this community to pass a cell phone tax. That's the way it goes sometimes. But that's all right. I believe these issues need to be funded. I was clobbered from every side. Because I did not include it in this budget process. So I finally got to the point that I backed up, thank you, you're welcome to use your cell phone in council after it passes.

Potter: Let's vote on that.

Leonard: Yeah. So what i'm saying here, I want people to clearly understand there's a theme with at least as far as i'm concerned. I'd -- I cannot support funding, and I won't support funding, even things that are my ideas, the jail beds I reluctantly agreed also to pull out of this independent track and roll it into this budget process. This I just want to be clear, I believe we have to remain true to the principles that we've agreed to on this new council, and it needs to be debated not for its merits, because I think we're over that hump, but rather where it is on this list of priorities. Is it more important than funding jail beds or not? That's good discussion. Is it more important than repairing park infrastructure? Is it more important than repairing potholes? Great discussion. Homeless programs, so on, and so on. I just wanted to, out of the interest of being very clear about where I am on this, articulate that, and I appreciate your patience in listening.

Adams: On the funding issue, I guess I simplify it to make the point to add on to what commissioner Leonard said, that forgoing just one unnecessary tax abatement could more than pay for the costs. I got hands from both sides on that one: Could pay for the cost of this reform. And I truly believe that. I believe that this can have -- so I think that's -- and we had a couple of speakers that alluded to that. I ran as a candidate to shake up city hall, and this definitely does that.

Leonard: I appreciate the help.

Adams: You're welcome. It's complimentary to the lobbyist -- the lobby reform effort that will be -- council will be coming back to at the end of this month. It does -- I don't think there's any question that it opens up the opportunity for people who otherwise would not be considered viable candidates to be viable candidates. It means that I think over \$800,000 that I had to raise, and i'm still in personal debt from my last campaign, by spending six to eight or more hours on the phone and in person fund-raising could be spent talking to voters directly, and more opportunities for group meetings and meetings with neighborhoods and business -- the business -- the business community as well. This is not without some risk, because it's new. It's never been done on the municipal level before. But I feel -- and I think there's some minor modifications that we can talk about later, but they're minor. I think that risk though has been well guarded against getting out of control by the good work that commissioner Sten and auditor blackmer have put into this measure. We benefit from the experience of Arizona and Maine, and that's a huge advantage, being able to write this scene on the ground in person as you have, and you've brought experts out here. This measure benefits from that. The debate whether Mayor Potter's campaign was the beginning of a trend or an anomaly, I hope it's the beginning of a trend that will be propelled forward with the voter-owned elections campaign. And in terms of referral or not, I believe this is the comments made by Janice in terms of throwing this into a campaign environment where it absolutely can get eaten alive by special interest contributions leads me to reject that option. I do like the idea of check back points, milestones where we come back, and I think it's allowed for that we can come back on more than a six-year window to make whatever improvements need to be made for unintended consequences, and I am open to having the voters check in on it at some future date, although I understand we can't bind future councils to anything if i'm around, I would be interested

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in looking at that. So that's where i'm at right now. And I appreciate all the testimony on all sides. I thought it was thoughtful and well intentioned.

Potter: I'd like to explain why i'm going to vote for this when it comes up next time. And I think it goes to some core issues I feel very strongly about. I think that we do need to restore trust in government. And I think there's a number of issues that go to why we need to do that. We also need to ensure a more diverse city council. It does not escape me that we are five white guys up here. Although i'm fortunate enough to sit next to a gay city council member on one side and a happy city council member on the other. [laughter]

Adams: You decide. [laughter]

Potter: But we need more diversity. And we need more diversity in our workplace in city government, we need more diversity on city council. My goal is before I leave office that we will have more candidates from communities of color, more women candidates, more gay and lesbian candidates, more candidates who reflect our community, and that will make me feel like that I have been successful to some small degree. Secondly, I think it allows people running for public office to spend more time with citizens. Because it's important that you connect with people. It's important to hear what they've got to say. And I think that when you're out raising money at the rate you have to, in a private investment, that it doesn't allow you that time to talk with people and to hear what their concerns are. Third, is that candidates, many people running for office do not have access to money, and as a result, they're discouraged from running for public office. I have several personal friends who have run for public office who have not succeeded, and are still paying off debt as a result of that. Most of the money that is raised is spent on political consultants and media. And the primary function and task of that is to create images about candidates. And fortunately for our city council, the image they created for the city council members tends to be true. That often the image that is created is one that is meant to get votes, not talk about the strength of the candidate or their weaknesses. Incumbents have a distinct advantage. Having been in office less, or just a little over three months, I know that when I run again in four years, that I will have an advantage.

Leonard: This is an announcement, mayor? [laughter]

Potter: And after that, when I run again -- [laughter]

Adams: This is a day of news:

Potter: You know the nice thing about this law, if you run for office and you don't like it, you don't have to abide by it. So you can do with it or you can do without it. But I am not voting for this in a short period of time instead because I intend to benefit from it personally. I am telling you now, and it wasn't just because of the pleadings of some of the people who testified, I decide this when I first read about it, I will not accept any public funds as a candidate. I didn't before, and I did ok, i'm not going to do it when I run next time. Because I think of my advantage as an incumbent, that that would put other people at an unfair position. And I do not want the perception of even benefiting by voting on this. So to answer the folks who said we should recuse ourselves from benefiting from this, I already have. I don't think democracy is cheap. But I think that we cheapen it by the excess of money that we throw at campaigns and at candidates. And I think that democracy works best when we have people engaged all the way from donating and 5 and \$10 in helping out with government and making the decisions it faces. We face many decisions this year, I don't think we can take all of these to the voters. They've told us they want us to make those decisions. And they told me during the election on november 2 that they believed that candidates who accepted less money, who abide by some kind of campaign finance controls, should do -- should get elected. So I support this, and I know that we've got tough priorities, commissioner leonard, but when it comes time to allocate that money, I will do that, because I think it's the right thing to do. Thank you.

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Sten: I really hesitate to follow that. [laughter] what i'm thinking is maybe we'll bring it back three weeks or so. It looks to me, I want to give plenty of time for people to think about it. I don't think there's any real tough amendments there. I made my comments on the front end of the discussion, and I don't want to take too much time now. I just wanted to make a couple of key points to the issues that were discussed today, and not so much attempt to persuade people, but make sure some things are actually clear in what's being proposed. Before I do that, I want to say one of the things I think will be very exciting about this, it will actually put, if this measure goes forward, keep in mind it will only cost money if candidates with serious backing, anybody out there, phil stanford aside, you cannot get 1,000 people to get you \$5 unless you work very hard and really are serious about this. This will not cost money unless candidates with serious backing throw their hat in the ring and go for it. We don't get to the \$1.3 million "fhm magazine" you have way more candidates than you have now. I think that alone will bring benefit to the city. Those robust debates. Having been both in a very heated race in 1996 and racing with virtually no opposition, the heated race where my average contribution, i'm talking about myself, was \$200 something. My last election it was \$745. Incumbency versus grass-roots, going out there and doing it. Those campaigns benefit the city. That debate benefits the city. It is very important who wins, but what happens along the way to the win is often some of the most fruitful ideas. I'm positive that if we have handfuls of new vibrant candidates that wouldn't have otherwise run, the city will make up the money that's cost them. I do want to make one small point, the way this model is being proposed fund is a surcharge on all of the departments. So I cannot, that is right, whether you want to like this or not, you cannot take a small amount, a 10th of a percentage point out of the water bureau and spend it on police. The reason why that is appropriate is the entire water bill budget, which is \$65 million, you might recall a slightly controversial, is decided by this five people. So it makes perfect sense that a tiny amount of those water bills would go to put into a fund to decide how this body is elected. About 435,000 under this model using that strategy does come from the general fund. That includes business license tax, hotel-motel tax, when people visit, so it is a 10th of a point off everything the council has done under a very unlikely scenario where you had dozens of candidates. It's capped at .20 of a point. I can't imagine that scenario, though I think people would love it if you had that many candidates. If you had that many candidates, the citizens election commission would make the rational decision to lower the amount each candidate got, because if you had 12 or 15 candidates, you could bring it down and two would survive into the general and it would cost the same amount. I think the sense of this is going to be a runaway cost is very unlikely to be true, and the way it's being funded is important. Because it's basically -- I think -- I only want to talk about myself. I believe i'm honest, i've fought hard, I see the perceptions, but when you look at what happens with these campaign contributions, there's all kinds of things going on that I think voters are exactly right to say they'd be better off buying it themselves for a very small fee. When you're in charge of a bureau you get large checks from people who do contracting with that bureau that you didn't even ask for. And I think mayor Potter has set a new tone, a new way to do things, but those types of things don't make sense. This is a better way to do it. I also want to say I think this will put back into the whole campaign race a little more strategy. You now have a mayor who said, I won't accept the public funds. You have other candidates who will have to decide, do I accept the public funds new, still limit your contributions to \$25, or \$5, or \$500. You, still raise \$1 million. This puts another option on the table that I think will make this city more vibrant and will create a public discourse that will be very glad we had. I said I wasn't going to be long, I see i'm violating that. Partly why i'm picking three weeks, I think we'll have had the budget discussion in that time period.

Leonard: That was the question I was going to ask.

Sten: And i'm open on that time frame.

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Leonard: I appreciate the mayor's remarks, but I guess I need to understand, we're saying that outside of this process that we discussed where we're going to use for the one-time dollars or whatever, that we did, that we were going to vote on this, notwithstanding what that other process might be? So it will be treated separately?

Potter: We have to have I think the budget done by May 7. Isn't that right?

Adams: We have to vote by May 7?

Potter: There has to be a budget put together by May 7. We've got about a month or month and a half. I don't mind waiting until the end of that. I don't mind doing it before. But if I vote for this because it's the right thing to do, I think we should also allocate the funds for it.

Leonard: And my point is that I have got to the point where I think it's the right thing to do, but I also think there's a lot of things on this list that are right, and I can't vote for every one of them. And I'm approaching this as I am any other item on the list, and I guess I'm just asking, are you saying that this item is distinct from these other items and will pass notwithstanding this broader discussion of prioritizing what we're going to spend?

Potter: I think this item will pass by a vote of the council, as will the rest of the budget. So I don't see it in any different light than the other items. We will be prioritizing those, we will be --

Leonard: Before we vote on this?

Potter: We're going to start prioritizing next Tuesday.

Leonard: Premature for me to indicate how I'm going to vote, because I don't know. I hope I've made clear I want to respect this process, and if everything ends up in it, not of my liking, that's fine, as long as we've done it the way we agreed we'd do it. I'm just saying I hold some of the things I feel important about off the table, and -- so I'm just asking that we respect that.

Sten: My understanding is the council's primary deliberation on the money that's left in the budget is next week. I'm just looking at a calendar that adopted, if adopted budget had to be done by May 7, that's five weeks out. I don't see any particular problem with picking a date in that range.

Blackmer: I'm sure we can do that.

Sten: We can certainly bring it back on May 11 or May 12.

Leonard: I'm just asking whenever we're done making the decisions we're going to make about our budget priorities.

Adams: That would do it.

Linly Rees, Deputy City Attorney: Commissioner Sten, this will have to be -- if we're doing amendments, it's going to have to come back two more times. You may want to keep that in your thinking.

Blackmer: We haven't -- we've got some rough language, but we haven't sat down --

Sten: I can still move the amendment. What I would do in that order is move an amendment to limit administrative costs and direct the auditor to develop the language.

Potter: Call the vote. [laughter]

Rees: I believe there may be some at least draft language. We generally will not -- we don't have the precise language we'd still require you to vote on a second and third time.

Sten: I'd like to thank Susan, who has been really great on this.

Adams: From my office.

Sten: I'm going to submit this to the record and I would offer a friendly amendment if the council -- modification to my amendment to say the amendment will be the exact language on this page, which is about three sentences describing what it means to limit administrative expenses to 10%, and the mayor's willing, I'll spare the audience reading it.

Leonard: Second.

Potter: Karla?

Adams: Aye. **Leonard:** Aye. **Sten:** Administrative expenses are limited to 10%. Aye.

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Potter: Aye. [gavel pounded] so we'll have one more hearing, and we'll set that at sometime in the near future.

Sten: Do you want it after may 7, or late april?

Leonard: Any time after that is fine with me.

Sten: Ok.

Potter: It may take more than one meeting. Just because of the issues that are -- the policy consideration.

Leonard: I don't want special consideration -- I want special consideration on what I want.

Adams: Oh, puhleez.

Sten: I think -- I don't see any reason not to bring it back -- just to make sure we're done with the budget. We don't need to bring it back any sooner, so why don't we look for a date on may 11 or 12 and there's just no issue around that.

Adams: Point of personal privilege? I'd like to invite you all this happens to be the first thursday of the month, and my office has a first thursday reception. No strings attached, you're welcome to stop by for complimentary wine, beverages, and cheese. It's room 220, except commissioner leonard.

Leonard: Beginning next month, I will have an event on the first thursday and there will be strings attached, because it's going to be a musical. First thursday of local musicians in our office.

Adams: That's great.

Leonard: It will coincide with sam's art first thursday. So we'll open the door -- we have a barrier between us, now we lock it so we can't get through. We'll take that off so people can walk back and forth.

*******:** Will you be singing something.

Leonard: Quite possibly, depending on what happens after 5:00.

Potter: Council is adjourned.

At 5:01 p.m., Council adjourned.