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CITY OF  
**PORTLAND, OREGON**

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OFFICIAL  
MINUTES

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A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 25<sup>th</sup> DAY OF APRIL, 2001 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Francesconi, Saltzman and Sten, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Ben Walters, Senior Deputy City Attorney; and Officer Peter Hurley, Sergeant at Arms.

On a Y-4 roll call, Consent Agenda was adopted.

Commissioner Hales arrived at 10:57 a.m.

- 458** **TIME CERTAIN: 9:30 AM** – Endorse the development of a regional water entity including the Portland Water Bureau and direct the Commissioner-in-Charge to work with elected officials and water agencies to study the interest, feasibility, and creation of such an entity and report to the Council no later than September 15, 2001 (Resolution introduced by Commissioner Sten)

**Disposition:** Resolution No. 35994. (Y-4)

- 459** **TIME CERTAIN: 10:15 AM** – Adopt the joint City and Multnomah County Local Action Plan on Global Warming to reduce Portland-area carbon dioxide emissions by 10 percent from 1990 levels by 2010 (Resolution introduced by Commissioner Sten)

**Disposition:** Resolution No. 35995. (Y-5)

- 460** Direct City bureaus to reduce greenhouse gas emissions by implementing energy-efficiency measures in City operations and facilities, including commitments to renewable resources and energy efficiency in electric utility franchises, assess the purchase of wind power and highly fuel-efficient vehicles (Resolution introduced by Commissioner Sten)

**Disposition:** Resolution No. 35996. (Y-5)

- 461** **TIME CERTAIN: 11:15 AM** – Authorize a contract with The Climate Trust to accept \$120,000 to develop a web-based rideshare matching program and to guarantee The Climate Trust to hold the rights to 70,000 metric tons of carbon dioxide offsets (Ordinance introduced by Commissioner Hales)

**Disposition:** Passed to Second Reading May 2, 2001 at 9:30 a.m.

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- \*462** Contract with RTSe USA to develop a web-based rideshare matching program (Ordinance introduced by Commissioner Hales)

**Disposition:** Ordinance No. 175525. (Y-5)

- 463** **TIME CERTAIN: 11:30 AM** – Amend City Code relating to purchasing policies (Ordinance introduced by Mayor Katz; amend Code Chapter 5.33.050 and .060)

**Disposition:** Passed to Second Reading May 2, 2001 at 9:30 a.m.

**CONSENT AGENDA - NO DISCUSSION**

- 464** Cash investment balances March 15 through April 11, 2001 (Report; Treasurer)

**Disposition:** Placed on File. (Y-4)

**Mayor Vera Katz**

- 465** Authorize the City to participate in either a Local Government Rate Pool or the State and Community Colleges Rate Pool for the purpose of stabilizing employer rates with the Public Employees Retirement System (Resolution)

**Disposition:** Resolution No. 35993. (Y-4)

- \*466** Amend Intergovernmental Agreement with Multnomah and Lane Counties, the Cities of Eugene, Roseburg, Huntington, Canby Utility District and Rogue River Valley Irrigation District to initiate or join in legal action against the Board of the Public Employees Retirement System (Ordinance; amend No. Contract No. 51297)

**Disposition:** Ordinance No. 175499. (Y-4)

- \*467** Authorize contract with Marsh USA, Inc. for insurance broker services (Ordinance)

**Disposition:** Ordinance No. 175500. (Y-4)

- \*468** Authorize the Director of the Bureau of Information Technology to enter into agreements and to amend existing agreements for professional services related to corporate information technology services (Ordinance)

**Disposition:** Ordinance No. 175501. (Y-4)

- 469** Grant a limited ten-year property tax exemption to GSL Properties, Inc. for a new multiple-unit rental housing known as Phase S of the Yards at Union Station (Second Reading Agenda 435)

**Disposition:** Ordinance No. 175502. (Y-4)

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**Commissioner Jim Francesconi**

\*470 Amend City Code Chapter 16.40 relating to regulation of taxicabs (Ordinance; amend Code Sections 16.40.010 and 16.40.710)

**Disposition:** Ordinance No. 175503. (Y-4)

\*471 Apply for two grants totaling \$1,247,482 from the Federal Emergency Management Agency for Portland Fire and Rescue (Ordinance)

**Disposition:** Ordinance No. 175504. (Y-4)

\*472 Agreement with Donnoe and Associates, Inc. to conduct assessment centers for Fire Bureau promotional examinations, for \$32,500 (Ordinance; waive City Code Section 5.68.050)

**Disposition:** Ordinance No. 175505. (Y-4)

\*473 Authorize the sale of a surplus fire apparatus for \$3,300 to the Olney Walluski Rural Fire District (Ordinance)

**Disposition:** Ordinance No. 175506. (Y-4)

\*474 Renew an agreement with the Hoyt Arboretum Friends Foundation to continue cooperative management of facilities and programs (Ordinance)

**Disposition:** Ordinance No. 175507. (Y-4)

\*475 Agreement with the Multnomah County Drainage District for improvements at its NE Portland headquarters (Ordinance)

**Disposition:** Ordinance No. 175508. (Y-4)

**Commissioner Charlie Hales**

\*476 Grant a Statewide Planning Goal Exception to the Statewide Planning Goal 15 Willamette River Greenway to install a subsurface fiber optic facility in an existing rail corridor in an area described in Exhibits H.14 through and including H.28 (Ordinance; LUR 00-00423 CU GE GW)

**Disposition:** Ordinance No. 175509. (Y-4)

**Commissioner Dan Saltzman**

\*477 Authorize application to National Oceanic and Atmospheric Administration for a grant in the amount of \$125,000 for Johnson Creek Watershed Restoration (Ordinance)

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**Disposition:** Ordinance No. 175510. (Y-4)

- \*478 Amend an Intergovernmental Agreement with Metro to include additional work within the Smith and Bybee Lakes Natural Area, increase the dollar amount of the agreement by \$50,000 and authorize the Bureau Director to execute future amendments which do not increase the total amount by more than 25%. (Ordinance; amend Contract No. 51497)

**Disposition:** Ordinance No. 175511. (Y-4)

- \*479 Authorize a contract and provide for payment for the construction of the Insley Basin Phase II Sewer Relief and Reconstruction, Project No. 6582 (Ordinance)

**Disposition:** Ordinance No. 175512. (Y-4)

- \*480 Authorize contract with David Evans and Associates for engineering services to design upgrade projects for Columbia Slough and Simmons pump stations, Project No. 7048, and for a predesign report to upgrade Force Ave. pump station, Project No. 7047 (Ordinance)

**Disposition:** Ordinance No. 175513. (Y-4)

- \*481 Authorize the Director of Environmental Services to execute a Purchase and Sale Agreement for acquisition of property for expansion of the Columbia Boulevard Wastewater Treatment Plant (Ordinance)

**Disposition:** Ordinance No. 175514. (Y-4)

- \*482 Contract with the U.S. Army Corps of Engineers for assessment related services for stream corridors and riparian areas of Cedar Mill Creek for data gathering, resource inventory and impact analysis (Ordinance)

**Disposition:** Ordinance No. 175515. (Y-4)

- \*483 Authorize the Office of Neighborhood Involvement to apply to Multnomah County/Oregon Dispute Resolution Commission for Community Dispute Resolution Services funds in the amount of \$24,000 over a two-year period (Ordinance)

**Disposition:** Ordinance No. 175516. (Y-4)

- \*484 Authorize a contract extension with the Metropolitan Service District for the food waste collection pilot program (Ordinance; amend Contract No. 51360)

**Disposition:** Ordinance No. 175517. (Y-4)

**Commissioner Erik Sten**

- \*485 Intergovernmental Agreement with the Housing Authority of Portland for \$65,000 for the cooperation of units of local government for the update of the HUD-required five-

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year period Consolidated Plan and provide for payment (Ordinance)

**Disposition:** Ordinance No. 175518. (Y-4)

- \*486** Contract with Portland Housing Center for \$160,000 for the Predatory Lending Outreach, Education and Intervention project and provide for payment (Ordinance)

**Disposition:** Ordinance No. 175519. (Y-4)

- \*487** Contract with Peninsula Community Development Corporation for \$25,000 for anti-displacement outreach and services to residents of the Kenton and Portsmouth neighborhoods and around the Interstate light rail station areas and provide for payment (Ordinance)

**Disposition:** Ordinance No. 175520. (Y-4)

- \*488** Amend agreement with Outside In to increase support for the needle exchange program by \$20,000 and provide for payment (Ordinance; amend Contract No. 33135)

**Disposition:** Ordinance No. 175521. (Y-4)

- \*489** Contract with Transition Projects, Inc. for the funding of activities related to providing a rental assistance program under the Transitions to Housing Pilot Project and provide for payment (Ordinance)

**Disposition:** Ordinance No. 175522. (Y-4)

- \*490** Contract with Sabin Community Development Corporation for \$50,000 for the development of affordable rental housing and provide for payment (Ordinance)

**Disposition:** Ordinance No. 175523. (Y-4)

**REGULAR AGENDA**

**Mayor Vera Katz**

- 491** Accept bid of Triad Mechanical, Inc. to furnish Tryon Creek wastewater treatment plant aeration basin for \$1,780,123 (Purchasing Report - Bid No. 100348)

**Disposition:** Referred to Purchasing Agent.

- 492** Direct that all part-time employees of Portland Family Entertainment working at PGE Park be allowed the option to be paid City Directed Wages (Resolution)

**Disposition:** Resolution No. 35997. (Y-3; N-1 Francesconi)

**Commissioner Jim Francesconi**

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**\*493** Accept a \$10,115 grant from the Oregon State Police, Office of Emergency Management for Portland Fire and Rescue (Ordinance)

**Disposition:** Ordinance No. 175524. (Y-4)

**Communications**

**494** Request of Joy Gohl to address Council regarding solutions to degradation at Powell Butte Nature Park (Communication)

**Disposition:** Placed on File.

**495** Request of Patrick Dinan to address Council regarding Police Internal Investigations Auditing Committee and Portland Police Bureau issues (Communication)

**Disposition:** Placed on File.

**496** Request of Richard L. Koenig to address Council regarding nine-page affidavit to Chief Kroeker as referred by Captain Robert Kaufman (Communication)

**Disposition:** Placed on File.

At 12:41 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 25<sup>TH</sup> DAY OF APRIL, 2001 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Hales and Sten, 3.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Kathryn Beaumont, Senior Deputy City Attorney; and Officer John Scruggs, Sergeant at Arms.

**\*497**     **TIME CERTAIN: 2:00 PM** – Create a local improvement district to construct street improvements in the SE Pine and 119<sup>th</sup> HCD Local Improvement District (Introduced by Commissioner Hales; Hearing; Ordinance; C-9992)

**Motion to remove the emergency clause:** Moved by Commissioner Hales and seconded by Mayor Katz.

**Motion to overrule the remonstrances and bring back for second reading and council vote next week:** Moved by Commissioner Hales and gavelled down by Mayor Katz after no objections.

**Disposition:** Passed to Second Reading as Amended May 2, 2001 at 2:00 p.m.

At 2:10 p.m., Council adjourned.

GARY BLACKMER  
Auditor of the City of Portland

By Karla Moore-Love  
Clerk of the Council

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

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CLOSED CAPTION TRANSCRIPT OF PORTLAND CITY COUNCIL MEETING

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

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

April 25, 2001 9:30 AM

**Katz:** Everybody, good morning. The council will come to order. Karla, please call the role.

**Francesconi:** Here. **Saltzman:** Here. **Sten:** Here.

**Katz:** Present. Commissioner Hales is --

**Moore:** He's on city business.

**Katz:** Any consent agenda items to be removed for discussion? Anybody in the audience wanting to remove a consent? Consent agenda item. If not, roll call on consent agenda.

**Francesconi:** Aye. **Saltzman:** Aye. **Sten:** Aye.

**Katz:** Aye. Time certain, item 458.

**Item 458.**

**Katz:** I'm going to turn this over now to commissioner Sten.

**Sten:** Thanks, mayor Katz. The council has done a couple-hour work session to look at this question. And today's resolution is really a formal resolution so that I can -- you know, when you talk about a potential major change in some -- and some new ideas about structure and of course what's on the table is the idea that our council has brought forward of exploring a regional authority for water rather than having separate water bureaus and there's different versions. At the moment there's three major sources of water in the region -- the clackamas, bull run and tualatin trask system. There's -- it changes a little bit from time to time because there's been a couple of mergers, but there's 25 water districts. What I found over the years is that all of those water districts, some of are municipally owned and some independent authorities, do very good work, but structurally the interest of each the of the 25 doesn't add up necessarily to the interest of the entire region. And what I see ahead of us is that we have, in Portland, the blessing of perhaps the cleanest and best water and certainly the most protected watershed in the country. It's clean enough that we actually for 100 years have never filtered it, but we also have a bunch of challenges facing us. We're short on water in the summer. We use 15-20% of the annual supply of what's in the Bull Run, but in those dry months, and it's this year particularly it's hard to know when those will be, they seem to have been winter, but from may to october we only have the capacity of the two big reservoirs, and we're finding that isn't enough. And so we do have a backup source. We use the well fields in the summer, but over time I think it makes a lot of sense to explore expanding the reservoir capacity and having more of the Bull Run available. It's there. But what the region really lacks at this point is adequate storage in the summer and good pipes to transmit the water to the places of the region where it's needed. Those are huge investments. As you look forward in time, we're talking about hundreds of millions of dollars, which is very reasonable and manageable if it's done in a coordinated and collaborative regionwide. But to the extent the 25 districts go their own way, things become expensive very quickly and you don't get a system that makes sense. As I look down the future, we're going to go one of two ways in Portland. One is we'll either have a more regional approach to this. And I think ultimately expand the Bull Run. Or over time what will most likely happen, 60% of the Bull Run right now that we use goes to Portland and 40% to the suburbs. What will likely happen over time, is if we cannot get our collective strategy together, it's more likely that the suburbs will rely on our sources and we'll start to pull the Bull Run back over several decades. For the time being we're fine, but given how long it takes to build water infrastructure, the planning and permitting that needs to be in place, as well as environmental considerations, you've



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got to make decisions now with an eye to 20 years. The water system is about 100 years old and I think our great task, and I think it's a wonderful opportunity, is to pass on to folks 100 years from now the type of system we've inherited over the last century literally. So I think actually it's not that anybody's done anything wrong, but structural we don't have the right approach. I think that having a Portland water bureau that's completely in a contractual relationship to everybody else limits some of the possibilities. So what I've asked the council for permission to explore -- and at this point it's really an open exploration -- is the idea of changing the -- the relationship of the Bull Run to the citizens so that citizens throughout the region and we would look to whichever local governments are interested would be given the opportunity to jointly own the Bull Run. Not as a Portland or a Tigard or a Tualatin or a Gresham, but as citizens, more of a water authority approach, and in doing so build the collective strength to -- to make the Bull Run available for whoever wants to join that approach. This resolution today simply says that this council is willing to consider it. It's a simple idea to consolidate and regionalize and pay less attention to the boundaries, but it's a bold one in the sense it's never been on the table before. The reason I brought this resolution forward today is I wanted to ask the council about exploring this at our work session, to make a formal policy statement so as I go around the region and work on these issues there's no ambiguity that the council is behind this. Also wanted to take the sense, there's been a little bit after the last month, since this proposal came forward, sort of a sense of -- and it's not surprising, but a sense of, you know, what's Portland really up to? I think what we're up to is trying to take a shot of doing the right thing in the best way. There's been a lot of talk about pricing and other things and who will come out ahead. My sense is that in the long run we're in a position to decide that ourselves. And that Portland will be in good shape if it keeps the water, but the region will be in better shape if we all share it. I think economically that's what we'll see. So there's a few people here to testify. And mayor, if I could, I'd like to take the prerogative to call up Lou Ogden from the city of Tualatin and council member Joyce Patton from the city of Tigard. I'll ask them to share some thoughts with us first. I think each of the council members on our desk, I've placed a packet of letters from around the region saying, I think from Gresham, Tualatin, and a couple other places, saying that they're interested in looking at this. And I'd close by saying, what I've said in the resolution is that we'll be back to the -- to our city council by September 15th with a report. I certainly don't believe we'll have consolidated anything by September 15th. And there's absolutely no magic to the date of September 15th, but what I felt like I say sometimes in government if you don't set a date you never get anything done. And my hope would be that over the summer we could -- we could figure out whether or not we've got a concept that we could then all get serious about. I think implementation of any concept would probably be in the years as opposed to the months, but I'm setting a personal goal to try and see who's interested and see where we can go over the summer months. Welcome to Portland city hall, Mayor Ogden.

**Lou Ogden, Mayor of Tualatin:** Thank you.

**Sten:** I'll keep talking while the mayor comes back.

**Lou Ogden:** Doesn't want to miss this.

**Katz:** Welcome. Nice to have you.

**Lou Ogden:** Members of the council, it's a pleasure to be here. For the record, I'm Lou Ogden, the mayor of Tualatin. We come here to enthusiastically support the resolution that's before you. Let me go actually a little bit further and say a couple things. First of all, I want to really applaud the efforts that you are taking to view this very big shift in terms of the city of Portland and the suburban area. And thank Commissioner Sten for advancing this issue. Let me say that the city of Tualatin, of course, is 100% Bull Run patron, has been for all of our recent history. And have every intention and plan to continue at that -- with that situation. And of course even in the last year or so, as we approach renegotiation of our contract, our entire focus has been on how do we re-establish a long-term involvement with the Bull Run. We also recognize that over the planning

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horizon, as you pointed out commissioner Sten, that our current use of the Bull Run supply doesn't match our long-term need, and so we have actively sought out other opportunities to provide supplement to our Bull Run amount. We as the city of tualatin -- and I think speak for our neighbors, but i'll let them do that -- are interested in, as you pointed out, having a long-term water supply, one that we can be an equal partner in the ownership and policy, the direction, the development, and in the investment in that -- in that supply. Our city, 15 years ago, spent \$1,000 per capita to build a supply line so we could have Bull Run water come into us, and we would not be dependent upon a transmission link, that we would own that. So we're able and willing to invest. We recently, as you know, a year or so ago, council made a decision to invest in a water treatment plant in the Willamette so we would have additional water supply. We are not -- we are not afraid of making investments to have those equity positions that we can be an equal player. At the same time, we realize that over the last century your citizens have made significant investment in your asset, and we want to recognize and appreciate the value of what that's done. We understand there needs to be some financial reciprocation of the investment your folks have made. You have a responsibility to your ratepayers, as we do to ours. We need to be concerned about what the dollar costs are, but we're not at all timid about participating financially. Let me say also that -- I mean, this really is a profound change in paradigm. Our issue of looking for alternative sources, again, has not been to deviate from Bull Run, but to provide alternatives and supplements. And quite quite frankly a year ago the notion of us being an equity owner in the Bull Run system was not one that struck us, not one that we had even anticipated being a possibility. So, I mean, really accolades do -- in my opinion are owed to you for taking this -- I would say not are we enthusiastically behind this, but i'm personally interested in advancing the notion across the region that from the east mountains to west mountains, from north river to south river, this whole area, as you pointed out, has three developed water supplies, and it seems to me that the logical extension is that to be one system, that is jointly authorized, is jointly operated, is jointly owned. I even had the conversation with our friends to the west and the owners of the joint water commission, but we need to advance that conversation, not just for Bull Run, but for the whole system, that we can get away from protectionism. Clearly there's the big brother or some would say the big gorilla system with the suburbs of the city of Portland, a situation that's grown up by mere existence. You see that in families and siblings. I think this is the case where you are actually the big leader and allowing us this opportunity to join that effort from that standpoint. I can't say enough positive things about it other than thank you, and that we're here to support the objective, the interest, and the finances to make this a reality.

**Katz:** Thank you, mayor. Questions?

**Francesconi:** Commissioner STEN doesn't need my help in negotiating a fair and appropriate resolution, but how about if our citizens made for the last 100-year investments in the Bull Run, and why don't you pick up the next 100 years. How about that for a starting point?

**Lou Ogden:** I would have to say --

**Katz:** Lou, you don't need to respond.

**Lou Ogden:** In the suburbs, as you well know, it's indicated that obviously that's the greatest incremental increase in terms of use. If we could put the whole system together, I think there's equity to share both in cost and investment.

**Sten:** Let me just say quickly, there's clearly economies of scale that aren't being realized right now. And i've kind of had to laugh a little bit, because since this has been rolling, of course, you know, there's a buzz that never quite gets to me explicitly, saying Portland's is just going to charge us more. I'm like, hello, that's what we do now. [ laughter ] you know, folks, we charge the suburbs more than we charge Portland. So, you know, that's the situation now. And it's because, you know, there's a bases basis for it. It's because we put a lot of money into the system before they started using it. But who pays how much, let's get to the concept first, is my sense, and then who

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pays how much is a contractual negotiation that's doesn't with full public scrutiny and there'll be tons of people looking at what's fair. I think what's fair will become self-evident. We don't really have any strategy at this point, I wanted to get it on the record sort of who pays for what. The question is do we team up and figure that out?

**Lou Ogden:** It's a mathematical calculation. [ laughter ] commissioner Sten mentioned, what's Portland's real motivation? I would be less than candid if I said there hasn't been any trepidation as to what has promoted this change in paradigm. But the facts of the matter are that when you get down through a few layers of the onion you realize that there is a significant resources there, there's a significant cost to maintain the next century over that -- and to be very pragmatic as a Bull Run user, you know, we're going to pay one way or another. If you live in a house long enough, whether you pay the mortgage or rent, you're still paying for the new roof and paint job and those improvements. So, you know, we're prepared to understand that and participate fully in that.

**Sten:** Maybe i'll just quickly be explicit. I think there's three things in Portland's interest in this in terms of negotiation, in terms of Portland's direct -- our citizens' interest. I think one is that it is a regional asset. It was designed as a regional asset and recognizing that is the right thing to do. Second one is I do believe Portland has a long-term interest in expanding storage up in the Bull Run. Right now I think most of our citizens would prefer to have Bull Run 100% all summer long, and that's possible in a bigger system. We're fine using the well fields in the summer, but I think we would prefer to have Bull Run all year long. That's much more possibly with the economies of scale. Finally, and most importantly, we're not -- we are not in the robust manner that we should be. We're not inter-tied to the clackamas and trask in a way that will offset a true problem. Without a regional system, in the long run what Portlanders stand to gain, we still continue to drink Bull Run at a fair price, but hopefully we build strong interconnections to the other sources, so that in the case of a serious problem, which over the course of 100 years is inevitable, it will happen at some point, we have backups. I think that what ought to be what's motivating us. Despite the fact we own the Bull Run, there's much to be gained by an improved system for our citizens as well.

**Katz:** Thank you.

**Joyce Patton, City Councilor For Tigard:** Good morning, everyone. Once again, my name is Joyce Patton, City Councilor For Tigard. I'm real excited to be here this morning. I'm excited to see this resolution in front of the Portland city council. And I also want to commend commissioner Sten for taking this very bold step. I think it's -- its time has come. The regional water users are sophisticated now. We're all sophisticated now. We all have our own needs. We understand those needs. We understand the infrastructure that's needed for that. I think it's time for a regional water authority. And I -- I am excited about this. I really like the concept. And on behalf of the intergovernmental water board that I represent I think we are more than willing to extent forward and explore the feasibility with you at this point in time. I am concerned -- I don't need to add to lou's comments here, but I did want to speak to a little bit of a separate issue, and that is the one of the contract negotiations that we're currently in the midst of. I am concerned. This is certainly a long-range prospect that we're talking about. The exploration will take a long time. And I also know that the wholesale water group is not interested in an extension of the wholesale contract as it exists today. That's one of the reasons why these negotiations have been taking as long as they've been taking, but certainly I would urge that we continue on and have a short-term interim contract that would take us through this -- I guess short-term is relative here -- but would take us through this period of time where we're going to be doing this exploration. And I would like to see some -- some changes made. And if we can come to some reasonable conclusion for that, I think it works well. It gives everybody a chance to be on the same page in terms of their water contracts. And it also allows everybody the flexibility to go ahead and start being serious about exploring this regional water authority. We won't have to worry, then, about the wholesale contracts in the interim. We can go ahead and just plow forward and give this really serious

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consideration. There are many issues regarding government, as you mentioned commissioner Sten.

I certainly take you at your word here. There's no preconceived notion about what kind of a governing structure this would take. Just talking about a government structure takes a long period of time after -- before retiring from bonneville power administration we've gone through several years of trying to determine what an alternative government structure might be for that agency. So i'm very appreciative of the fact that that's going to take some time to determine what's going to be the most appropriate. Aye.

**Patton:** The form of governments is going to be critical in terms of getting what to mayor ogden was talking about and the financial aspects of it. You got to have the government structure, understand what you're going to do, and who all's going to participate and to what extent before you can get down and start talking about the capital improvements that are going to be needed, the distribution improvements that will be needed, and what the proration is going to be for those improvements. So i'm very excited as well. We wanted to come here this morning and support commissioner STEN's efforts in this regard and to urge the Portland city council to go forward with this. We are very excited about it. Yes, we all have apprehension and those are going to continue for some time, but the whole point here for us to go out and to take that step and to really start exploring this in a -- in a more polite, more civil air. I think it's -- it's time to stop thinking about what's happened in the past and start looking towards the future. This is the 21st century and we've got to be positive about that. We've got to look towards the next 100 years. So i'm very excited about this. And I hope that we can go forward expeditiously. I want to thank you for allowing me to testify this morning.

**Katz:** Thank you, councilwoman.

**Sten:** Any questions?

**Katz:** Questions? All right. We have other invited guests?

**Sten:** That's it for invited guests. I think there's a little testimony.

**Katz:** All right, public testimony.

**Moore:** Frank Gearhart.

**Frank Gearhart:** For the record, my name is frank Gearhart, gresham, Oregon. This is an interesting day. Some of us have been working at this for 5-6 years or better.

**Sten:** More than that.

**Katz:** Yeah, I think it's more than 5-6.

**Gearhart:** Well, i'm thinking of the regional entity.

**Katz:** Oh, okay.

**Gearhart:** Yes, if you go back to the logging and the Bull Run, I go clear back to 1973. But I have a prepared text here, and just expressing some of our concerns as citizens, interested citizens. And for the public that might be viewing, there's been a lot of citizens put a lot of donated time into getting this thing going. And I think we got a new day. I'm really encouraged by it. From my prepared text, "we support a regional water supply entity, with an elected board to take control of the region's domestic water supply sources and major transmission systems. We request that you include citizens groups in the tri-county area in the planning process that you are proposing in this resolution. We ask that citizen groups of longstanding and active in Multnomah, clackamas and Washington counties be made a part of this resolution. For too long major decisions have been made and continue to be made by appointed and elected and policy and decision-makers. We have requested of this council many times that the regional water policy and decision-making process be changed to welcome and include citizen involvement in the planning and final decision-making process for the regional domestic water supplies. We request that resolutions 1, 2 and 3 be amended to read -- and I have a text copy there, I won't -- attached copy there, I won't go into it, but I think it's pretty straightforward. We feel strongly regarding this lack of recognition and involvement that has been carried on for too long. I emphasize "lack." And we appreciate that the

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council has worked with us, and we appreciate putting the time in with the council. Please make the requests, these changes as we've requested. Thank you. It's a privilege to be here today.

**Katz:** Thank you, frank.

**Gearhart:** I'll take any questions.

**Sten:** Frank, I do intend upon the vote to make a amendment to add the word "citizens" to the place where you suggested. I think it's appropriate.

**Gearhart:** Yes. We'd like to have some citizens have some direct input up front, because the trail that we're blazing here now, like commissioner you mentioned, we're looking for a century down the line.

**Sten:** Yeah. As people are looking at this, this section reads, point 1, the commissioner in charge of the water bureau is directed to work with other elected officials in the region to identify and analyze alternatives, et cetera. And the proposal is to amend this to say, to work with elected officials and citizens groups. It will come as no surprise to people that I work closely with citizen groups and would welcome that clear instruction in the resolution.

**Gearhart:** Appreciate that. Thank you.

**Katz:** Okay. Karla?

**Moore:** Todd Heidgerken.

**Katz:** We had another name.

**Moore:** That's the only one I had.

**Katz:** Anybody else want to testify on this item? All right, go ahead.

**Todd Heidgerken, Tualatin Valley Water District, Coordinator:** Good morning, mayor and commissioners. I serve as a intergovernmental associations coordinator for tualatin valley water district. First off I want to extend, on behalf of our board president and general manager their regrets of not being here today. Unfortunately, they had some prior commitments, but they wanted to be here in person to personally express their support for the resolution that's before you this morning. I think handed out is a letter addressed to commissioner Sten from our board chairman that in essence confirms tualatin valley water district's interest in participating in the exploration of forming this regional water entity. During the march 21st tualatin valley water district board of commissioners meeting the issue was discussed and at that meeting it was unanimously approved, where we wanted to participate in this process. And wanted to express our sincere interest in doing so. During the board meeting I think it is important to point out that it was evident that the prime interest of the tualatin valley water district board was with regards to the supply side of the regional water system. Where we felt that that was an area that needed to be focused upon. And that we believe that many of the water supply issues that were addressed in commissioner STEN's original letter sent out to the elected officials can best be met by addressing the water supply issue. With that, in keeping with brevity, I just want to again thank the mayor and commissioners, particular commissioner Sten, for putting forth this concept and providing us an opportunity to participate in this process. We look forward to participating in the next steps. Thank you.

**Katz:** Thank you very much. Roll call?

**Francesconi:** I vote aye and add migrations to commissioner STEN. It makes sense that we approach this from a regional perspective, it will be better economically for the citizens, provide better quality water, and it helps bind us together. So this is -- you know, we need the same approach in housing, in parks, in economic development. Actually our future now with this international economy is more tied to the regional interests than even our national interests. So I really appreciated the words from, you know, the councilor that when you said now it's the 21st century, let's forget the past and kind of unite together and move forward. That was a terrific statement. And our citizens will be better served by that attitude. Aye.

**Saltzman:** This is a good step forward. Aye.

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**Sten:** I appreciate the council's support and very much appreciate the elected officials from other jurisdictions joining in. I think we'll save the real congratulations for -- if we can come up with something we can all agree to in september, but i'm looking forward to working on it over the summer. Aye.

**Katz:** Good work. Aye. Thank you, everybody. 459. Hold on, karla. Stay with me. I guess the other one is as well. Let's get on to the regular council calendar. Let's see what's there. All right, let's do 491.

**Item 491.**

**Sue Klobertanz, Director of Purchasing:** Mayor and council, i'm the director of purchasing for the city of Portland. I request that item 491 be referred back to the purchasing agent. We've had an appeal on this particular item and we've not been able to resolve all of the legal issues, so it needs a little more work.

**Katz:** All right. Questions? Any objections. Hearing none, so ordered. Is tim grewe here? I saw him. Tim, do you anticipate other folks coming in for 492?

**Tim Grewe, Chief Administrative Officer:** Yes.

**Katz:** Okay, then we'll wait, because i'm sure if they looked at the calendar they probably won't -- wouldn't be here this early. Jim, 493, what about that?

**Francesconi:** We can do it.

**Katz:** 493?

**Item 493.**

**Katz:** Anybody here want to testify? Discussion? Roll call?

**Francesconi:** It was a grant that -- there's no match required. Aye.

**Saltzman:** Aye. **Sten:** Aye.

**Katz:** I vote aye. Let me find out, is joy gohl here? Is patrick dinan here? I thought I would move things up, but that didn't work out.

**Sten:** I think we would go ahead with the 10:15.

**Moore:** People to testify aren't here.

**Katz:** Then we'll stay in recess until 10:15.

**Katz:** Council comes back to order. And let's take 10:15 -- i'm sorry, item 459 at 10:15.

At 10:00 a.m., Council recessed. At 10:15 a.m., Council reconvened.

**Item 459. and 460.**

**Katz:** I guess this is commissioner Sten day today. All right, commissioner Sten.

**Sten:** Trying to keep earth day alive. A couple of opening comments. I'm actually very excited and proud to bring this forward. This is a piece of work that's been going on at the city of Portland for actually quite some time and started with commissioner mike lindberg back in 1993. In 1993 Portland became the first u.s. City to have a local plan to reduce greenhouse gas emissions. Given unfortunately how much more serious this issue has become and how obvious it is at this point that climate change is not only happening, it is happening faster than people thought even in 1993 and although it may not manage to wreck the climate in our life times, it will certainly will at the pace it's going. I think just every unbiased scientists who's looked at that, but numbers have come the conclusion -- and it's not that difficult, but what climate change amounts to the earth has a balance and if we take out particularly carbon in the form of gas and oil and other things and burn it faster than the earth can remake it, it will go into another form and change the climate. That's what's happening at this point. And it's not really, really difficult to understand. Unfortunately, politics at a national level have really stymied this issue. It's not a partisan thing to say, because I actually think the last administration admitted it was happening but didn't do anything about it. Now this administration's is not sure it's happening and is not doing anything about it. So I think it's

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both a democratic and republican issue at a national level. I've come to believe that the place you can make change on these kind of issues is the local level. Since '93 Portland's been joined by 400 cities worldwide who have similar plans. These are very rigorous in terms of the analysis. We use a protocol that's been developed internationally to look at exactly how many emissions are coming out of Portland and to try and see if we can do something about it. We actually in the last seven years have seen some substantial progress. The amount of greenhouse gas emissions per capita is actually going down in the city of Portland, which is a remarkable achievement. Unfortunately, the overall amount is going up at the same time due to population growth. And unless we can actually stem the tide even with population growth we're headed in the wrong direction. What today's item is an update of the plan we're proposing a series of very specific actions at the -- that the city of Portland as a municipal corporation take to try and take the next steps on this issue. And like I said, I think the challenge is daunting, but it will not be changed unless we take it on individually and as local communities. I think we can. Let me just close and introduce a couple of panels that are going to quickly talk about this by saying that the question keeps getting asked -- how has Portland made progress? It's really 5-6 areas. It's land use. Smart design is something that makes so you emit less bad gases. Transportation alternatives like light rail and buses. The recycling system, we're the number 1 city in the country for recycling. Garbage emits the wrong things, so recycling is a big piece. Actually planting trees. Trees actually take up the gases. And energy consumption and what types of sources you use. So if you start to look at all these issues in their sum total, transportation, land use, recycling, energy use, all of the things, what it really starts to amount to is these are all things that if done correctly make this city a livable community and make it a good place to live and good place to do business. And looked at over even a decade time period as opposed to next week, these things make money. And why I think, aside from it's the right thing to do and we can do something, which almost means you have to in this type of situation, I think Portland has the ability to put forward a these that's very, very important on an international level and that thesis is that it's not too costly to take on the issue of climate change. In fact I think it's exactly the opposite in this community. Our success over the last ten years is directly tied to our quality of life. There's absolutely no question about it. The reason that our economy is doing well in this information age when many of our natural resources that have really run the economy over the last several decades have gone by the wayside is that people are bringing new business and new ideas and initiatives and technology to the city because they want to live here. The reason they want to live here is we have good, smart land use systems. We have parks. We have transportation alternatives. And it just turns out if you build a city in a way that people want to live in it, that emits a whole lot less greenhouse gas emissions. So I think there's a very, very important lesson here, as all the politics fly, the international treaties and the posturing goes on, the fact remains that if you build a city in a smart way you emit less harmful gases. In doing so, I think -- and it wasn't the reason we didn't it. We didn't know much about greenhouse gases when we started down this path in this region -- turns out you probably have a better economy than places that don't take these things on. The issue is climate change, but the long run is can you have an economic and environmental philosophy that's in harmony? Without even meaning to I think we've started to show that. I think an incredibly important message to send right now when we have a national administration that doesn't even want to talk about this issue. With that I'll get off my soapbox and ask susan anderson to give us a quick tour through what Portland's doing. Then we've just got a couple of the brainy people who thought this up from the public sector and private sector to give us an update on this update.

**Katz:** Susan, before you get to it, that's a good soapbox. That's a good one. Do you want us to read 460 as well?

**Sten:** Sure.

**Katz:** Let's read 460.

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**Katz:** Okay. Miss susan?

**Susan Anderson, Director Of The Office Of Sustainable Development - Energy:** Thank you. Susan anderson, director of the office of sustainable development. Looks like we're having technical difficulties this morning. They were going to focus in on my laptop here because --

**Katz:** Up there.

**Anderson:** We'll see if this happens or not. It doesn't look like it is. Do we have somebody's name up there we can --

**Katz:** Arena? There you go.

**Anderson:** Let me start with kind of taking a step back in time real quickly. For hundreds of thousands of years we have americans, early settlers live in the northwest and they've lived here and saw incredible beauty, incredible trees holding forests, mt. Hood, snow-capped mountains, rivers in all directions, huge salmon, and to the west the pacific ocean. And then just 30-40 years ago things began to change. And this is what a lot of the united states started to become. More air pollution, water pollution, traffic congestion, and because we were so blessed here in Oregon with natural beauty we just really wanted to protect our natural resources. So in the '70s, that's just what we started to do. I think several of you, and several of us in the room, began to work on those issues at that time. It all started I think with senate bill 100. That helped to protect, restate local laws, protect beaches, forestlands, other laws gave us an opportunity to be recycling and encourage conservation, but now here we are 30 years later, in a new century, and find that the environmental problems that we had in the '70s are still basically here with us. We have air and water quality issues, toxins and other things. Yet as erik was saying, those problems, in comparison to global climate change are really pretty small. Local warming is real. This chart shows how greenhouse emissions will increase in the upcoming decades. It shows how temperatures have followed. 1990 was the warmest decade in history, each year warmer than the year before. Snow cover throughout the world has decreased 10% since the late 1960s and glaciers are retreating all over the world. The u.n. Intergovernmental panel on climate change predicts that the world will warm by 2-10 degrees over the next 100 years. That means our climate is going to look something between the bay area and san diego. To a lot of people that probably doesn't sound like a real problem. What's not to like about california weather? But the issue really isn't about the weather. The issue is how fast the weather is changing. I mentioned that the earth could warm by 2-10 degrees over the next 100 years. Similarly, many, many years ago, during the last ice age, it was only 6-8 degrees colder than it is right now. And at that time seattle was under 3,000 feet of ice. So small changes in climate and temperature can mean a lot on a global level.

**Katz:** Say that again, susan.

**Anderson:** Last ice age, 6-8 degrees colder than it is right now. And at that time seattle was under 3,000 feet of ice. So this is the kind of things that --

**Sten:** How is Portland doing -- how was Portland doing? [ laughter ]

**Anderson:** Portland was fine. Oregon and Portland. Global warming potentially will hurt our economy and the environment as the days get hotter and hotter. The blue bars on this graph show the number of days that are at 90 degrees right now. The red bars show where we might be if temperatures increase 5 degrees. So in a scale of 2-10 degrees, we're saying if it were to increase 5 degrees worldwide we would likely then have 30 days a wide receiver of year over 90 degrees. Many of those days would be over 100 degrees. Hotter days, what that really means, if you're going to have hotter days you're going to have a lot more smog alerts, days that don't meet national air quality standards, a lot more ground-level ozone, meaning a lot more health problems for seniors and for children. Higher temperatures also mean that we're likely to have more severe storms, a lot wetter winters. Folks at the water bureau and water technicians all over the country are very interested in global warming and the impacts that might happen on local climate issues. Wetter winters, but a lot drier summers. That might mean folks who are looking at the columbia river, up



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to 30-50% less water in the columbia river due to temperature increases. And that obviously will have an impact as we know currently on electricity generation. So what do we do with all this information? It's really nothing new to you. Back in 1993 we adopted a plan to reduce carbon dioxide emissions by 20% as commissioner STEN said, eight years later we have made some progress. We started to make really good progress till '95, then it turned around as some of the conservation programs were eliminated by new legislation, I think, and a lot of other reasons are going to have those conservation programs come back and come back in a big way in the next decade. Unfortunately, again, as commissioner Sten said, we've done pretty good on our own as individuals and as businesses, but overall population is growing and growing, just like worldwide population is growing and growing. And overall emissions went up 7%. I think the 1993 plan, when we adopted it, it was the first of its kind in the united states, but in a lot of ways it was sort, at least from my perspective, sort of a feel-good document. We put it out there, said we were going to work on it, but we didn't put a lot of muscle behind it other than some nonprofits and businesses in the community. Most of the people in the community never even knew it existed. This time I think it needs to be different. This has to be real if we're going to do it. Everyone in the community needs to understand what global warming is and we need to have individuals taking action. Going against us, we have two big problems. One, the official u.s. Position on global warming is that it may exist, and that we really aren't going to do anything about it, because it might hurt our economy too much. And second is president bush's energy policy. As depicted in this cartoon here, his policy is basically a look into the rearview mirror and looking back towards more oil, more coal, and potentially even nuclear. Already he's proposing huge cuts in next year's budget for energy efficiency and renewables. All the programs for years we've actually tapped into, they're cutting, 15% or more. With all this potential bad news, I think is some things in our favor. Most scientists feel that to turn this around in the next few years may mean that we will only have an increase in temperature of just a few degrees, if we get started now. If we move and begin to shift away from fossil fuels towards more energy efficiency and towards renewable resources. This gives us some reason to hope, but we just can't wait and sit back for something to happen in Washington, d.c., We need to be working here locally. As commissioner Sten said, we've got 400 different communities that we're tied in with through a group called the cities for climate protection campaign. Portland is sort of the granddaddy or grandmommy of this whole campaign. We are connected with cities in japan, finland, denmark, south africa. Folks pretty much all over the country. We basically beg and borrow and steal each others' ideas. So our plan in the development of the over the past couple months, we've had dozens and dozens of contacts, you know, group e-mails, basically where we're swiping each others' ideas. I think that's how this is going to happen. It's not going to happen at the national level. It will happen at a groundswell of local governments and local people understanding this is a real issue. I don't want to go through step by step through the plan. You have it in front of you. It relies on simple things. It's getting people out of their cars, on bus or bike, using their feet. Getting more miles per gallon on cars and trucks. We have out front examples of a small electric car. Other examples of things that need to happen are switching to wind and solar for renewable resources. Pacific power is implementing a large wind project very soon. And also improving lighting and energy in our own facilities, residences and businesses. The amazing thing about this, is we'll actually be able to do this plan. We're not going to do because we're being altruistic and because it's the right thing to do, we're going to do it because there's savings and money to be made by following this kind of a plan.

**Sten:** And because it's the right thing to do.

**Anderson:** But we'll also do it -- we will, perhaps, but the masses, whatever you want to call it, are going to do it potentially because there's money to be made. Companies like enron, pacificorp locally, ford, toyota, honda and thousands of small companies are putting in massive investments right now into solar, into wind, into fuel cells, into energy-efficient technologies. In march the

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harvard business review, referring to conservation efficiency said "sustainable development will be the biggest opportunity in the history of commerce." There's money to be made. I really believe if you all embrace this plan, not just as a resource conservation plan, but as a core of city policy, it will be the base of maybe one of the best economic development strategies this city's ever had. Hundreds of people were involved in the development of the plan. Different -- lots of different groups, environmental groups, religious organizations, neighborhood groups, business groups, utilities, league of women voters. So what you have before you now are two resolutions. The first, adopts a plan side by side with Multnomah county. They'll be considering it tomorrow. And the second is a resolution that basically what we do is grab a handful of measures and actions out of the two-year action plan, say we're going to start today by implementing them now. The resolution directs -- that's the second resolution that was read -- directs bureaus to invest in energy-efficiency facilities. It directs bureaus to recycle more, at least 60% in all the city facilities, city hall, parks buildings, at the Portland building. It directs the sustainable development office to work with partners of the utilities and others to weatherize 3500 apartments and 250 homes. And work with utilities to identify energy conservation and renewable energy opportunities through a new franchise agreements. Finally, it directs general services to come back to council with proposals to purchase 25 vehicles for the fleet and get -- that get least 45 miles per gallon.

**Katz:** We have a lot of wind power. [ laughter ] it's warm, though:

**Anderson:** He used to make those comments. Oh:

**Sten:** Just have to harness it.

**Anderson:** Anyway, to make sure all of this gets done in the next two years, and this actually came from your office, mayor, at least in your office said, you know, we need a work plan. If you're going to get this done, we want to be very specific. And so we'll be working with the other bureaus to develop a work plan by august to say who's going to do this, how much is it going to cost, how much savings will there be, and we'll come back to let you know what we're doing. In closing, you know, I think that global warming and the truth about global warming in OREGON is that we're going to be okay, even if there's a 6-10 degree increase in climate, we're going to know it, we're going to have increases in temperature. We're going to have a lot hotter days, smoggier days, impacts on -- probably lose species of trees, doug fir, species that can't move as quickly as the temperatures change. Huge storms and other natural disasters. But we're a rich country, and most cities and places in the united states are going to be okay unless they're right on the coastal plain. We're going to be able to adapt. But a 2-10 degree increase for the rest of the world will be devastating. So you have countries, china, you have southeast asia, india, africa, the entire continent, where higher temperatures there will mean severe droughts, people dying from increased temperatures. It will mean major increases in malaria, as temperature rises and more moisture and malaria and other diseases like that will be moving north. So we're probably going to be okay in all of this. We're going to be able to adapt, but probably not the rest of the world. So the final comment is really, I think, doing all this again is not just altruistic. There's a huge payoff. I think it will pay off in changes in savings for our residents, city government, for businesses, and more over I think Portland will become known potentially worldwide as a leader in being able to sell new technology and services, where we come up with some of the answers and a lot of other places are going to want to know what those things are. Thank you. With me today we have --

**Katz:** Do you have some mics, please?

**Anderson:** -- mike oswald from the county and tim grew.

**Sten:** I think that's our first --

**Katz:** Why don't they come up. Susan, I just want to express my expression to all the work you've done.

**Anderson:** Thank you.

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**Katz:** For some of us it took a little while to figure out where we all are going. But you kept us on track, you with both commissioner Sten and commissioner Saltzman. And we're now I guess the entire council will be working through some of these issues with your help. So really appreciate it.

**Anderson:** Okay.

**Katz:** All right. Come on up.

**Sten:** Tim and mike.

**Katz:** Oh, I also wanted -- when I saw all of you walk in with your bicycle hats, we're also the best city in the country for bicycles. Bicycle riders.

**\*\*\*\*\*:** That's correct.

**Katz:** If you don't run us over, we'll be fine. [ laughter ]

**Mike Oswald, Director Multnomah County Department of Sustainable Community**

**Development:** Mayor Katz, commissioners, mike oswald. I'm interim director of the county's department of sustainable community development. I want to thank you for giving us the opportunity to come here this morning. On behalf of our interim county chair and the board of county commissioners, want to thank you for giving us this opportunity to address you on the adoption of this joint city-county local action plan for global warming. You know, we're pretty excited about being able to partner with the city of Portland. I mean, we can't think of a better city who's got this kind of a history of leadership when it comes to sustainability to partner with. I mean, we have a real unique opportunity here from the county's perspective to work with the expertise and the resources and the experience that's been developed here in the city of Portland. And so we're really quite excited about that. Part of this local action plan, which is a joint city-county plan, is some new areas for the county to step up and take some leadership. We've identified within the plan very specific actions that we can take as a county government to further reduce the greenhouse gas emissions in the community. And enthusiasm is really growing on the county side too. For example, you mentioned, mayor Katz, that we rode over this morning, some of our staff, on our new fleet of bicycles that are part of the county's fleet now that we have available over the Multnomah villa which makes it easy to come across the hawthorne bridge for business downtown. We've just activated through the leadership of amy joslin, heading up our sustainability efforts, who's here today with us, we've activated our employee green teams in the county, where we've got people at all of our facilities out there building grassroots support for reducing energy and coming up with alternatives and looking at waste reduction and as a county we're really trying to step up and follow the role and leadership that the city has provided. And i'd also like to acknowledge the welcoming support and collaboration we've received from susan anderson, her staff, and office of sustainable development, to be willing to open up the work that the city's been doing, take on another partner with the city -- with the county -- excuse me -- to work together, because this is a -- this is a community-wide endeavor. I think the more that we're expanding that in this metropolitan area, that I think will everybody us well in the future. In fact, we're reaching out to some of the -- these county-cities also on how they can be working along with us to look at what they can do as city governments and to help us to have more of a community outreach in the areas in the east Multnomah county, which is, of course, part of our responsibility. So as we mentioned earlier by susan, tomorrow the board of county commissioners will be hearing a resolution at 10:15, and we'd like to invite you or your staff to join us, where we're going to be bringing the joint action plan to them for adoption. So again, thank you for allowing us to be here this morning.

**Sten:** Thanks. I'm coming over tomorrow.

**Oswald:** Oh, great. Thank you.

**Tim Grewe, Chief Administrative Officer - Office Of Management And Budget:** Good morning. Tim grewe, office of management and budget. I'd like to make some brief general comments about the actions before you today. And also give you somewhat of an update on all the things happening out in your bureaus right now relative to global warming and conservation efforts.

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You just heard from Susan, Commissioner Sten, and our friend from the county. Really, how complex an issue climate change is and why it's going to require a variety of very complex approaches to address that issue, not just here locally, but nationally and in the world. I think the plans before you today and the directives of the council reflect that complexity. The plan is very lengthy, very complex, with many different approaches that are directed at reducing CO<sub>2</sub> emissions. I'd prefer that we had a very simple plan, a very simple actions that we could all concentrate on, but that's just simply not the type of issue we're dealing with. It's not going to be a single or simple way to reduce greenhouse emissions. Reducing emissions can only happen, if we, government, businesses, individuals, all work together on a lot of different fronts. Portland, as you know, on its own, can't solve this problem. But if our efforts are joined by other cities, both within and outside the United States, I think collectively we can make a very big difference. I believe your approval of this plan and the accompanying actions with it today will head us in that direction. As I've traveled within the United States and abroad, it's come as no surprise to me that Portland is viewed as a leader in creating a sustainable city. I frequently run into people, and when they find out, when I am from Portland, the first thing they want to talk about is our actions toward sustainability. Some of the proposed actions -- reduce CO<sub>2</sub> emissions, while saving the city -- some of the proposed actions to reduce CO<sub>2</sub> emissions will save the city money, like investing in energy-efficient measures with paybacks of ten years or less. Other actions may potentially increase costs. For example, in the current energy environment, buying green power may be a costly proposition. We'll need to keep our eye on that. City will need to look at these costs very closely as we implement the various measures within the plan. But let me be clear. Even if an action increases costs, it may be the right decision from the perspective of achieving the objectives of reducing global warming. And as Commissioner Sten pointed out from the standpoint of creating an environment that's conducive to a healthy -- creating an environment that's conducive to a healthy economy. This will be a long-term project that will need to be on the table as council makes its decision. I presently serve on the executive coordinating committee, Oregon Natural Step, as a city representative. The city is one of its founding members. I've learned from that by that experience that by thinking and acting green businesses can make a difference in our environment while still making a profit. I've also learned how governments can do the same while still containing costs. In that regard, your bureaus and the office of management and finance, have been, can, and will continue to play a significant role in achieving these objectives. Let me just share with you some of the current work underway, some of which Susan's referred to. We're all incorporating green building standards in planning and designing new facilities and improving existing facilities. We're working with the office of sustainable development and facility managers throughout the city to identify short-term projects that can produce energy use in the city's 160 buildings. Shortly we will begin the process of purchasing up to 25 hybrid vehicles. We'll also be providing training to city employees on how they can operate vehicles in a much efficient manner. We are looking at the purchasing of green power for our facilities and similarly we are actively investigating the use of wind-generated power, either that we create or that we can purchase to keep the lights on, not just in city hall, but within our facilities. As we review existing and develop new human resource policies, we will be thinking about how we can change work rules, work procedures, to reduce commuting miles. And in a moment you will take action on revisions to the purchasing call to make it easier for us to buy green. Over the next year, other bureaus will be providing Natural Step training to its employees so they can help us come up with new ways to reduce CO<sub>2</sub> emissions. City bureaus can also make a difference in this area -- or are making a difference in this area. I believe that we can do all these things within existing resources. As I stated earlier, your actions today are -- if replicated by the actions of other governments and businesses will multiply and will ultimately make a difference on this issue. To illustrate that I recently traveled to a small city in Thailand and spent a week with the mayor and his staff there. Although the focus of that trip was on public finance and economic

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development, it was a very, very clear that that small city was also taking sustainability and global warming very seriously. They had a very active recycling program and were developing plans for reducing vehicle use. They were building green buildings. Their buildings displayed their iso ratings and you could see them from the street as you passed them by, all this from a city with 75,000, with much less money to work with than we enjoy here in Portland. It is those kinds of efforts, from cities and businesses, small and large, worldwide, that can begin to attack this problem. One other thing i'd like to mention is that -- and why I think you can expect good efforts from your bureaus on this effort -- is that this isn't just an organizational value here in Portland. I think we are reflective through these actions the values of our employees, and I think they will willingly put time and energy into these actions. Certainly you can count on your bureaus to do that. Thank you.

\*\*\*\*\*: Thank you, tim. Questions? Thank you, Multnomah county and the city of Portland for being partners in this effort.

**Grewe:** Thank you, mayor.

**Katz:** Thank you. All right, karla?

**Sten:** We had one more group of three.

**Katz:** Oh, all right.

**Katz:** Rick, why don't you start.

**Sten:** This is the business side of things.

**Rick Schulberg, International Sustainable Development Foundation:** Thank you, mayor, members of the. For the record, my name is rick schulberg. Apec, the apec sustainable development network is one of our three programs. We are a not for profit with former senator mark hatfield as the chair of our advisory board and representatives of pge, bank of america, nike, and schwabe, williamson on our board of directors. In 1992, 170 countries, including the united states, adopted the u.n. Framework convention on climate change. This convention commits the parties to implement programs to mitigate climate change and to cooperate in the development and application of technologies and practices that reduce or prevent greenhouse gases. This convention, which was signed by former president bush, and has long since been ratified by the u.s. Senate, commits the united states to most of the climate-related actions that many skeptics now associate with a protocol. Reduction targets. The united states is the largest emitter of greenhouse gases on the planet based on a pattern of economic development that consumes the world's largest share of resources, and generates a very high percentage of products in the form of waste. The bottom line is that there's not enough planet available for everyone to be like the united states. If china alone consumed as much petroleum per capita as north america, china would use 150% of the world's current production of oil. The effects on climate change would, of course, be catastrophic. And would take the scenario that susan described to the upper limits. The leadership that Portland is demonstrating in regard to this policy today will be a beacon of hope for other countries. That is not an overstatement. It not only demonstrates that the u.s. Is beginning to honor our international commitments, but it will once again reaffirm that Portland is a global city and understands what's happening throughout the rest of the world. This is a rare distinction in this country and one that will translate into solid business opportunities. The bad news is that the effects of global climate change will have a profound impact on the future of our children and the planet. Today we are taking responsibility for action here at home and I commend you, and we commend you for that. The silver lining, or the good news, if you want to look at it that way, is that globally, the overwhelming need to reduce the emission of greenhouse gases for near-term environmental, as well as long-term climate reasons, is driving the market for sustainable energy sources, new and renewable energy, energy efficiency and clean fuels. The cost of renewable energy, however you generate it, is continuing to decrease and the business opportunities are growing. It is estimated that the market for sustainable energy technologies will increase more than ten-fold over the next ten

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years. Growing from today's seven billion to over \$80 billion annually. This represents more than an emerging industry. This is a blockbuster. Why don't we take advantage of this? Portland's reputation as a lean, green and friendly city was a key factor in the 1980s and '90s for attracting many industries to the region and as a deciding factor for people choosing to make this city their home. Portland's reputation nationally and in increasingly internationally as a livable community in terms of land use planning, downtown development, environmental quality, and now energy is positioned Portland as a global gateway for the sharing of knowledge and a commercial center for sustainable products, services, and technologies. The seeds of this are already in place. The opportunities for the future economy and livability of this city are enormous. What you are considering today is not only part of an overall energy and environmental strategy for the city, it is a solid foundation for creating new business opportunities for Portland companies in the future.

Thank you.

**Katz:** Thank you. Where are you all from?

**Schulberg:** Beaverton.

**Katz:** Beaverton. We welcome you to the city council. And we're talking about global warming. So that might be a conversation that you might want to take back to your classrooms and talk about with the city and county and the business community and the citizens of this city are doing. Okay.

**Schulberg:** Thank you.

**Katz:** You're welcome.

**Bill Edmonds, Pacific Power:** Thank you, mayor, members of the commission. For the record, my name is bill edmonds from pacific power. I'd like to commend this report in two general areas and then move on to talk about three quick areas where we're hard at work in areas that tie in very closely to the work of the -- outlined in the report. First of all, the report's comprehensive. As you've heard today there is no silver bullet to this vexing problem. There's energy in transport, sort of the obvious areas, but there's also waste and forestry and land use. It's all interconnected for this problem. And your report is comprehensive and I appreciate that. It also stresses actions that we can all take. I guess if I disagree with anything that's been said today is that in fact it's not complex. What we have to do to tackle this problem. There are actually fairly simple action. The problem, of course, is that there are so many actions and they're under every rock. So the difficulty is motivating our customers and your citizens to take on these fairly simple but amazing number of activities that address climate change. And I think this is a great first step. We've been working at pacific power on climate real concerted since 1992 when we took undertook our first offset project, but i'd like to talk about three years -- conservation, renewables, and offsets, where we're hard on work on things outlined in this plan. First, then, on conservation. In terms of the sustainability hierarchy there's a gradient there. The most sustainable thing you can do is use energy wisely and sparingly, so conservation is the first place to look. Pacific's new do the bright thing campaign is a whole series of activities that are trying to motivate folks to conserve. For example, we've sent out 400,000 energy efficient light bulbs. Our hope is that people may be screwing those in for the first time and return to fred meyer, or elsewhere, to buy more after they see how wonderfully they work. We've also -- and it's just been announced, you may have seen it -- announced our 20/20 program, it's a challenge similar to this plan, the challenges in this plan. It's a challenge to our customers to use 20% less energy. If they do, based on usage this summer versus usage last summer, they'll get a 20% kicker on their bill. This is not an easy challenge by any means. It's not something you can do, go away for the weekend and collect your money, or in fact just put in a few light bulbs. It is in fact things that you have to unplug that old refrigerator in the basement. You have to not use your drier and hang out your laundry this summer. Or you have to in fact turn your air-conditioner way down. It's kind of those activities that get you to 20%. It's a challenge. I'm negotiating at home to get the laundry out this summer. It's not an easy thing to do.

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So that's conservation. On renewables and there's a lot of good news on the renewables front. I'd say two categories. One is blue sky. You heard a fair amount about buying up wind power, and blue sky is pacific power's product that allows customers to participate in this renewable revolution. It allows leaders -- and i'm actually surrounded by blue sky leaders here. The city has been a leader. The county has been a leader in buying blue sky. We'll hear in a minute that john russell has been a leader in buying blue sky. Others not in the room, columbia steel, the port of Portland, have really set the stage for buying up wind power as an optional green tariff. Right now we've lowered our price. It used to be \$5. Now it's \$2.95 per block. That's exciting news. And we have sold now 7100 blocks, or about one megawatt of power through the blue sky program. Very exciting news. We're hoping based on the leadership we're seeing in the public and private sector, as well as a lower price, to continue that takeup. The other big news is that besides this optional buying of blue sky power, we're stepping up to invest in renewables. As you may have heard pacific power is buying the entire output of the state lined wind project, which is on the OREGON-Washington border, and this is the single largest wind project in the entire world. It's something i've now said a bunch of times, but I sort of have to repeat it, because it's something i'm very proud that our company has stepped up to, but very proud that the region in fact will be enjoying the benefits of this, the largest wind project in the world right here in our backyard. And then finally to offsets. And they're important because even with all this new renewable power, you've certainly been reading about energy shortages. And with conservation and renewables, that will help fill the gap, but it's quite certain that we will also be adding additional fossil fuel resources. And that's where offsets become important. Offsets are things like forestry or methane collection, that are outlined in this report. As I say, we've been working on those since '92, investing \$1.5 million in Oregon forestry, also investing in projects in belize and bolivia. So that's where we're hard at work -- conservation, renewables and offsets. We've put out some challenges to our customers. Of course, our customers are your citizens. So we need to work together to take on these many activities that I would say are not complex. They're simple. But there are so many we need to work together to motivate them together.

**Katz:** Thank you.

**Edmonds:** Thanks.

**Katz:** John?

**John Russell, Russell Development Company:** Good morning, madame mayor, members of the commission. I'm john russell of russell development company. Until recently there was a small handful of scientists who had made handsome livings being the other side of the debate on global warming. They were the ones the media turned to and they would say it hasn't been scientifically proven, you can't say for certain that it's happening. It's been reported they've changed their strategy and they're now saying, you know, it's happening, but there may be some winners in the equation. You know, people from minnesota with long winters, global warming might be a good deal for you. But to say that we can somehow manage global climate change to our benefit when we can't forecast the weather for the weekend is ludicrous. In 1993 our 200 market building invested about \$400,000 in what was then cutting-edge technology. It became possible to control the speed of alternating current motors. Not something most people know, but all the fans and pumps could be controlled exactly. And it saved an enormous amount of energy. And that \$400,000 investment that we made with the help of the city's energy office in terms of leadership on the technology, and our power supplier in pacific, it made economic sense in 1993 when we did it. You can imagine the economic sense it makes today with the energy prices what they are. The global climate change is happening. And I think there's no question that that means increased energy costs and increased energy scarcities. So the calculations you make for today's economic feasibility I really do think need to take into account the future high costs of energy. And we, for that reason, and just as commissioner Francesconi said, just because it's a good thing to do, we

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purchased a little electric vehicle for our tenants in the 200 market building, and anybody who works in the building can just call up our office and say "i'm going to the dentists at 10:00" and they can reserve the car, take it, use it free of charge. The fact that it's collect makes it easy for us to recharge it. It just plugs into an outlet. But those kinds of technologies are very difficult -- it's very difficult to be a leader in that kind of technology without the city's energy office to turn to. The insurance issues were daunting, for example. And just -- just numerous difficulties in getting that done. The city's energy office helped us with. In any case, global climate change, energy price increases, energy scarcity, those are the realities in the future and the city's plan, I think, will keep the city competitive in the long run.

**Katz:** Thank you, john. All right, thank you, gentlemen. Thank you for all your work and your commitment in this area.

**Moore:** We have jay michael reed, john warner and mike oswald.

**Katz:** Keep going, karla. Who else?

**Moore:** That's all.

**Katz:** That's it. Anybody else want to testify on this item that hasn't signed up? Okay.

**Jay Michael Reid, Friends of Trees:** Just me. I'm jay michael reid. Good morning.

**Katz:** Good morning.

**Reid:** Pleasure to be here. I'm representing this morning my neighborhood association and friends of trees. I'm looking at the action draft, one particular portion of it that I find fairly critical, and that states where urban forestry as a core component of the city infrastructure is sort of your implementer of many of the things that you have been hearing about here. And I look at the city and many of the volunteer activities i've done in it, and I find that you have a very linear structure in many of your agencies when this type of problem is very complex. It goes across every agency. And for that point i'd like to point out, like in transportation, the urban forest is what gets people on the buses, it's what gets people on the streets, because people like to walk along tree-lined streets. So where transportation has goals of reducing mileage trips, you need the pedestrian amenities to make that happen. You need the fact that there are nice places to walk, or people don't walk. BES Relies on us to catch a lot of the rainwater and treat it. Also, in energy, the more we stay outside, the more we use our porches, the more we use walking in the evening as an activity in Portland, which it is, the less energy we use. So these are simple common sense things, but often they're not said with a sense of who implements this type stuff. Especially in budget times. The police department will tell you that patrolling in a tree-lined, green neighborhood is a lot more fun than patrolling in a neighborhood with no trees. It's just different activities and different perceptions of the people in those areas. I will tell you there's certain neighborhoods in Portland that are harder to organize than others. Well, building communities, planting trees, i've planted trees with most of the people on the council. They know that drill. You get out there and people buy in. Many of these green points are bottom-up points. And the city council knows how well it is to tell people to do something. It's much more fun to go out and join them doing it. And that's what gets our compliance, that's what gets our plans being realized. That's what gets transportation goals met. That's what gets parks goals met and BES's goals met if citizens come out there and actually help with these activities. I know just the small wedge we do at friends of trees, we've had more than 18,000 individual citizens help plant. And one of those was closing in on 100 plantings. So you can imagine the amount of volunteer hours. This is an area where people want to help. And we need to have the city bureaus figure out how this can happen. And one of the easiest way is through urban forestry. So I would encourage you to implement and see how this complex plan goes together and make sure that the parts are there. Yes, I have a plan if you're looking. [laughter]

**Francesconi:** You were silent until the end there.

**Saltzman:** You had me fooled, but he's right.

**Katz:** Thank you.



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**Reid:** Thank you.

**Katz:** Anybody else?

**Sten:** Mayor, a long presentation I know, but we had a lot of enthusiasm. One last final thing I want to do. I was making the point earlier that the way to change the international strategy on this is to take action, and we have a very good video clip from mayor schell of seattle who wanted to weigh in on solidarity.

**Mayor Schell, Seattle (video):** As we address this problem globally, it's important that we in this new era, things are going to happen, and Portland's echo here is a true exploration for all of us in the northwest. It will help us deal with all of the issues, from how we deal with mobility and traffic reduction in our cities, how we encourage sustainable development. Energy, security and affordability, all of these issues depend on a strategy and a concept of making better use of what we already have. And conservation is a key way to acquire water, energy. It's a message that's really resonating in our cities. We think we can provide energy for the foreseeable future without adding to the greenhouse gases in our future. I encourage all the cities up and down the region to also engage in this effort. Leadership on recognizing the importance of global climate change and finding a plan for that future is essential. Chief settle said something I think is very wise. I think we need to be prudent in how we use the resources so we can give it to our children in a form they can use.

**Katz:** Thank you. Let's turn up the lights. Thank you for the clip. Roll call? Let's do the roll call first on 459 and then 460.

**Francesconi:** Actually, you know, we're not borrowing from our children. We're stealing from our children. And we're especially stealing from poor children in other countries. So really global warming is a symptom of the most significant symptom, but a symptom of us having a lifestyle that's not sustainable, actually robbing from our kids. So Portland deserves a lot of credit for a lot of things, especially its land use and transportation system, and for raising this awareness, but I am a little surprised that I think we're congratulating ourselves a little too much on this issue of global warming. Because of what's referred to in this report. Between 1990 and 1999, greenhouse gases have actually increased in Portland by 7%. They're projected to increase up to 20%. I think it's estimated that Portland households use 30,000 pounds of carbon dioxide each year. We put it into the atmosphere. So I think this is not a case where, you know, we're doing it better than other places yet. Commissioner and Sten and commissioner Saltzman and the mayor and commissioner Hales, who's changing our transportation choices, deserve a lot of credit. Parks is doing a lot in this regard themselves. And under the prodding of commissioner Saltzman, the fire bureau is being more responsive in its building practices. We really didn't hear much about prioritizing among these many actions. There are two priorities here that I would like to just very briefly touch on. One is the issue that's been raised here about the hybrid vehicles, gas and electric vehicles. Just so happens that yesterday as my wife and I were reflecting on what's important in life on a two-hour walk between 4:00 a.m. and 6:00 a.m., we came across a hybrid vehicle that was there. And it reminded me that the city of oakland is actually purchasing 50 hybrid vehicles this year, and the city of san francisco is purchasing even more. I had the occasion of driving a hybrid vehicle when david kish ran b.g.s. They're particularly suited for urban traffic, urban conditions because of the idling which causes greenhouse gases where -- which is causing so much destruction to the environment. So, you know, we have focused on land use and transportation and transit, and that's all been good and we need to do more in those arenas, but, folks, we're not -- americans love their automobiles. And they love 'em for four reasons. I think we can get the four down to three, but I don't think we can eliminate them. Actually there are four things. They love the environment and air. So that's not related to the automobile. They love the convenience of the automobile. They love low gas prices. And then they want them to be big and fast. Now, I think with the hybrid vehicles, we can do 3 out of 4. We can have a cleaner environment. And we can see mt.

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Hood and we can have air quality and we can have a cleaner river from the runoff. We can have the convenience. These things work. They really work. And we can have it at lower costs given the energy prices. We just don't need to have always the big fancy cars that are idling in traffic. It makes no sense. And it's not fair, it's not just to other third world countries. So I think it's good that we're purchasing 25 vehicles, but we have to get more aggressive on that. It was really great to hear John Russell here, because we also have to work with the private sector to encourage -- well, actually, first other governments should be doing this, and it's good Multnomah county's engaged, but then we have to figure out ways to incentivize the private sector as well. I think we need a lot more focus on this issue frankly, the degree of focus that we've done on other mass transit issues. That's to keep it from getting in. On the issue of removing it, I did ask Mike Reed to testify. I've not been focused enough on trees and parks. I've gone to the plannings with Commissioner Hales, who's always there, but I haven't thought systemically and structurally about the urban forest to the degree we need it. And neither has the council. Because we're not investing in it. In fact, we're cutting it. So at a time when we passed this, we took \$12,000 out of their budget. So the idea of a plan focused on urban forestry and the neighborhood tree liaisons, because there's a lot of good citizens out there, doing a comprehensive report on the status of our trees, which we assume are wonderful but are not, and using this as a conscience strategy to not only beautify the neighborhoods, not only improve the fish and wildlife habitat, not only clean up the rivers, but also as a global charming device is something we ought to be doing. So those are two areas I think we need to prioritize. Aye.

**Hales:** I think this is a good policy foundation, and obviously I'm supportive of it, but the next item on the agenda about rideshare, it's good to have good policy, but then actually thousands, hundreds -- hundreds -- thousands, millions of people need to make individual choices. I do a lot of bang -- backpacking. And they have a lot of policy, that fragile lakes you should stay 100 feet back and not camp near the fragile lake. If people do, then the lake's okay. But if a few people do the wrong thing then the condition of that lake gets degraded and it takes a long time for nature to correct it. Likewise with these issues. That's why this ridesharing that's on the council calendar next is significant, that people need to make individual choices based on our policy and their values for this agenda to have meaning. So I like the foundation. I think it's great. But I look forward to seeing tangible actions like vehicle purchases by the city and participation in rideshare for programs by our employees so that the actual impact starts to match the policy goals. Aye.

**Saltzman:** I'm very pleased to stand here in support of this far-reaching policy. I think it's really good work by Commissioner Sten and all the staff people in the private sector that are poised to make this work. As one of our witnesses said, and as I alluded to last week when we unveiled our green pages, it's often these environmental challenges, overwhelming in the aggregate, but you've got to sort of break it down as to what are the individual things that you and I do to make a difference. This plan contains many of them. But perhaps, you know, the most daunting challenge for all of us is not to become, a, overwhelmed, and b, complacent. I think that as much as there's a lot of us who want to do good things there is this overwhelming complacency that is the larger population out there that we have to deal with. It's how do we engage those people on these issues. It was quite alarming to me to see a recent "New York Times" poll just the other day asking how seriously do people rate environmental issues. Frankly they were not rating very high, even at a time when the energy crisis is back and prices are going through the ceiling. You know, global warming, quite frankly, was a very small concern of the general population. So these challenges, you know, it takes leadership, it takes leadership. I'm proud that this city is part of that leadership and Commissioner Sten has produced a far-reaching policy here, but I think we've got to remember that we've got a larger -- a larger choir we've got to bring along. And sometimes it means thinking more thematically as a city, and we have an opportunity -- we have an effort to do that. I think back to last week when we talked about the hope of rebuilding of Columbia Villa and talked about how we

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could basically taking methane gas from our waste treatment plant, causing to the greenhouse gas effect, if we can take that methane gas, use it to heat homes, to make columbia villa self-sufficient.

I mean, that's the type of stuff that we really need to be serious about. And we need to get those -- I talked about it last week, as saying, let's it in our application to the federal government, because it's a zinger, it may stand out amongst a pile of applications, but I also said it because it's the type of thing we need to get serious about it. We can't say, that's a good idea, and moving on, supplying that columbia villa with traditional coal-fired, natural gas-fired, which is the default instinct. We say that's a great idea, but we always end up doing traditional fuel sources. That's you see the governor of california turning shovels on coal-powered plants. He's out there trying to build on and turn on as many old-fashioned power plants as possible. We've got to rise above our default instincts, which is always to go back to the fossil-based fuels approach and really turn the corner. It's going to help us on the greenhouse gas. Keep us on cleaner air to breathe too. There's very serious public health aspect to this as well. Finally, I just want to say that, you know, I know that a few -- about a year, two years ago, the p.d.c. Did a real good look at how we could maybe identify environmental technologies and sort of under that heading I include sustainable technologies on the service sector as a key industry. And they were also looking at creative services industry too. I think it's taken off. I think we kind of reached a stalemate or, you know, we kind of tossed our hands up and said, well, you know, we think the environmental technology, sustainable technology, we think it's a key to not only a new enterprise for Oregon and a new place to position Portland and OREGON as the seers and thought of all wisdom in this seer, but also key economic development opportunities here. I think we need to take a look at that again and figure that out. I know robin roberts was just coming on board then, but i'd like to see p.d.c., Office of sustainable development, take a look at how we can capture opportunities to export expertise as I think we're doing already worldwide and nationwide, but to really elevate I think that to the same attention and gravity to the creative services industry has seemed to have caught hold here. I think we can do it, I just think we need to take another look at again. I'd like to work with other people on city council to make that a reality. This is a good framework plan, good action plan, and very, very happy to support it. Aye.

**Sten:** I want to underscore a couple of points. 'Ing when you have an absolute vacuum at the national level, and I think it's in both parties, on an issue of this significance, it becomes more crucial that we team up with places like seattle and show that at a individual, corporate, business level you can make a difference on these issues. I think that's true. Actually I think commissioner Francesconi was right on the money in terms of how I think we should frame this. We should be very proud of ourselves, and through commissioner lindberg and others, we were looking at this issue before it was popular or well understood, but about 18 months ago, as I looked at the results of those last seven years of work on this, they're not up to par. We've made strides, but we're not making the kind of strides we could make. So I think as you dig into this plan, that we're pushing forward today, it is a list of specific things that the city can do and that individuals can do, but that do take some tough choices. And the next one that we're going to vote on takes 3-4 of those actions and instructs the bureaus to make them happen immediately, but there's a whole list of other ones that we haven't moved on. I would like to take the opportunity, as commissioner Francesconi suggested, to bring these back to counsel and look at them as we begin to understand them, because we may be talking about the issue but we're not solving it. I think the step here is to try and actually get us to numbers, which I believe we can do, not only without economic harm, but with economic gain. I think the communities that figure out that these types of sustainable technologies are tied to the future economics of the world will win in the long run. I think we have an opportunity to do that here. So it's a great pleasure to get to this next step. As people have said a lot more work to do. Aye.

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**Katz:** Much of everything I wanted to say has already been said, but let me try to share some thoughts with you. One is, you know how I feel about the silo impact of our government. In this particular case I think it works for us, not against us. Each one of us has taken a piece of that silo and has focused on it. Commissioner Hales in the area of transportation, commissioner Francesconi in the area of parks, both commissioner Sten and commissioner Saltzman in the area of sustainability and green buildings and water quality. And I have the responsibility of trying to get all of us together and also take a look at what are the possibilities for economic development. And I -- i'm glad commissioner Saltzman raised it. We've been talking about since our trip from Austin, and I guarantee you that we will come back with the help of everybody here on the council, and our staff, and ask you to participate in rethinking -- or thinking about the next targeted industry, just as we've been very successful in creative services. You know that i've talked about not only the importance of what we as a city can do, what our business community can do, but have also tried to translate -- or have Susan tried to translate it to what the citizens can do. Something that they feel very strongly about, ties to the values of this community, to the values that our citizens have with regard to guarding and protecting the environment. The recycle bins was one thing that we did that now makes us the number 1 city in the country for recycling. I talked about the rain barrel bins to capture the rainwater so that we can save on -- on -- on the water issue and conserve water. There's got to be other issues. I know Pacific Power's got the light bulbs. But there's got to be other issues and other action items that we can present to this community and have them actively participate with us. So as we begin looking at these action items and making these action items into reality, I want you always to think about what is it that we as a city can ask our citizens to do to help us. Otherwise it really only belongs to us. This is an effort that has to be citywide. The other day I took a walk, and I looked at the trees in northwest Portland. And I recalled that that would not have happened if it wasn't for one lady in the '70s that felt so strongly about this issue and knew the importance of a canopy in the city for all the reasons you just heard a few minutes ago. And she was a -- she worked for then only in northwest. And she knocked on every door in northwest Portland where a tree was not planted on the sidewalk and asked if it would be all right to plant a tree and if we can write a check for I think at that time it was \$10. I don't know how many of you remember it, but it was Mary Peterson. And when you walk around northwest today, it is absolutely incredible what one person was able to do in a neighborhood by making that one commitment to herself and to this community. So I think there are possibilities that are there for all of us to act on. So Mary Peterson, wherever you are, i've lost track of you, thank you. You have changed the complexion of our city. And we look forward to the next Mary Petersons in the city of Portland. Thank you, everybody. You're going to hear in the next couple of items other action items that the rest of the council has been involved in. So this is a collective effort on our part. More to come. More exciting things for us to get involved in. Aye. [ gavel pounding ] all right. 460.

**Item 460.**

**Francesconi:** Aye. **Hales:** Aye. **Saltzman:** Aye.

**Sten:** Aye. I wanted to thank people who wrote this plan. Great work, Michael. It's a terrific document. Aye.

**Katz:** Thank you Commissioner Sten, for your involvement in this area. I'm pleased to vote aye. 461 and 462.

**Items 461 and 462.**

**Hales:** Thank you. This is a good implementing measure in front of us. Cynthia Thompson is here to talk with us about it. We do generate something like 40 million tons a year of carbon dioxide from all sources in Oregon. Transportation's about 53% of that. So people making different transportation choices really does make a difference. The effort here through work is not just ours, but it's a coalition of 18 government agencies, private, nonprofit organizations, for a ten-year web-based ridesharing project. The goal is to reduce CO<sub>2</sub> -- CO<sub>2</sub> emissions here by 70,000 metric tons

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over that ten years. That means, the reduction of nearly 161 million vehicle miles traveled on our city streets, or as vic would say 357 roundtrips to the moon, that's his favorite reference, or another way to look at it would be 1700 city blocks of traffic jam. That's how many cars will be removed from the streets if this project is successful over the course of its work. So again, if we can get people to make choices like biking, taking the transit system, or, yes, carpooling as their choose how to get to and from work it has a tangible impact in the aggregate. Cynthia, come up and walk us through these two proposals. She's available for questions as well.

**Cynthia Thompson, Bureau of Transportation System Management:** Good morning.

**Katz:** Good morning.

**Thompson:** Good morning. Thank you commissioner Hales and good morning mayor Katz.

**Katz:** Good morning.

**Thompson:** And other councilors. I'm very pleased to be here. And it seems fitting that this project does come -- follow right after the local action plan on global warming. As charlie mentioned, this is going to be the first transportation project that's identified in an action plan that will be implemented. This project is much more than a website, although at first glance that might be all that you see. Our objective -- whoops -- is to develop a web-based rideshare matching system to be used by people throughout the metropolitan region and to be used by our neighbors to the north and south, all the way from salem to vancouver. There's a strong interest to expand this program eventually statewide. Our long-range vision is to create a multi-modal site building on this initial carpool software that would include trip planning for all alternate modes, such as the best cycling routes, best walking routes and other transportation options. I think one of the most exciting -- can you see the --

**Katz:** Pull it to her left so the camera can catch it.

**Thompson:** Okay, i'm sorry. You didn't miss much. I'll go back to the first slide. Is that far enough?

**Katz:** Karla, are we going to get this fixed?

**Moore:** Yeah. We've got a technician waiting.

**Hales:** So you have to have it in just the right place? This is real voodoo electronics here. Oh, we're doing the low-tech.

**Katz:** Yeah. Something is not working.

**Hales:** Okay.

**Thompson:** Can you see it?

**Katz:** Yes, we can see. Go ahead.

**Thompson:** I'm sorry, the audience doesn't get to see it. You have to listen very carefully, I guess. Okay. There's a -- one of the most exciting aspects of this project is our partner coalition. We have nearly 20 government, private and nonprofit organizations, which includes all five of the transportation management associations. And all of us are working together toward a common goal, which makes a lot of sense. And it truly does tear down barriers and creates numerous opportunities for us to collaborate and creates efficiencies in the future, not to mention what it will do for our customers by eliminating jurisdictional boundaries and creating a more seamless system. This project also is leveraging other resources. Many of the partners have committed staff time and existing program dollars to help administer and promote the program. The partners are coming together as a team to also leverage other funding. Two proposals have been submitted one through tri-met to metro and one through d.e.q. To e.p.a. To get additional money to help promote the project. Why did we create this tool? Well, I have a little prop here that will make you very simple. I could skip all the slides and this would tell the whole story, but I have a very large hand and I can't get my hand in the prop, but here one second. Basically we want to take cars, instead of having -- [ laughter ] this is our ultimate goal. Says it simpler than my slide presentation. Basically we want to increase rideshare trips, decrease vehicle miles traveled, and remove barriers to our

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current system. Currently only about 11% of Portland commuters travel by carpooling and van pooling. In Seattle it's closer to 30%. So we believe there's some real potential to increase the number of sharing in this region.

**Katz:** You'd never get anywhere if you didn't do that in Seattle.

**Thompson:** That's true. And they have HOV lanes, but that's just a barrier we have to work on long term, as the region continues to grow there are more and more people traveling longer distances, so carpooling is an attractive mode choice when they're traveling all the way from Portland to Salem or even sometimes to Vancouver. This project removes a number of barriers that currently exist for commuters. Three key barriers that exist right now we have uncoordinated database. TriMet has a database, C-Tran has a database. Salem has a database. This system will bring all of them together and use one tool for all the people who handle rideshare and access this one tool, which will offer a lot more potential matches to people interested in carpooling. Secondly commuters are not really in control right now. Currently they fill out a form, send it in, and maybe they get a match, maybe they don't. This system will allow them to see immediately whether there's been a match and who the potential matches are. Thirdly, commuters don't have any anonymity. This new software will have break-in features. Commuters can be anonymous until they're ready to meet their carpool partner. The project goal is to reduce 70,000 metric tons of carbon dioxide by eliminating nearly 161 million vehicle miles of travel over ten years. The Portland transportation options division will obtain funding for this rideshare project through the sale of CO<sub>2</sub> emissions credits from the climate trust. The city will receive \$120,000 from the climate trust to pay for software development, setup and implementation. In exchange the climate trust gains the rights to the CO<sub>2</sub> credits and they will retire those credits. It's a ten-year program, and during that time the climate trust requires ongoing monitoring and verification of vehicle miles traveled and the CO<sub>2</sub> reduced. I'd like to introduce right now at this time the president -- or the chair of the climate trust board, and she's served on the board since 1998. She's a retired professor and is a member of Oregon energy facilities siting council. She'll provide a very brief background on the climate trust and their purpose.

**Diana Blackburn, Climate Trust Board chair:** For the record, I'm Deanna Bodiker. I'd like to give you a brief history of how the climate trust came about. I've served almost eight years now on the energy siting council. In 1997 the legislature made a shift from having -- having energy facility plants having to show need in order to get siting. So at that time the legislature unanimously, I'm sure with lots of back room work, but they unanimously accepted having a mitigation of part of the CO<sub>2</sub> that the plants would produce. Now, this was -- this does not include other greenhouse gases. It is entirely for CO<sub>2</sub>. And as a part of that, the other piece that they did was set up the climate trust. And which has a very specific membership. I'm the -- I am the representative from the energy facility siting council. And our purpose is to take money for those -- those plants that do not wish to do their own mitigation, to take those funds and then arrange for mitigation of this portion of the CO<sub>2</sub> that they emit. So that is what we are now doing. We are a new 5013-c, and that's what we're now doing. This is one of our first projects. So we're very excited about it. It is our only really urban project. And so that makes it very special to us.

**Thompson?:** Thank you. I'd like to just tell you, take one minute to tell you how the system is going to work. The new web-based matching program is user friendly. It's a seamless system that provides strong security. It gives customers unlimited access to a much larger database. They don't have to hassle with the jurisdictional boundaries. It's a very -- completely automated self-serve system that they can access from any internet-connected computer. Users will enter their origin, destination, complicated schedule, no matter how complicated it is, they put in their desired travel times and the system will generate a list of people with similar profiles. There will be built-in generators that will predict the saved energy savings. I think one of the most exciting things is that there are a number of reporting capabilities that will be built into the system, so all of the people

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that work on these programs will be able to create reports that work for them, but also will be able to track all of the progress toward our goal to reduce co2. Today we're requesting the council to do two things. First, to authorize the climate trust contract to accept \$120,000 to fund the development of the web-based rideshare program. So what does it mean to guarantee the co2? If this project doesn't meet projected goals, co2 reductions, then we've agreed with the climate trust that we need to provide offsets of equal value. There are a number of things outlined in the global warming plan that could be used, but two examples, because they're easy to understand, that I could share with you, that would offer plenty of co2 benefits. One would be changing out both the green and red lights on traffic signal lights in the city. It would save 26,000 metric tons over the ten-year life. A second example would be changing streetlights to a more efficient bulbs that save 10% of the energy currently generated. If you were to change out all 53,000 streetlights there would be a saving of over 16,000 metric tons a year or 165,000 over ten years. Our project projections are we feel very conservative and we're very confident that we'll be able to meet the projections that are necessary for us to implement the guarantees, but there is that possibility. So -- and finally the second action that we'd like the council to take today is to authorize a contract with rtse usa, or they refer them to themselves as "ritzzy." They were the lowest bidder to build this custom web-based system within the specified time frame. We've received six proposals. Three firms were interviewed. We were very pleased with the qualifications of this particular firm. The i.t. Division -- very helpful, involved from the very beginning, and we've really appreciated their support to the project manager who is elise tippins. She's the carpool lady. This project will be beta tested and ready for implementation by september. Thank you very much for your time. If you have any questions, i'm sure one of us could probably --

**Katz:** Questions? Did you want to testify?

\*\*\*\*\*: No. I'm just here for questions.

**Katz:** All right. Questions anybody? Thank you.

**Hales:** Good job. Thank you.

**Moore:** We have signup.

**Katz:** Who wants to start?

**Nina Deconcini, Manager – Department of Environmental Quality:** I think I will, if that's okay. Mayor Katz, commissioners, i'm nina. I manage air public quality education programs for the OREGON department of environmental quality. I'm not here in a regulatory capacity today. I'm here to support this contract with the climate trust and to tell you how much we -- how important it is to us to try to look at vehicular traffic and to reduce emissions, which also address criteria pollutants, ozone, carbon dioxide, hydro carbon emissions. We're so confident we've even applied to the environmental protection agency for \$100,000 grant to market this within the region and hopefully statewide. So I just urge your support and am pleased to be here this morning.

**Katz:** Thank you.

**Bill Barber, Metro:** Good morning. I'm bill barber with metro. I describe myself as a microcosm of cynthia's project program, transportations options. I am the transportation options at metro right now. I'm here to support the proposal. I've handed out a letter from my director, mike hoglund, my planning director, actual to the climate trust. It does speak to the reason why metro supports this. I'll be very, very short here. We do a lot of planning at metro. I see this as a great opportunity to do implementation. So i'm really excited to get to work on this. Thanks, again.

**Rick Williams, Executive Director – Lloyd District Transportation Management Association:**

My name is rick williams, executive director of the lloyd district transportation management association. I was asked by the other four tmas in the area to present to you in support of this. As commissioner Hales knows, if you have good tools you can have significant impacts on the way people come to work. Several days ago commissioner HALES hosted an event for us where we honored lloyd district employers for the work they've done over the past three years to remove

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over a thousand cars from the commute peak in the lloyd district, which is four million vehicle miles traveled, over four million pounds of co2 out of the air. That's why we feel real strong about this proposal because it's another tool that we need. The lloyd district program currently doesn't have a very good ride matching or car share program. In fact, we come under the average. Only 6% of the people who work in the lloyd district rideshare to work. That's because barriers exist for commuters in putting together these programs or a match. A regionwide database intimidates people right now, because they can't be guaranteed that they'll only be matched with another lloyd district employee. This covers that. People want to be in control of their matching process. And again, this program makes that happen. And for a tma, the current system makes it very hard, because it's such a regionwide program and the jurisdictional problems that we can't work directly with our employees to manage their ability to ride match. This will allow us to do that. We're going to connect this in and link this in to our own web page so our members and their employees can come through the tma into this program giving a more personalized and custom feel. This will make it easy for lloyd district employees to match only with other lloyd employees. The system is in control of the data to improve the matches and they can decide whether or not to carry forward with the match. We can customize programs for our members and their employees through this program, as well as individual companies like kaiser and b.p.a. In the lloyd district who have already expressed a high interest in program. Being web-based provides strong reporting capabilities, tremendously flexible tool. And last thing i'll say is we find it very timely now because the problems up north, in vancouver and c-tran's ability to deliver service, ridesharing is going to become much more important for employees coming from the north. This is a tool that will make that happen. We look forward working with you on this program and would urge your support as well.

**Katz:** Questions?

**Francesconi:** It does raise the issue of how do we -- how do employees use -- who don't have access in their homes at least to the web get information on this? Is it through the employer? Is there a way to reach kind of across the digital divide on this transportation? Can somebody address that question? Or what the plan is, if there is a plan yet.

**Katz:** One second. Come on up.

**Louise Tippins, Project Manager, Transportation Options:** I'm louise tippins, the project manager of transportation options. We've thought a lot about this. We're working with the swan island tma as well. Obviously when you're building a truck you don't have a computer on your desk. So what the intention is, that we will continue to work -- well, tri-met and c-tran and mid-valley rideshare will continue to run their existing programs with the phone number, so that you can still come up and talk to somebody at tri-met or talk to somebody at c-tran who can then go on-line for you, but it would be into this common database. The other option is that you could call your local tma if you're in a tma region. There still will be customer service with real-live people helping.

**\*\*\*\*\*:** The tmas will have access . The freightliner employee is a good example. They could go to their manager in charge of transportation compliance for eco and for just basically the tma and say, hey, I want to do this, help me. I think we've at least got that opportunity there. Exactly.

**Katz:** Further questions? Thank you.

**Hales:** We certainly hope those swan island employees use the rideshare because it's crowded on the island one more person, jan bowers.

**Katz:** Anybody else? Okay.

**Jan Bowers, C-Tran:** Good morning, mayor Katz and council. My name is jan bowers. I'm the rideshare special for c-tran. I have the privilege to not only represent c-tran and the support we have of this program, but also tri-met and the city of salem. What I have to share with you this morning is some excerpts from a letter written from kim duncan with tri-met, the marketing



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customer services director. She's presently in cuba, so she couldn't make it this morning. I would like to share a bit of what she had to say. "tri-met supports the web-based carpool program. We believe it will be a significant enhancement to the region's existing carpool program currently being run by tri-met. The web capacity should make a carpool matching process far more efficient because customers can enter the process on-line and that means it will be more effective as well. Tri-met sees this program as a real advancement that can increase the numbers of carpool commuters in our region. Tri-met expects to contribute a full-time staff position to implement this program, in conjunction with our existing program. By combining the new web capacity with our current program, we will build on existing employee expertise and administrative systems. We will be effective almost immediately and avoid many pitfalls common to new programs. Secondly, I would like to share some comments from christine hike, the project coordinator from the city of salem. "the city of salem supports this program. The city of salem sponsors the mid-valley rideshare program, which provides carpool and van pool matching and acts as a clearinghouse for other alternative transportation modes. Although we serve commuters throughout the Willamette valley and have a toll-free number and a website, we still feel there are commuters who are not being adequately served. We firmly believe that a centralized service would optimize coordination and cooperation among transportation providers. We're ready and willing to devote staff time this project and market it within our area." Finally I want to let you know that c-tran also supports this web-based carpool program. We see this as a great opportunity to significantly improve carpooling for a large number of bi-state commuters. I'm responsible for the carpool matching, and I receive several requests to find some car pools, and unfortunately due to our limitations with our commute match software we are not as successful as we'd like to be in matching potential car pools. C-tran believes this web-based program will result in increased number of car pools formed for the bi-state commuters. Like tri-met and the city of salem, c-tran plans to have a staff member assigned to the implementation of this program to assure a seamless transition with its other commute trip reduction programs.

**Katz:** Thank you very much.

**Bowers:** Thank you.

**Katz:** All right, roll call on 461?

**Moore:** This is a nonemergency Ordinance.

**Katz:** You're right. Do you want to hold 462?

**Hales:** No reason to.

**Katz:** All right. Let's do 462.

**Francesconi:** Very good and appropriate use of technology to solve a very important problem, particularly this climate trust. If that works, that's a very creative approach. Aye.

**Hales:** Thanks for putting together a good partnership. Aye.

**Saltzman:** Yes, very creative. Aye.

**Sten:** Nice energy today. The lloyd center work I think is very impressive. It shows what can be done with a thousand cars. We're running short, but I wanted to relate one conversation that's stuck in my mind I had with a citizen one time. I don't ride light rail. Why should i? I said because the roads are clogged. By the end of the conversation, he said we ought to have a lot of transit. I'll never use it. It's important that not everybody can rideshare, they have to drive their car around during the day, but it benefits everybody who uses the roads to get one more person off it. This is in all of our self-interests, whatever our habits might be, although I think some people could change theirs with this new product. Aye.

**Katz:** Mayor votes aye. 463.

**Item 463.**

**Katz:** This gives me an opportunity to also participate with the help of commissioner Saltzman and the office of sustainable development. Our policies on purchasing. As you know that we

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already have policies that support the sustainable purchasing activity. What we're going to do today is expand on those policies. Currently the code requires us to consider the purchase of recycling products, specific policies relating to the purchase of recycling paper, recycling oil products and retreaded tires. What you're going to hear today is additional sustainable purchasing policies with regard to lighting products, office equipment, heating and cooling equipment, and paint. And so it gives me great pleasure to invite -

**Sue Klobertanz, Director of Purchasing:** Mayor and council, I'm director for purchasing for the city of Portland. Council item 463 that you have before you to amend the city code relating to purchasing policies is the next step in the improvement of our purchasing code. As well as an immediate step in implementing the global action plan that you approved earlier today. The ordinance does two major things very briefly. It requires the purchasing of energy star labeled products when possible, and buying energy star equipment saves both energy and money and is a smart financial investment for the city. Most of the office equipment the city now buys is already energy star, but this ordinance ensures that all office equipment we buy in the future meets these energy efficient standards. The ordinance also includes guidelines for using recycled antifreeze and paint. Again, these are cost-effective practices that save the city money while reducing damage to the environment, including reducing greenhouse gas emissions. It's come through very loud and clear today that we're taking small steps to move forward. The code today is another step in improvement of the purchasing policies. In addition to that I'm currently participating on the state sustainable supplier council. The statewide council made up of both governmental folks and industry representatives has five work groups currently drafting policies for purchasing related to building materials, office furniture, autos, paper products, paint and cleaning supplies. And many city staff people, both from purchasing and from the operational bureaus are participating on these work groups. We expect that most of the policies drafted at the state level to be applicable here at the city. So within the next year I fully anticipate that I'll be back, bringing additional recommendations on various products for your approval. So item 463 is submitted for your approval first reading today.

**Katz:** Thank you. Anybody else want to testify?

**Moore:** I think we have somebody here.

**Katz:** Come on, Paulette. This also goes to second reading. Thank you.

**Paulette Rossi, METRO Recycling:** I'm Paulette Rossi. The natural recycled paint program is pleased to see the inclusion of Metro's recycled paint in the city's purchasing guidelines. In an easy cause anyone could be eloquent. The purchase of natural recycled latex paint shows environmental responsibility. This year consumers in the region will give Metro over 140,000 gallons of their leftover latex paint. People simply buy too much paint for their projects. On average, every can of paint that Metro receives is 44% full. 82% of the latex will be usable, good quality paint, that Metro can blend into nine attractive colors. Without the reblending program, this post consumer latex paint would be solidified with a mineral and landfilled in eastern Oregon. Metro's program is about reuse, passing a resource back into the community. When the general public purchases a five-gallon pail of the interior/exterior paint for \$22 to \$25 or when a nonprofit or government agency pays only \$12 for that five-gallon bucket, they're closing the loop on recycling and making a sustainable purchase. In use since 1992, Metro's repeat customers have brushed, rolled and sprayed the paint on wood, masonry, wall board and even some metal surfaces. A blend of acrylics, enamels and glosses, the paint dries to a durable low-sheen finish. Horace concluded a task gun is half done. The purchasing guidelines are only half the picture. Using them will be the other half. I look for a day in Portland where nothing is ever used that has never been used before. That's the end of my testimony. But the sustainable Portland commission asked me to say a few words. They want to praise the guidelines for the work that purchasing did in the greening of the purchasing, and also they would like to see this, as Sue has said, a work in progress, that more items will be input

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into the work. They would like to see lifecycle analysis to be done on more purchases. Also, the recognition of more third-party endorsements, like the energy star program.

**Katz:** Thank you, paulette.

**Rossi:** Can I just hand you your card?

**Katz:** Absolutely. We've missed you. We haven't received your messages lately, so -- thank you.

**Sten:** She's been working too hard at metro.

**Rossi:** You have to share, because sharing is also about reducing the use of resources.

**Hales:** Thanks, paulette.

**Katz:** Thank you very much. All right. This goes on to second. So we're now up to our regular agenda. And we'll do 492.

**Item 492.**

**Katz:** Let me just say that this has generated a lot of public comment and media attention, and i'm going to ask tim to sort of review the history of this because it all started last year about june or july of last year when we adopted the agreement with p.f.e.. And we made certain decisions at that time that are now reflected in this resolution. So let me turn that over to ted.

**Tim Grewe, Chief Administrative Officer, Office of Management and Finance:** I guess it's good afternoon now.

**Katz:** Yeah.

**Grewe:** Tim grewe, office management and finance. I'll just make a few brief comments that will provide you with some of the background, prior actions on this issue. Hopefully i'll frame any discussion you're going to have on this today. Section 4 of the council approved operating agreement with p.f.e. For civic stadium states that p.f.e. Agrees to pay all of its full-time employees performing duties at the stadium a fair wage as defined in ordinance number 172161. It further states that the city council may direct that all nonfull-time p.f.e. And part-time workers be paid wages and benefits beyond the wages and benefits normally paid by p.f.e., With the difference, including all taxes, social security, insurance, and similar charges, being the city direct wages or put another way that would be paid for by the city. Finally the operating agreement provides that there may be unanticipated consequences or not yet understood consequences of these provisions, and if those arise the parties would attempt to, in good faith, but at their sole discretion, work on those issues and eliminate those consequences. If they're unable to do that, then that would result in these provisions not being implemented. I want to note that the ordinance I just referenced, that is in the operating agreement, in fact, requires a fair wage of \$8 an hour. It was subsequently amended -- the ordinance was subsequently amended after approval of the operating agreement to include total compensation of \$9.50. I think what happened there, if my recollection serves me right, is we added in \$1.50 for benefits at that time on top of the \$8. But in terms of the operating agreement, the benchmark that was included in there with the ordinance was \$8 an hour. City staff have reviewed this provision and found that p.f.e. Is paying all full-time employees, not just above the original anticipated \$8, but also above the \$9.50. While p.f.e. Is paying a competitive wage, many will be paid below the \$9.50. Of course, fewer will be paid below the original \$8 per hour. It's estimated that for us to bring those employees up to the \$9.50 an hour, it will cost an additional 270,000 to \$300,000 annually, and under the terms of the agreement, as I just stated, this will be a city obligation for operations of the stadium. There's two other points worth mentioning. Prior to the recent discussions on this issue, p.f.e. Had already offered its part-time workers -- its part-time work force, free meals, tickets and bonuses. The bonuses would be based upon the number of events that the people worked. It was the city that required that these be viewed as forms of compensation, giving the employees the option of which to select. And it's our hope, the city's negotiating team, that we'll be able to give part-time employees even additional options in the future. I'd also like to remind the council that our projections -- the projections used in developing the operating agreement indicate that p.f.e. Will pay to the city 2.3 million during the first year

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with that number increasing in subsequent years based upon continued growth and attendance at stadium. Those revenues are derived from the annual license fee, the capital reserve payment, a share of ticket revenues, and a city share of gross revenues. Additionally, p.f.e. Has contributed \$5.5 million towards renovation costs. They also covered the full cost of team acquisition. These are substantial payments. We still have not found any other comparable deal within the country that compares to those -- to those types of payments. The estimated \$2.3 million will first be used to cover operating expenditures that are the responsibility of the city. Things like \$230,000 for transportation mitigation. And \$200,000 for capital reserve buildup. \$40,000 will go to the parks foundation during the first five years of the agreement. And \$70,000 will go to east county as an east cot lodge and tax offset, which was included as part of the v.d.i. Agreement. The annual costs of implementing this fair wage component for part-time employees will also be a city operating expense against these revenues. After these offsets remaining revenues will go against reserves and payment of debt service on bonds sold by the city to finance the stadium's renovation. Even with v.d.i.'s support, debt service payments paid from stadium revenues received by the city total a minimum of \$908,000 annually and will grow at 4% annually. To summarize, the resolution will implement the fair wage component of the operating agreement. It will do that by offering part-time employees a choice on whether or not to take these dollars in the form of compensation or as some other form of benefit. We estimate again the annual costs to the city will be somewhere between \$270 to \$300,000. I'll stop there and I can respond to any questions.

**Sten:** A couple questions.

**Katz:** Go ahead.

**Sten:** It would be helpful, I mean I know the answer to this question, but to clarify a little bit who owns the stadium both before this deal and after. Because, you know, I think there's been -- in my mind there's been some confusion. This is a city-owned facility that we're running into a contract -- entering into a contract to run on a long-term period. I think there's a sense it's a private facility. What was it before this deal and what is it after this deal in terms of who owns this building ultimately?

**Grewe:** Civic stadium for the past 30 years has been a city asset. Nothing in this group will change this. We entered into a public-private partnership for the long-term operation of the facility. And in exchange for p.f.e. Having rights to operate the facility they are paying us the revenues on an annual basis I just referred to, but it is a public facility.

**Sten:** I wanted to review a little bit, who are the employees that were doing similar concession jobs, employees of before this exchange?

**Grewe:** The employees most recently before the city resumed responsibility for civic stadium were expo recreation commission employees.

**Sten:** So functionally part of what's happened in this deal, if i'm -- if i'm explaining this correctly, is that the city has maintained ownership of civic stadium, has contracted out the operations to a private entity, and has privatized a public work force in terms of the concession vendors. So the folks delivering the peanuts and other things remember formerly public employees, and now they're private employees?

**Grewe:** Well, i'm going to put a footnote on. I believe some of them were public employees. I also believe, however, that some of those services have been contracted in prior years.

**Sten:** So it was a mix?

**Grewe:** Yes.

**Sten:** Do we know what the wage level was at the stadium under the city's ownership?

**Grewe:** Commissioner, i'd be glad to get back to you. I don't have that information.

**Sten:** Okay, thanks.

**Katz:** Questions? So we agree for the part-time employees that we would make up this difference? That was part of the agreement we negotiated with p.f.e., Amongst many other provisions we

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negotiated, some of which you referenced, including enforcement. Parking plan, donations to the parks foundation, and -- so nothing here is what we didn't know when we approved this operating agreement.

**Grewe:** That's correct.

**Saltzman:** Back in -- when was that?

**Katz:** July of 2000.

**Saltzman:** Okay.

**Francesconi:** Maybe it's just my ignorance, which is possible, because i've made mistakes before, but I thought you read may. I thought the clause that you read under the operating agreement was maybe, not --

**Grewe:** I think that's an accurate statement, commissioner. The clause is left -- left it up to the city as to whether or not to implement this particular aspect. If there were other consequences that might affect other operations for either the city or p.f.e., It was clearly written in a way that we could decide not to implement this particular clause.

**Francesconi:** It was my understanding, I could be wrong, but I didn't know that it was going to cost the city \$270. I was under the understanding that we were going to ask p.f.e. To do that. Was I wrong?

**Grewe:** Our initial estimates showed the cost at a much lower level. I believe the cost -- original cost estimates were some \$100,000. But at the time you approved the operating agreement, the city had accepted responsibility for covering those costs no matter what they turned out to be. The reason the costs have gone up is not because of anything that p.f.e. Has done in terms of compensation, it's simply that our original estimates underestimated of number of events at civic stadium, so there are actually more events than we anticipated in our original estimate. So the costs were lower, but it was always written in a way that the city would assume responsibility for any costs for the competitive wages.

**Francesconi:** So the original cost was \$100,000?

**Grewe:** Closer to \$100,000.

**Francesconi:** What if we find out there's less events in the future? I mean this number could keep going up.

**Grewe:** If there's less events it will come down.

**Katz:** It will examine down.

**Grewe:** There's more events, it could go up because there's more hours being contaminated.

**Sten:** Is it possible our profit would go up if there's more?

**Grewe:** Yes.

**Sten:** If there's more events happening and they're successful we make more money, but pay more wages. If there's less events happening and unsuccessful, we -- theoretically could have more events that have nobody coming to them, and it would cost us, but that won't go on for very long. All right.

**Katz:** All right. Thank you, tim. Public testimony? Is anybody here from p.f.e. That wants to testify first? No, okay.

**Moore:** We have joe rastetter and margaret butler.

**Joe Rastatter, Living Wage Committee and Union Local B-20:** We made it to afternoon. Good afternoon mayor and commissioners. I began my career as a professional ballpark vendor at Multnomah county civic stadium in 1966. I'll be speaking for myself, the living wage committee, and also on behalf of the union local b-20, which covered the ushers, gate attendants and ticket sellers who for many years at civic stadium were covered by contract. I wish to recognize and thank the mayor for getting this on the council agenda before the season opened. And to let you know that i've come to realize that the city is a sizable partner in this deal, and i'm glad that at least one side is prepared to do right for its workers. Now, I didn't expect Portland family entertainment

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to be straightforward -- so straightforward as to "we're in it for the money, we're greedy as hell," but it does bother me that they continue to emphasize what a great deal it is for the city. And had Harry Glickman repeatedly announce that this is a good deal for the entire community. I believe it's a especially good deal for P.F.E. and its investors. I remember last year testifying here and handing to Mr. Glickman a copy of the job gap study and challenging him to meet the living wage standard, which is now \$11 per hour for a single person working full time in Multnomah county and it's \$14 per hour for a worker with one dependent. The reason that we need living wage or fair wage ordinances is because P.F.E. has decided to extend to its family of workers poverty wages in the \$7.25 to \$8 an hour range. The city is to be applauded for doing the right thing and getting the wage floor up to \$9.50. I don't believe in subsidizing private interests, but since this is a joint venture, it certainly makes for the city to step up to the bat. It's our property. By any name we should do what's right. Not only is \$99.50 substantially less than a living wage. In addition, the percent benefit has been discontinued and the union has been busted. P.F.E. has misspoken, this deal is not a good deal for the entire community, and this important fair wage ordinance provides only partial remedy. I also believe since the city played a role in busting the union, I believe the city has a moral responsibility to remain neutral if not supportive of any future unionization drive. Also, I'm pleased to recognize that there has been a bonus program put into this deal, but I call on the city to carefully monitor it so that the workers don't get ripped off. I shortened that paragraph a little to stay under three minutes. So please, vote to enact this fair wage piece, but please also continue to work for more complete justice. There's a principal I've heard espoused by at least three of our offices here the last couple years, and it's this -- "this country, this city, would be a more prosperous and caring place if we narrowed the gap between the very wealthy and everyone else." So let's keep working on these very important issues of justice. Peace.

**Katz:** Thank you, Joe.

**Margaret Butler, Portland Jobs with Justice:** I'm Margaret Butler. I'm the lead organizer for Portland Jobs with Justice, which is a coalition now of 56 unions, community organizations, and environmental groups and religious groups working together in a campaign for workers rights. Specifically the right to organize, the right to a decent standard of living and the right to employment security. Those three things are pretty broad, so we end up doing a lot of different things in our program, including working on corporate globalization. I wanted to say thank you to the city for all the cooperation we got around the rally on Saturday. Supporting various groups of workers in their struggles for fair contracts. And work on what we call sustainable economics, which includes the living wage campaign. And it also includes work to fight corporate subsidies to fight corporate welfare. So I want to thank you for your past support of living wage provisions. We've been working together with the city on living wage issues since '94. That's a long time. I also want to urge the city to take on this responsibility and apply the fair wages contracting ordinance and pick up the tab for the PGE part-time workers. Part of what we've tried to do with the living wage campaign is work toward establishing community standard, to create a standard where we say employers are expected to pay a living wage to their workers. And it hurts the whole community with employers don't do that. As we've seen, workers who don't make a living wage end up at the food banks, they end up on public assistance, and that's a big public subsidy. So we think that in a joint venture where the city owns the facility and profits from its use, the city has a responsibility to these workers, and we urge you to apply this value that you've already taken a stand on and use it in this situation as well. Last thing I want to say is that wages are only one piece of this story as Joe said. The union contract there included higher wages, good benefits, a grievance procedure, and protections. And that's all gone. And those were workers paid for through city funds. The union has been trying to get in touch with P.F.E.. P.F.E. has not returned their phone calls. This is another reason why in '98, when we worked on the living wage ordinance with the city, we pushed for a right to organize language to be included in that ordinance. International

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human rights groups studies have shown that we effectively don't have the right to organize a union in this country because of what happens when workers try to organize. So public officials such as yourselves who care about trying to eliminate poverty -- and again I really applaud the work you've done in the past -- need to help re-establish that right to organize if we're ever really going to turn things around for poor people. Our workers rights board is going to be doing a hearing in mid-june on the right to organize, and I invite you to come and hear some people's experiences about what happens when they try to organize. So to finish up, we urge you to pick up the tab here. It is a joint venture. It's not a public subsidy. We will be back when Oregon steel comes and asks for -- oh, my time's up -- asks to renew their tax abatement, because we don't think public dollars should be spent subsidizing corporations that are making a profit. This situation's totally different from that. Thanks.

**Katz:** Thank you. Questions? All right. Karla, anybody else?

**Moore:** That's all I have.

**Katz:** Anybody else want to testify? All right, come on up. Thank you both.

**Mike Gardner, Vice-Chair, Family Entertainment:** Mayor Katz, members of the council, I'm Mike Gardner, vice-chair of family entertainment. I wanted to clarify a couple of items. I want to talk about how we developed the work force for PGE Park. To develop the compensation program for the PGE Park seasonal staffing, we surveyed the marketplace and established wage scales that are equivalent to or in some cases higher than comparable situated facilities like the Rose Garden. Our compensation package does include certain non-cash compensation items that are not available at the other similar venues, including a commitment bonus that provides more than \$1.30 an hour. An additional cash compensation for employees who commit to work a certain number of events and follow through on that commitment. It includes a free concession stand meal at each event worked, which has an estimated value of \$1.44 an hour. It includes free two-uniform polo shirt, a jacket and cap with the wholesale value of \$27 per employee, which the employees are allowed to keep. It includes two tickets, which the employees can give to family or friends each event they work, which has an estimated value of \$1.50 or so an hour. Again, none of those items are value at other similar venues in the market. To ensure broad demographic participation in our work force, we utilize the one-stop career centers as primary application points for most jobs. We are an executive partner of the Northwest -- Northeast one-stop career center, and it was the site for our first job fair, attended by over 200 applicants. We also had a special job fair for former Merc employees. And we received either at the job fair or separately, we received requests for information from approximately 70 of those employees. We had applications from 50-60 of those, all of whom were hired. So the Merc employees, who previously who worked at the stadium, who wished to work at PGE Park, have been hired. We also had a job fair at the Southeast one stop career center. These steps help P.F.E. Create a diverse pool of applicants and pool of employees from all areas of the city. PGE Park part-time seasonal jobs were very positively received in the labor market and P.F.E. Was able to hire the entire required work force, approximately 500 individuals, based on the compensation package that we took out. Just to summarize that for you, based on the actual positions filled as of yesterday, which was about 490 positions, the compensation plan that we proposed results in an average compensation of \$12.57 per hour for the seasonable labor pool, not counting any value of the uniform items. Including only wages, estimated tips and bonus, the average wage is \$9.57 per hour. So P.F.E. Has been very responsible to the employees here. We've offered a competitive package and that's why we've gotten a positive response from the labor pool to that package. We appreciate the council's policy for the fair -- fair wage policy and we are very happy to be a partner in implementing that with the city. We want to make it very clear that every cent of the fair wage differential will be paid to employees and P.F.E. Will receive no profit or subsidy from those payments.

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**Sten:** Is the estimated price tag made an assumption on what percentage of employees will -- if I get this right, if they choose the -- to take the tickets and the meal, they don't get the \$9.50 or they can choose to take that rather than the extra bonuses. What assumption are you guessing, how's that going to split at this point to get to the 270 number?

**Gardner:** Commissioner Sten we haven't made an estimate of that. The 270 number is the city's. We haven't had a chance to go back with your staff and really lay out the labor force and then estimate the percentage. Maybe they have. But --

**Katz:** But your assumption is right. The will exist.

**Gardner:** The choice will exist. Until we offer that choice, which we're going to do this week, we won't know.

**Francesconi:** What was the commitment bonus again?

**Gardner:** It works out to about \$1.30 an hour.

**Saltzman:** Depends on how many events you work?

**Gardner:** They have to work of the first 89 events, and then actually work them.

**Grewe:** Commissioner Sten, we took the most conservative approach, and assumed a very high percentage of the people would take the compensation. It may be over time, though, as they see they're being taxed on that versus taking one of the other benefits where they're not taxed, that could change a little bit. The other thing I wanted to point out, which I wasn't clear on before, is we will reconcile estimates to actual the probably at the end of each year, quarterly.

**Sten:** I don't know, i'm not being presented with this choice myself, but my instinct is that a substantial number of people would prefer two tickets and the meal, but a substantial won't. So probably it's -- it's something less than 270 that this costs us, but we don't know. We really don't know how competitive the two tickets thing is until we test it.

**Gardner:** We don't, commissioner. We'll find out in the next couple weeks. The analysis that we did, you could presume that those who have a base wage that's higher than \$9.50 are more likely to take the benefits. But we'll see. You know, I can tell you -- I can tell you that from the merc employees, the former merc employees, and from the public -- the market generally we got a very positive response to those noncash benefits.

**Katz:** Let me ask a question. We know that the \$9.50 is taxable. The value of the tickets and the value of the dinner also taxable income?

**Grewe:** We don't believe so.

**Katz:** Okay. Further questions? All right. Thank you.

**Gardner:** Thank you very much.

**Katz:** Anybody else want to testify? If not, roll call.

**Francesconi:** Well, I was, as I recall, the chief proponent of the original -- no, commissioner kafoury, I followed her as the chief proponent of the living wage ordinance. The principle behind is there is a very important power that government has to try to address this issue of raises. We did it through the competitive bid process where people were awarded points for paying higher wages, and then we can award contracts. We also figured out a way to include health insurance. So we're using the competitive bid process in purchasing of government to raise wages. We were not directly subsidizing one employer. And the other thing is, we were focused on full-time workers as opposed to part-time workers. The two problems I have with this is that now we're giving a subsidy to just one employer. If that employer were going to match us some I could go with this, or if the number's 100,000, maybe. But to give 270,000 to one employer is not a sustainable strategy to close the wage gap. That's problem number 1. Problem number 2 is we as a city have to be prepared to do the same with our own employees. That number is close to a million dollars in part-time employees. 750,000 alone in the parks bureau. Many of whom are lifeguards by the way, and parks pays more than the irvington club in terms of wages. So it also involves the policy question as to do we want to be paying lifeguards more or do we want to be using that money to lower pool



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fees for poor kids? So I guess I cannot go with this, given the fact that it's just a complete subsidy of one employer. I don't see it as a sustainable strategy. It's not fair to our own employees. No.

**Hales:** Aye.

**Saltzman:** Well, I think that there's been much made about the city stepping in and I think as Margaret Butler put, simply picking up the tab here, but this is clearly -- this was part and parcel of an extended negotiation of which we gave many things up, we received many things, and we put this in there, we agreed to it. As I said, we've gotten a lot of other things out of this agreement. I think it's very premature, although I'd like to see p.f.e., Picking this tab up, it's also very premature talking about any notions of corporate welfare, because to my mind nobody's making anything yet, and we're part and parcel of the corporate welfare of this paradigm that this model's put together, we will be making profits, profit sharing with this, at least we hope. So we negotiated this against ourselves. We agreed to pick this tab up. And rather than sort of engage in some protracted negotiation here, opening day is Monday, we've been talking about green policies all day, let's make sure we put green into these part-time workers' pockets starting April 30th. I think this is the way to go. The issue about should we be paying other people in our city work force such as lifeguards livable wages too I think are fair and valid points, but I don't think that's necessarily a tipping point not to support this policy at this time because what we're dealing here is an operation, public operation, has now been privatized. We don't have that situation, that's not similar with lifeguards. I mean, they work for a public entity. They're not being turned over to a private operation so we're not dealing with some sort of a holding them harmless or keeping them whole type of scenario. That's really I think what the foundation is of this livable wage policy that we've adopted here for p.f.e. And for civic stadium. So I feel very comfortable in the city doing this, although like I said when there will be points along the way where we will both sides will be sitting down to revisit and probably renegotiate aspects of this agreement. I do think ultimately it makes sense that p.f.e. Step up as long as we're all making profits from this, that they step up and take over the ultimate responsibility for this provision. Aye.

**Sten:** I'm going to support this. I just want to take a couple minutes and put a couple things in context. First I'd like to start with, you know, there's always a sense of show what we did wrong on this issue. The city passed a policy sometime back, which I think makes perfect sense. The policy is relatively straightforward. It's when we essentially privatize basic city operations, and the two that are very straightforward, parking garages, we own them 100% and contract with private companies to run them, had a we demand a minimum wage for those workers, that that's at least comparable with what lower-paid workers at the city make. And at this point that policy is \$8 an hour plus benefits, or \$9.50 if you get no benefits. These are not outlandish wages. I think it's very reasonable to say at some point it does save citizens money to privatize things. In the case of civic stadium, it doesn't just save us money, it makes us money, because we have no expertise in running stadiums, but at the same time I think when you take a public asset like a parking garage or a stadium and essentially make it more of a private operation, if you say that you're saving money or making profit, which I hope that the city will in this case, if you don't recognize that the city pays higher wages than those similar operations, you're making a big chunk of that savings on the back of the workers. I think that's crystal clear in this case. What definite with in civic stadium a couple years ago? We had a wonderful community asset. I played my only good play I ever had in Pop Warner football was at that stadium and I haven't forgotten it. I think thousands of people have had great memories there, but it was also a pit that was about to cost the taxpayers millions of dollars, it was losing money, and we owned it and it was our responsibility. So at some point that thing was going to catch up in a big, big way. Now what we're doing, and I hope it works, is actually the city still owns it, it's still a public asset, but we're hiring p.f.e. To run it for us. I think the major mistake we made in terms of how this has played out, on day 1 of this thing, to me it's obvious that our living wage policy should have applied to this negotiation from day 1. It's an analogous to the

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other things we do on living wages, and from the very first day we started negotiating, we should have put that in the deal and negotiate it. When you negotiate something at the back end it looks like one party took it and the other didn't. We didn't account for this cost on the front end of the thing when we were negotiating, and it should have been negotiated in the whole thing. I think that's our fault. The council should have caught that, but it doesn't make it right to skim the profits after the workers because we didn't catch it on the front end. I'm very hopeful the two tickets and dog strategy works. If it's more appealing to the workers and it's their choice, then this doesn't cost us anything. If it turns out in fact that it's not as appealing as \$9.50, then as I think as things move forward, p.f.e. Has to deal with that in a market sense also. We have to look at that. At the end of the day, we are really not a subsidy of p.f.e. In this. What we are is an equity partner. Most of the money that's going into the debt is the public's. What p.f.e. Is required to do is get that debt paid off with no cost to the taxpayer. If that happens and there's profit left we get a chunk of it. Whether or not we've negotiated the very best deal possible with p.f.e. Remains for third-parties to decide, in my opinion, but I think it's a fair deal, and I think there's a very good chance that we're going to make money and turn this very important community asset into one that's profitable instead of a time bomb that's about to explode financially on the taxpayers. In doing so, I think it's really a win-win if we don't at the same time take a public work force that was unionized and scrape it down to a lower rate as part of the deal and call that profit. That's not profit. That's passed on costs to poor people. And I think we can do better than that. Aye.

**Katz:** Well said. Let me just add to that, that part of the problem with this deal was that we were never able to tie it together with the visitors development initiative, the v.d.i. Initiative, that the timing of the increase in the motel/hotel tax, the car rental tax, didn't work with the final agreement that we arrived with p.f.e.. This is an agreement that is billed and linked to the hotel/motel tax. It's an agreement that it is truly a private/public partnership, where the debt is being paid off, not by tax dollars, but by the visitors who come and attend and see the games being played. Part of that arrangement also is that we were going to share in the profits and be the first to get the cut of the profits in addition to our annualized guaranteed payment of \$908,000. Some day the story of this particular arrangement will be written and will be written correctly, and will be written from day one, how this all developed with the visitors development initiative. That tied our ability to fund the expansion of the convention from, the performing arts, tourism, expansion of light rail, to the rehabilitation of this stadium. As I pass by it every single day, I think it's going to be something that we all are going to be very proud of. I just want to make sure that the city makes all the money that it can, so let me be crass by announcing that on april 30th we will be opening up the stadium come watch our team play and enjoy the investment that we're all making. Aye. [ gavel pounding ] communications? 494.

**Item 494.**

**Katz:** All right, joy, come on up.

**Joy Gohl:** Good morning. Good afternoon. My name is joy gohl, and I live right next door to powell butte in a conservation residential area. And we are very concerned with the degradation with all the building of houses. They've changed the zoning there, and it's really getting intense with the housing around powell butte nature park. And there's increased usage by everyone. The bicycles take a huge toll on the park. I have some pictures I took yesterday to demonstrate. We've watched with real concern the trails have widened, doubled, in -- over the last year or two. And more and more new trails that are not authorized are appearing every day. And citizens concerned with the park try to throw logs on the trails and cover them up with branches and everything. We're always doing this work. But it's kind of -- we feel that the park don't needs to do a better job in preventing things. For eight years i've asked for signs in everybody. That's the beginning of education. Is to have at all the entrances, what is allowed and what is not allowed, you know, in the park. So currently we have a lot of vandalism going on. We have paintball parties

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all the time. I picked these up yesterday. These are things in -- there's a huge area, the size of a football field, that's been all denuded and sort of in the heart of the park, and the kids go in there and they'll tell me that it's okay, lady, anything goes here. There are no signs. I've talked to bikers who are biking on trails where they're not supposed to be. And they'll say, well, the day they put up signs, you know, i'll stop. And so we've asked over and over again, and over and over again, the park department has promised us that they have signs, they're already to go up. The boy scouts have offered to make signs. Oh, no, that's okay. The signs are all made, they're in the sign department. That was six months ago. And so i'm tired of waiting. It's been eight years. And the destruction is not easily replaced. I was very concerned a week ago saturday, a huge crew got out of some trucks with the park department, fellow, and they went in with chain saws and made a new totally illegal trail. Maybe you've heard of this. It was all a big mistake, I guess. But some well-meaning volunteer coordinator, you know, with pressure from the pump, that's the bicycle club, talked them into making a better trail on the mt. Hood switchback, because it was too much of a short, you know, curve there for the bikes. They like to speed. And so, you know, the bikes aren't supposed to be on there, that's not a bike trail anyway, it supposed to be for foot and horses only. They went off and cut down all this beautiful native vegetation, trees and logs and so forth and just in a few hours about 12-20 of them, in 2-3 hours, just destroyed a beautiful pristine area. And anyway, I would like to show you these pictures. I've put little captions on what they are to show how the trails have widened and what happens is first they get with the bikes going down, they get rutted, you know, a v, and then all that, and then there's roots that show and so forth.

**Katz:** Why don't you share those pictures with us. Thank you very much.

**Gohl:** All right, thank you.

**Katz:** All right. Item 495.

**Item 495.**

**Katz:** Come on, patrick.

**Pat Dinan:** Just trying to be courteous. Good morning. My name is pat dinan. My time today is direct to you and your duties to we the public. Isn't it interesting that the past president of the Portland union has submitted a claim as well as public agencies about the integrity of our police department. You have a copy, along with a copy of my letter to you, mayor KATZ. It's now been over two months since my second written request for the production of the lawful trespass or exclusion order was made with our commissioner of police and present mayor vera KATZ. Yet, it seems that the police do not have to be accountable to our elected official. Our is it because you're confused, mayor? What is it? Do you understand the difference between exclusion and trespass? I would like to find out what it takes to get a written reply from your office, from a citizen that has something that is very dangerous to what this community is trying to do with community policing. You're the one that told us, the citizens, to be bold and to stand up to our rights. Your statements made to me last february had never been backed up with any written proof. The last time I came before you I read you all the oath of office. The oath that you took before becoming commissioners and mayor. When I again seek you to do your duties as commissioners of police and mayor, and as commissioners to provide the information or since you cannot provide the proof of lawful acts claimed, then your duties and responsibilities are to have the officers involved investigated for the acts taken. It seems to me there are possible felony acts in violations of both state and federal laws and the general orders. Failure to act will leave this citizen and i'm sure many other citizens to believe that you and the council are trying to conceal wrongful and unlawful acts towards we the citizens by our community police bureau. We don't need this at the present time with the acts and the issues that are going before this community. We're a good community and we need to resolve this. I'm available and willing to meet with you or your representative any time soon. Your lack of confronting the problems would only show this, the council is not following directions of our charter, having council members doing what they're supposed to do. Therefore, it

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could be seen as members acting outside their defined role as council members. I truly feel our city needs this to be resolved quickly with the issues on how piac is to work and to protect we citizens pending before you. I look forward to your response. A lack of response will show that you still taking the act that there is nothing wrong here and therefore you're concealing the issues that have been shown to be wrong and the acts made by our police. Thank you.

**Katz:** Thank you. 496.

**Item 496.**

**Katz:** Rich is not here, so he--

**Moore:** He called. He could not make it.

**Katz:** All right. We stand adjourned until 2:00.

At 12:41 p.m., Council recessed.

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April 25, 2001 2:00 PM

[ roll call ]

**Katz:** I think commissioner Francesconi is on personal business, and commissioners Saltzman is --

**Moore:** On city business, volunteers of america.

**Katz:** City business. Okay. Item 497.

**Item 497.**

**Katz:** Okay.

**Matthew Brown, Office of Transportation:** My name is matt, from the office of transportation.

As a background, we --

**Katz:** We -- this will go on to second because we don't have four people here.

**Brown:** A little background on the project. Specialized housing is developing a parcel, it's actually this parcel right here. They're developing new housing units in that area for the -- they've received some assistance from Portland development commission, housing community development has offered to assist them with [ inaudible ] the housing project itself is about 99% complete. Right now we're looking for occupancy within the next couple of weeks. We want to make sure we can give the assurance the street will go through the l.i.d. To get to that point. In general, the [ inaudible ] 11 blocks in this area. Throughout there will be 28-foot streets, sidewalks, trees, and drainage. It's important to note that in this area you have along burnside street, we have light rail running along here, we have transit along those -- stark and 122nd, at the western end here along 117th is ventura park and ventura park school, and this all sort of it sits in the middle of that no pedestrian access, and some pretty poor street and drainage conditions. Actually the intersection of ash and 119th is impassable, really, if it rains. It's basically a hole there, it just becomes a lake. The improvements here would really go a long way in making [ inaudible ] there's also a lot of vacant land in the area, and it's hard to imagine a two or three-minute walk to light rail. Really it's due to the fact there are no improved streets. It would really help to meet other goals we have in terms of access to transit and things like that. The general description of the l.i.d., This is a qualified low-income neighborhood. I think we're at 85% plus of households are at median family income. Properties are assess order a square foot basis, and we're giving them a guaranteed rate of 79 cents per square foot. So the price they have seen right now is the price that it will be when the project is finally assessed. There will be no change in that. That represents approximately 25% of the project costs. So the housing community development is funding 75% of the project costs here. One other program to point out, owner occupied properties in the area where the property owners are at or below 50% of the meet yarn family income are also eligible for 100% subsidies, so they wouldn't pay anything --

**Katz:** At below --

**Brown:** At 50% of median family income.

**Katz:** 50%?

**Brown:** Yes. 50. At this point we have 70.5% signed support, that's represented on green -- in green on the map. If you count waivers, which are shown in purple, we're at 78% support. And our schedule is basically to perform design up through february 20002 with construction beginning in april, finishing up late summer and assessments being done by the end of calendar year 2002. We have received one remonstrance representing two property owners. The two main concerns are first the potential increase of cut-through traffic on the local streets, that would result from the improvements. I think our response to that is really our goals are to improve connectivity in our neighborhoods for local access, and in this case it's particularly important to provide pedestrian access to transit, to the parks, to the schools that are just so close by to this neighborhood. It's very important to do that. The streets are designed to accommodate local trips and not to accommodate or to encourage any kind of cut-through traffic. The second point of the two property owners, by

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the way, the two that objected are here at the corners on 117, so it's these two property owners. They also objected to the assessment that's they would represent a financial problem. I talked about the 100% subsidy for families at or below the median income. Everyone here is receiving the 75% subsidy. In addition, the two property owners objecting are receiving a further break because they also live on streets that have been previously improved, and therefore their properties have been assessed in the past for that. So they are receiving the further reduced rate on those. So those are the remonstrances and our response --

**Katz:** What's the average liability for property owners?

**Brown:** We have a mixture of 5,000 and 10,000 square foot lots, so for a 5,000 square foot lot we're looking at 3950, 3,950 for their assessment for a 10,000 square foot lot, \$7900.

\*\*\*\*\*: Okay.

**Katz:** Questions. Public testimony?

**Moore:** Nobody signed up.

**Katz:** Are you all here to just watch? Do you want to talk to us? To listen? All right. Do we have any -- do we have any remonstrances that we need to overturn?

\*\*\*\*\*: Just what I described earlier. You have that in front of you.

**Hales:** I'll first move to remove the emergency clause.

**Katz:** So moved.

**Hales:** And then i'll move to overrule the remonstrances and then we'll bring this back on council calendar for second reading and council vote next week.

**Katz:** Okay. Any objections to overruling the remonstrances? Hearing none, so ordered. Thank you, everybody. We'll pass this on to second and unless you want to come downtown and have a nice day downtown, I -- I think it will pass. All right? Nice work, matt. We stand adjourned.

At 2:10 p.m., Council adjourned.