



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **7TH DAY OF MARCH, 2007** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams, Leonard, Saltzman and Sten, 5.

Commissioner Adams left at 10:15 a.m.

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

On a Y-4 roll call, the Consent Agenda was adopted. (Saltzman absent)

COMMUNICATIONS		Disposition:
199	Request of Robert Butler to address Council regarding failures of the Portland Police Bureau (Communication)	PLACED ON FILE
200	Request of Kim Carlson to address Council regarding the Walk Safe Umbrella project (Communication)	PLACED ON FILE
201	Request of Russ Holcombe to address Council regarding Children's Rights (Communication)	PLACED ON FILE
202	Request of Helen R. Stoll to address Council regarding prostitution, pornography and drugs in Sandy Corridor (Communication)	PLACED ON FILE
203	Request of Fred Buller to address Council regarding the repaving of Sherwood Place (Communication)	PLACED ON FILE
TIME CERTAINS		
204	TIME CERTAIN: 9:30 AM – Present Portland Citizen Disability Advisory Committee work plan 2007 (Report introduced by Mayor Potter) Motion to accept the Report: Moved by Commissioner Leonard and seconded by Commissioner Sten. (Y-4; Adams absent)	PLACED ON FILE

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<p>205 TIME CERTAIN: 10:15 AM – Accept the report of the City of Portland Peak Oil Task Force (Report introduced by Commissioner Saltzman)</p> <p> Motion to accept the Report: Moved by Commissioner Sten and seconded by Commissioner Saltzman.</p> <p>(Y-4; Adams absent)</p>	<p align="center">ACCEPTED</p>
<p>206 Establish a goal to reduce oil and natural gas use in Portland by 50 percent in 25 years and take related actions to implement recommendations of the Peak Oil Task Force (Resolution introduced by Commissioner Saltzman)</p> <p> Motion to accept the Substitute: Moved by Commissioner Saltzman and gavelled down by Mayor Potter after no objections.</p> <p>(Y-4; Adams absent)</p>	<p align="center">SUBSTITUTE 36488</p>
<p align="center">CONSENT AGENDA – NO DISCUSSION</p>	
<p>207 Statement of cash and investments January 11, 2007 through February 7, 2007 (Report; Treasurer)</p> <p>(Y-4; Saltzman absent)</p>	<p align="center">PLACED ON FILE</p>
<p align="center">Mayor Tom Potter City Attorney</p>	
<p>208 Authorize an Intergovernmental Agreement with Multnomah County Department of Community Justice for the Partnership of Police and Parole/Probation to monitor and support high risk offenders (Second Reading Agenda 172)</p> <p>(Y-4; Saltzman absent)</p>	<p align="center">180790</p>
<p align="center">Office of Management and Finance – Business Operations</p>	
<p>*209 Authorize an Intergovernmental Agreement with the City of Fresno, California for the outfitting and installation of Fresno patrol cars with specialized police equipment (Ordinance)</p> <p>(Y-4; Saltzman absent)</p>	<p align="center">180791</p>
<p align="center">Office of Management and Finance – Financial Services</p>	
<p>*210 Authorize a Contingent Loan Agreement with the Housing Authority of Portland for the Yards at Union Station Project (Ordinance)</p> <p>(Y-4; Saltzman absent)</p>	<p align="center">180792</p>
<p align="center">Office of Management and Finance – Human Resources</p>	
<p>211 Create a new Nonrepresented classification of Sustainable Development Operations Manager and establish a compensation rate for this classification (Ordinance)</p>	<p align="center">PASSED TO SECOND READING MARCH 14, 2007 AT 9:30 AM</p>
<p align="center">Office of Management and Finance – Technology Services</p>	

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<p>*212 Extend contract with Compass Computing Group, Inc. through June 30, 2008 to continue Multnomah County Personal Income Tax Programming Services (Ordinance; amend Contract No. 36890)</p> <p>(Y-4; Saltzman absent)</p>	<p>180793</p>
<p>Police Bureau</p>	
<p>*213 Authorize a \$40,000 agreement with New Avenues for Youth for counseling and intervention services provided at the Reception Center (Ordinance)</p> <p>(Y-4; Saltzman absent)</p>	<p>180794</p>
<p>*214 Authorize a Grant Agreement to the Police Activities League of Greater Portland in which the Portland Police Bureau provides funds to support youth activities and programs (Ordinance)</p> <p>(Y-4; Saltzman absent)</p>	<p>180795</p>
<p>Commissioner Sam Adams</p>	
<p>Bureau of Environmental Services</p>	
<p>215 Authorize a contract and provide for payment for construction of the Dry Weather Primary Clarifier Expansion project at the Columbia Boulevard Wastewater Treatment Plant Project No. 6905 (Second Reading Agenda 175)</p> <p>(Y-4; Saltzman absent)</p>	<p>180796</p>
<p>216 Authorize an Intergovernmental Agreement with the City of Lake Oswego to jointly fund and participate in the development of an enhancement plan for the Tryon Creek Wastewater Treatment Plant Project No. 8484 (Second Reading Agenda 176)</p> <p>(Y-4; Saltzman absent)</p>	<p>180797</p>
<p>217 Authorize an Intergovernmental Agreement with the City of St. Helens to provide Laboratory Analytical Services (Second Reading Agenda 177)</p> <p>(Y-4; Saltzman absent)</p>	<p>180798</p>
<p>Office of Transportation</p>	
<p>*218 Accept a grant from the U.S. Department of Housing and Urban Development in the amount of \$72,168 for the Portland Streetcar Loop Project (Ordinance)</p> <p>(Y-4; Saltzman absent)</p>	<p>180799</p>
<p>*219 Accept a grant from the U.S. Department of Housing and Urban Development in the amount of \$496,000 for development of Portland Streetcar (Ordinance)</p> <p>(Y-4; Saltzman absent)</p>	<p>180800</p>
<p>*220 Authorize the Portland Office of Transportation to acquire certain permanent and temporary easements necessary for construction of the street and traffic calming improvements in the SE 152nd Avenue Local Improvement District through the exercise of the City Eminent Domain Authority (Ordinance; C-10017)</p> <p>(Y-4; Saltzman absent)</p>	<p>180801</p>

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<p>221 Designate and assign City owned property located at the intersection of NE Killingsworth and Columbia Boulevard, between NE 82nd and 92nd Avenues, as public street right-of-way (Ordinance)</p>	<p>PASSED TO SECOND READING MARCH 14, 2007 AT 9:30 AM</p>
<p>Commissioner Dan Saltzman</p>	
<p>Office of Sustainable Development</p>	
<p>222 Authorize an Intergovernmental Agreement with Portland State University in the amount of \$86,326 to execute the Single Family Weight Study Recycling Project (Second Reading Agenda 181) (Y-4; Saltzman absent)</p>	<p>180802</p>
<p>223 Amend contract with SERA Architects for an aquatics addition to East Portland Community Center (Second Reading Agenda 182; amend Contract No. 35980) (Y-4; Saltzman absent)</p>	<p>180803</p>
<p>Commissioner Erik Sten</p>	
<p>Fire and Rescue</p>	
<p>224 Apply for a \$463,152 grant from the Department of Homeland Security for Portland Fire & Rescue for the Safe & Sound media campaign and to purchase items for the Learning Center (Second Reading Agenda 185) (Y-4; Saltzman absent)</p>	<p>180804</p>
<p>225 Accept donation of pet oxygen masks from the Jeff Morris Fire & Life Safety Foundation (Second Reading Agenda 186) (Y-4; Saltzman absent)</p>	<p>180805</p>
<p>REGULAR AGENDA</p>	
<p>Commissioner Dan Saltzman</p>	
<p>Office of Sustainable Development</p>	
<p>226 Consent to transfer of Alberta Sanitary Service Inc. residential solid waste and recycling collection franchise to Portland Disposal and Recycling Service, Inc. (Second Reading Agenda 196) (Y-4; Adams absent)</p>	<p>180806</p>
<p>Parks and Recreation</p>	
<p>*227 Authorize contract with Walker Macy to provide planning, design and construction administration services for improvements to Waterfront Park, Ankeny Plaza & Streetscape Improvements (Ordinance) (Y-4; Adams absent)</p>	<p>180807</p>

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228 Authorize Park System Development Charge grants for funding capacity to
increase improvements to City botanic gardens (Second Reading Agenda
197)

180808

(Y-4; Adams absent)

At 11:38 a.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

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

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WEDNESDAY, 2:00 PM, MARCH 7, 2007

DUE TO LACK OF AN AGENDA

THERE WAS NO MEETING

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

[The following text is the byproduct of the closed captioning of this broadcast. The text has not been proofread, and should not be considered a final transcript] * * *

MARCH 7, 2007 9:30 AM

Potter: Every week we ask, how are the children? In many parts of the world, when adults greet each other, rather than saying, how are you, they ask, how are the children? They know when the children are well, the community is well. So each week we have -- invite a guest in to speak to us about these issues, and today we have macella gore, a senior at franklin high school. Could you please come forward? She has competed three years as part of the franklin's mock team trial -- mock trial team, including last year's regional champions. She is also the coeditor in chief of the newspaper, a candidate for franklin's rose festival princess, "star wars" is one of her passions, but so is politics. Which is why she'll be attending willamette university next fall to start pursuing a degree in political science. Thank you very much for being here.

Michaela Gore: Good morning. Today I want to talk to you about schools, which is i'm sure something you hear a lot about from students. Because our state gives Portland public schools the same amount of money per child as they do the rest of the state, despite the fact we have more special needs kids, I think that we as a city have to dedicate money to our schools. I think it's ridiculous have to -- to have classes where people students have to rush there to get early so they don't have to sit at a counter. I have been to these classes and I have friends with these classes. It's ridiculous to introduce new programs into the classrooms without giving adequate money or training as well as by making the class sizes so large the programs don't really work anyways. I think it's ridiculous to stick nonenglish speaking student in the back of classrooms because they have no translators and no class to go to. I think it's ridiculous to cut 4½ teachers from a school that already is having problems meeting standards because we have too many students who skip. Franklin is a good school. I have found a good place there. And they have some very dedicated and talented teachers, and also some students who really, really want to learn. But the less funding we get the less attractive and successful programs we can have. Franklin used to be known for the law program, and as of now, there are only three classes that have to do with law at our school, forensic science, intro to law, and mock trial. And the majority of kids do not take these classes. This was one a program that attracted people to franklin. The less programs we have, the less high testing students choose to come to franklin. I chose to go to franklin even though it wasn't doing very well when I was in middle school, and i'm glad that I chose there, but I wish that there were more students who could test higher so to give us more money and more chances to do things. The school will inevitably fall into a pit of low funding and the cycles of low testing, the less attractive the school becomes. I'm really tired of seeing my school classified as another failing southeast high school. I think it's time as a city that we take our responsibility for our own schools and if our state won't do it and our country won't do it, we have to do it. It's our duty to our children and I think that in the long run it will benefit Portland. Thank you.

Potter: Thank you very much. I really appreciate your words, because this is an important issue to the city. Last year the city of Portland gave \$10 million to the schools, plus another \$12 million in direct services. And we the assisted in ensuring that a local levy option was passed here in Portland. So I think the five folks up here are committed. But we also need the larger community

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to be part of the solution, and for parents to take more interest in their children's activities, as well as folks who aren't partners. So I really appreciate your words, and good luck. Can we give this young woman a hand? [applause] and with her is her younger brother jeff. We're going to open up council. [gavel pounded] please call the roll. [roll call]

Adams: I unfortunately, or fortunately, have a commitment down in salem where we're having lobbying and rally for the civil unions bill, so I just wanted to let people know ahead of time I will be leaving early from council. And I appreciate the point of privilege. Here [roll call] [gavel pounded]

Potter: I'd like to remind folks prior to offering public testimony the city council, a lobbyist must declare which entity he or she is authorized to represent. So we'll begin with communications. Please read item 199.

Item 199.

Moore: He called and is not able to make it.

Potter: Ok.

Item 200.

Potter: Thank you for being here. Please state your name for the record. You have three minutes.

Kim Carlson: Good morning, my name is kim carlson. I cochair the transportation committee and i'm here to tell you about the walk safe umbrella. Just over one year ago two women had dinner together at a 23rd avenue restaurant. Afterwards they were hit by a car as they crossed 23rd avenue. One was killed. Either the surviving pedestrian or the driver involved claimed to have seen each other. It was nighttime and raining heavily. Our neighborhood responded with request to pdot for pedestrian safety improvement and commissioner Adams initiated meeting was my committee, the business association and pdot. Resulting in traffic calming signs, parking removal where visibility was impaired, and a crosswalk marking criteria that will benefit all neighborhoods. On behalf of residents and employee and visitors in my neighborhood, thank you, commissioner Adams. But we still need to see pedestrians. Black garments and umbrellas are not visible to drivers in low-light conditions. Hi the idea for an umbrella design and I approached shed rain, a local maker of high quality umbrellas. At the time I had no idea that the company owners had known sarah cogan, the woman killed on 23rd. And they embraced this project in memory of their friend. So here it is. Yellow is the new black. Yellow fabric is particularly visible on cloudy, gray and wet days. Reflector trim catches the light from headlights and street lights to visibly announce the pedestrian to traffic and clear plastic panels provide the carrier with the ability to see approaching traffic from two directions. In addition to applying their expertise to improve the design, shed rain chose to improve the walk safe umbrella in their catalog. This step removed an enormous barrier for nwda, the cost for a minimum order of 1200 umbrellas. In february a story in the northwest examiner generated interest and was followed by a news item in the Portland tribune a. Story on koin news, and most recently a feature in the downtown section of "the Oregonian." the nwda transportation committee began preselling umbrellas in february, so far we've sold 340. Orders have been taken from as far away as bend, Oregon, and long beach, Washington. I have been in contact by several neighborhoods, particularly in southwest Portland where no sidewalks exist. I've set up a program through the neighborhood coalition office that will provide an opportunity for all neighborhoods -- neighborhood associations to sell the walk safe umbrella if they choose. I've been in contact with the Portland, Oregon, visitors association, and anticipate selling this umbrella at the visitors information center in pioneer square. I'm exploring the possibility of neighborhood school selling them as a fund-raising item. When the walk safe umbrella is available in april, they will be sold at food front cooperative grocery and three fred meyer stores for \$20 each. Until then, nwda is preselling umbrellaing for only \$15 apiece. So i'd

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like to invite you to contact nwda to the neighbors northwest coalition office where we would be happy to take your order.

Potter: What's the number folks can call?

Carlson: You have it on your --

Potter: I know, but the folks at home can't see that.

Adams: I have it.

*****: 823-4288.

Potter: Thank you very much.

Adams: I just want to thank you for being such a strong and good advocate on the issue of pedestrian safety, and this is an umbrella that took a lot of work on your effort to bring to fruition, just one of many great works you've done on behalf of not just pedestrians in northwest Portland, but this will have a benefit citywide. On behalf of pdot and all pedestrians, I just want to thank you for all your leadership.

Carlson: Thank you.

Potter: Thank you. Please read the next. Holcombe.

Item 201.

Potter: Thank you for being here. When you speak, please state your name for the record. You have 30 minutes.

Russ Holcombe: My name is russ holcombe. There was this thing that happened, I didn't believe what she was telling me, I thought she was trying to lure me out of the country to have me killed, like an assassin from the c.i.a. That I met in the c.i.a. Secret prison from when I got radiation sickness. Turns out everything she told me was true. She got her pictures taken, she wasn't a prostitute, and they'd steal her money by injecting her with drugs, and the next morning they would trick her into thinking yesterday was a dream and she would have a photo shoot, and they would inject her with drugs, and every of time she made \$100,000 they'd take her to court and make her write out a check for all the money. And I just couldn't believe her, but she had all these -- I thought she was a robot from outer space and she had all these robot friends. Brad pitt, angelina jolie, I thought they were c.i.a. people chasing after me. I thought barbara walters was trying to get me killed because she wouldn't walk across the street with me to talk to her. I thought she was a weapon of mass destruction. There was -- there's witnesses, and, um, who -- barbara walters, jack nicholson offered \$10 million for me to marry her and I thought it was trick, like there was a nuclear bomb that went off in l.a. And seattle, and they were trying to just give up my hopes and so when they said the doors were closing, I got off the max, I hoped we weren't about to get nuked. And nothing happened. So I ran away, and I don't know, then I seen around t.v. And I recognized her. There were these people from other dimension, and they were trying to the lure me into their world, and I couldn't go. Because I couldn't believe it. They all knew about the uranium, and they were trying to just trying to help me, but I thought they were crazy. And so pretty much I have a daughter, she's trapped on a desert island, just like she told me the daughter was, and I wouldn't get on the airline with her and britney spears, because I thought they were these little rich girls trying to the brainwash me into thinking that they could just buy a plane ticket for some guy to go somewhere, some other part of the world and drop him off. Make my mom have to pay money to get me back or something, I don't know.

Leonard: Russ, do you live here? Portland?

Holcombe: Anna nicole smith, I think she used my i.d. to the get -- not my i.d., but my address to get an Oregon state i.d. card.

Leonard: Do you live here in Portland? Maybe I can talk to you afterwards.

Holcombe: All right.

Leonard: Ok.

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Holcombe: I was hoping somehow my friend, he's in the marines, he wants to be famous. I was thinking he could help her. Shows surround by these insurgents, and they want to shoot her. I was thinking he could go up to the homeless, it's like the war on terror, because they killed her for all her money. I don't know.

Potter: Thanks for being here, russ. Commissioner, do you know commissioner Leonard? He's going to help you. Please read the next.

Item 202.

Potter: Good morning, helen.

*******:** Good morning, honorable mayor, commissioners.

Potter: Please state your name for the record. You have three minutes.

Helen R. Stoll: I'm helen, i'm a member of the parkrose business association as well as a hollywood boosters. Thank you for this opportunity to speak. I'm concerned about the information that another porn shop may be going into the parkrose area at 9500 northeast sandy boulevard that will make four porn shops between 87th and sandy and 109th and sandy. The last time the issue was on the ballot to regulate pornography in Oregon, 65% of the public did not want porn in neighborhoods. The night before election, ginnie cooper, with the Multnomah county the library association, probably at public expense, got on t.v. and threatened that if this bill passed, we could not keep a personal diary or read the diary of anne frank. That was not true. But frightened the public into vote can against it. Where's commissioner Leonard? He spoke about that last wednesday. Since then, porn has proliferated in neighborhoods, bringing prostitution, drugs, recruiting of girls, for porn and prostitution, and other crimes into our neighborhoods. I don't like to have to pick up condoms, needles, and sex toys and appliances outside my home and business. At noon one day when kids were going to lunch in our neighborhood, I found an empty box with -- in full color illustrating male genitals and ball separators. We are keeping hollywood clean during the sewer and beautification project. Occasionally we see a he/she prostitute or young teenager on mcdonald's parking lot, one approached my car. Perhaps you got my play that I wrote. I left it at your office last week. How could any girl do that? Now my next project is going to be, how could any guy do that? Because i'm wondering -- researching why men get involved in prostitution and pornography. And you did -- I want to commend the police for taking care of a situation when a school policeman was filming girls at high school. That's very commendable. I'm sorry for this officer because he said that he did this because he had unfortunate situation at home, and that he had witnessed a fellow officer shoot a 71-year-old man. I'm very sorry for him, and I hope that he can face the future in a more acceptable way, leading to personal growth rather than to his decay. Thank you very much for your time. I appreciate it.

Potter: Thank you, helen. Please say hi to norm.

Item 203.

Potter: You have three minutes, sir.

Fred Buller: Fred buller. I'm sitting in that chair, thinking, i've been here before on the same issue. So I live on sherwood place, which is a chip seal street. And as I said, we've been here before on the same issue. So I thought i'd go around a different direction this time. Here's my bid to repave the street by at 30 people. I got all 30 people to agree to \$900 apiece. I've been full circle with the city of transportation as far as trying to work with them on doing it legally, you know. We wanted to do it possibly and just go ahead and do it. Andrew Aebi, i've been working with him since march 1 of 2006. The stumbling block seems to be something along the lines of a maintenance agreement. That is somehow connected with the subdivision in the 1950's and the city. But no one can really produce the maintenance agreement. Drainage may be a problem. The other alternative is an l.i.d., but that's all a very, very expensive situation as far as everyone is concerned, and no one wants to do that. Chip seal street, for your information, is just oil and gravel. Nothing's been done for probably the last 10 years i've been on the street for 15 to 20 years. Or

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more than that. And nothing has been done. I would think we would be able to do something as far as repaving the street our self. Gary boyar is on my street. He says he knows you, commissioner, councilman Adams. I just wonder if there's some alternative we could do. I say i've been full circle with the transportation department within the city, and I just don't get anywhere. I'm ready to go, we're ready to pave the street last august, and again, the maintenance agreement came up, and the city attorney has been consulted on this, and we just don't seem to get anywhere.

Adams: I just want to thank you for all the great work that you've done to try to address this issue, and I wish that I had more of you scattered throughout the city on the hundreds and hundreds of miles that are deficient. What stands in the way, having look in addition this issue personally, what stands in the way is the the storm water issue. It's not maintenance agreement. The fact that of the matter is, this is a steep slope area that we need you to get a storm water engineer, or geo technical engineer to take a look at your plans and to sign off of them in terms of how the storm water would be dealt with. One of the -- a sort of sad fact is, because the current street is in such bad repair, a lot of the storm water that it produces right now goes into the ground. And i've taken a drive along the street, I also know this is, in addition to the concerns from the professionals, just seeing the amount of storm water myself that's produced by the street and how neighbors have sort of diked it and channeled it to keep it out of their area, what stands in your way is getting a -- someone with professional expertise to sign off that what you seek to do will not cause damage to the adjacent property owners. Last winter a section of cardinell drive caved n once we take the street on after you pave it, and I want you to pave it, and I want to take the responsibilities for the street on, we also then accept the liability if in paving the street it produces that storm water starts damaging adjacent property owners. So what stands in your way is only getting an engineer to sign off on how the storm water will be dealt with.

Buller: Is that my engineer? We have to hire an engineer on our own?

Adams: Yeah.

Buller: Not the city?

Adams: Correct.

Buller: So my last question to, i'm not sure who, why can't we just rechip seal the street? Same condition it's in now. And the response I got there was the city bought too many windshields, so they no longer do that.

Adams: Apparently about 20 years ago the city stopped doing the chip seal repair and the issues on storm water would still be the same. You're taking a street that because of its poor condition absorbs a lot of water and you're turning it into a new chip sealed street that slough the off a lot of water, and we deal with being sued all the time, plus it's a danger, when we don't -- when we allow road improvements to go forward that have not been properly engineered. So getting an engineer to take a look at this, and i'm happy to facilitate a list of folks that could do that for you, is what stands in the way. Regardless of whether you chip seal it or you pave it. That part of town we just have too many slides and we take on too much liability on behalf of the taxpayers. So it's a pain, but there's a public purpose to it.

Buller: Thank you.

Potter: Move to consent agenda. Do any commissioners wish to pull any items from the consent agenda? Does any member of this audience wish to pull any items from the consent agenda? Please call the vote.

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

Potter: Aye. [gavel pounded] please read the 9:30 time certain.

Item 204.

Potter: Would the representatives from the disability advisory committee please come forward? I want to thank all of you folks for the hard work you do on behalf of the community that you represent. And I appreciate you coming in to council today, and also developing a work plan.

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While these folks are coming up, I want to remind everybody that this is multiple sclerosis awareness week. And ask all folks to learn as much as they can about that particular disease so that they can deal with it not only in their own lives, but the lives of their family and friends. So whoever is going to speak first.

Jan Campbell: Good morning. My name is Jan Campbell, and I chair the Portland citizens disabilities advisory committee. And I want to thank Mayor Potter as well as the commissioners for letting us have this time to present to you about the committee. I know all of you from being employed here, and it's kind of funny, because I actually chaired the first committee in the 1979 era, or 1970, era, and did it -- and then became staff on it, and now I'm back chairing. It's kind of like a circle. So that's very, very exciting. I wanted to talk to you a little about the history, and then I have part of the executive committee up here with me, as well as other individuals who chair the subcommittees, and they want to talk to you a little bit about the priorities of our work plan, which we developed. In 1973, the rehabilitation act was passed. It stated that all people receiving -- all government -- I guess I should say agencies that receive federal monies needed to not discriminate against people with disabilities. It was not a civil rights law, but it was a nondiscrimination law. And in that it was required that they form a committee to help put that in place. And they had to develop a self-evaluation plan, which is mainly employment policies and a transition plan in -- which is facilities and making them accessible. And that is why originally the city-county advisory committee was formed, and they were formed around I believe 1976. I did not come on board until 1979. When the law was passed in 1973, it did not become implemented until 1979, and that's why they had to get a group together to do the evaluation and transition plan. I was at Oregon, and I came back. And there was a committee already in place, and I was asked to chair that and that is exactly what we worked on, was the self-evaluation and transition plan. We were under at that time in metropolitan human relations commission. So it was a branch of that commission. And during that time the commission was funded both by city and county and the commission was appointed by chair and the mayor, and then we had our committees under that umbrella where we did not actually get appointed by the chair or the mayor. At that time the committee had one staff person and then they had their own budget. So they actually had a budget for traveling, education, expenses, etc. Our main focus was to monitor, again, the rehabilitation act, as well as to be a liaison between the community and people with disabilities. And to work very closely with the city bureaus and county bureaus to help them to come into compliance. And that actually was the focus of the committee to do that until 2004, when I retired and the focuses changed a little for this new committee, which members will talk about in a few minutes. We were under the metropolitan -- under the metropolitan human relations commission to probably the mid -- late 1989, probably 1990's, when we change to the human rights commission. And at that time, again, we were still our own bureau, and so I was involved in that bureau, but because money was tight, the money that I had for my own budget, or for the committee and my staff, was put into the human rights center. And so would lose funding at that time. We didn't really lose it, but we put it together so there would be a bigger pot for the whole center. We had staff people for the committee, a secretary, because the county didn't -- funded it, and the city half-time funded it. We had one full-time position for that. Again, as the 1990's -- as funding became more difficult, county pulled out, and then we still had a half-time position plus myself to fund the work of the committee, and then I retired. And then Mayor Potter brought on board again, and with your help got this new form committee, which is called the Portland citizens disability advisory committee. Our mission is to advise the city on disability issues to create a more inclusive Portland for all. We have 15 members, and I'm going to introduce them in a minute. And then we have subcommittees, which they'll tell you what the work plan is for. We also want to reach out to the community, because we know it's very, very important to include and to organize the disability community. So we also have associate members, which will not be nonvoting members at this time, and we haven't formed -- we've talked about it, but it's not

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really in place yet. We're working on it. And that will include more of the community. We'll help them to get on committees, to bring up disability issues as well as work on -- we always like to talk about universal access and universal issues, but just to get the voice heard about what the issues are for people with disabilities. And that is forming. Another thing that we really are wanting to do is do events. And anne will talk about that in a few minutes. But again, we want to make sure that the community is involved on all the steps. We meet the second thursday from 1:30-3:30 here at city hall. And we sure want to invite anybody to participate. We have a website up, and it's just going really, really well. So I want to thank you all again for supporting it. Now i'd like to introduce our members. If members could stand or raise their hand, that would be helpful. Trish baker. Anne gazelle. And anne actually is with the national m.s. Society of Oregon. She's the director.

Potter: Thank you for being here, anne.

Campbell: Henry bennett I don't believe is here of the lynn calloway is here. Myself. Roxy, she's not able to make it. David hallseth, who is our scribe, is not here. Joan hansen. Nancy hezleman. Michael labine, our vice-president. Anne o'malley, who is our communications officer. And beth omansky, who chairs one of our committees. Martha simpson. And stevewise. -- steve wiest. That's our group. We're very excited and enthused, and we're all ready to roll, so to the speak. I'm going to first talk -- introduce our education and train can chair, and that's beth. And she's going to talk about our work plan for that group.

Beth Omanski: Good morning. Thank you for giving us the opportunity to present to you. My name is beth, and i'm researcher, writer, educator. And i'm very -- and have been a disability advocate for many, many years. I am very excited that our education subcommittee has met twice now, and we are in the process of developing three projects. The main project -- the one that we have decided is the most critical is to do educational workshops for city employees to do some training on disability issues, and disability training, so that city employees will have a better idea about -- we want to do some myth shattering, and so we are I believe jan, you'll be talking more with the city council people later on about that.

Campbell: We've set up appointments with the different council members, and i'm glad you're back, dan, and feeling better. We had to cancel -- he need raducan sell a meeting. But we're going to talk to them about how to involve education, and work with the bureau and maybe get a liaison to work with us as well.

Omanski: The next project that we decided on is a public venues project. And we want to go around to venues where events are held, theaters, museums, restaurants, to make ourselves available as a resource on accessibility issues. There's not much more to say about that. We've just now, since we've met just twice, we are just now starting to form -- we just decide order these projects last month, and this next month we're going to be bringing in materials from workshops that have already taken place in the past, and -- in different areas, and begin actually doing the workshop developments. The third thing we're going to be working on -- did I say three already? No. We're going to be going around to university disability-related offices and set up kind of a coalition with them between our committee and universities to do work on some joint educational projects across the stir. So thank you for your time. We're very excited about this community and -- this committee and look forward to working on it with you as well. Appreciate your support.

Campbell: Steve.

Steve Weiss: My name is steve weiss. I've been doing housing advocacy for more than 10 years now. Arguably the most important linchpin in a life of a person with a disability is affordable and accessible housing. I'm currently serving my fifth year as chair of the of housing authority of Portland's 504 disability advisory board. And while the housing authority doesn't -- does an exemplary job for providing subsidized housing for people with disabilities in Multnomah county, it also has not been shy about telling people that out of those low-income people with disabilities,

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who qualify for a housing subsidy, only one out of snow heads of households with disabilities actually have a housing subsidy. What that means in reality, a lot of folks with disabilities are paying 40, 50, 60, 70% of their incomes often rather meager incomes, for housing. That really has to end somehow. Our housing subcommittee went over a number of possible priorities that we would focus on this year that the -- that we would recommend to the city council because it would be within your purview. We came up with three top priorities. The first is to recommend that you support and encourage the completion of the bhcd proposed inventory of accessible housing, as some of you know, this actually came about during the roll and stroll when we were at the old church at the end of it. Though it has taken awhile, it is going to happen. Bhcd informs me that an r.f.p. was put out to hire a consultant to do that inventory and a committee will be formed to choose that consultant. We will have a representative on that committee, hopefully we'll be able to choose that person next week at our meeting actually. And we will have a roll in the outcome of the inventory, and i'm very pleased about that. I want to thank mayor Potter, who committed to this at the roll and stroll. And I think it will be very helpful for all concerned to know what's happening out there in regard to accessible housing units. Beth kaye and tracy lato of bhcd have told me that they're going to do a very diligent job of the specifics of accessibility in housing units in the city. So i'm looking forward to that. Our second priority is that we'll be developing a plan for displaced tenants when manufactured home parks are sold. It's estimated that 80% of manufactured homeowners in Oregon are retirees. And a large but undetermined number of those retirees are people with disabilities. They would have to be, because a large but undetermined number of seniors in Portland are people with disabilities. We are very concerned about what will happen to those folks if the parks they live in within the city of Portland are sold and they will be displaced. And so I will be working and our committee will be work weekend other folks in the housing advocacy community who are familiar with this issue, and at some point in the coming year we will have some recommendations for the council. Our final priority is to create a proposal to the council about adopting visibility standards that would help make housing more inclusive. On the agenda it session visibility. I think you're going to have to start making a distinction between visibility and visibility. Visibility means you don't look like claude reigns throughout most of the invisible man. Visibility means having an accessible entrance, slash, exit for any person with a mobility impairment. I can tell you that in many parts in Portland most of the dwellings do not have such an accessible entrance, slash, exit. I have friends who cannot get into my house because I don't have that. And I live in the inner southeast. It's only when you go into east county that you find residents because they're flat and they're ground even, where folks with mobility impairments can actually enter and exit a dwelling. Something needs to be done about that, and we'll come up with some suggestions during the course of this year. Thank you very much.

Potter: Thank you.

Ann O'Malley: Hi, i'm anne o'malley, and I work with metro nonprofits. I do a lot of their lobbying and disability advocacy. I am also the communications chair, but i'm doing the outreach committee. And you might guess the outreach committee is in charge of reaching out to the greater Portland and making sure they know we're here that Portland cares about their concerns and issues as far as accessibility and affordable housing and everything that dove tails with the whole disability arena. What we're going to specifically try to do is hit those underrepresented populations and bring them in. And have them bring their concerns and issues to this committee so that we can somehow liase that into city policies, whatever is required at some point in time. Thank you.

Mike Levine: Good morning. My name is mike levine. I'm chairing the subcommittee on transportation. As steve pointed out, housing obviously is very important, but also I believe the transportation is very important. Without it you don't get to the doctor, you don't get to the grocery store, you don't get to have a life such as going to a movie theater. So i've spent about seven years now specializing my advocacy in the transportation arena. Our committee has taken on four

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projects. The first one, which by the way you'll see they all pretty much tie together. But the first one are curb ramps within the city of Portland, so that people that use mobility devices obviously can get around. The other thing I believe -- I hope you understand that these -- the curb cut makes it easier for a parent, etc., pushing a stroller, people with rolling luggage. I -- a lot of what our needs are tie in to universal design and make the city a better place for everybody. We're also look at the temporary two-year mall. That has a lot of issues, which i'll go into, which also will tie into curb ramps. We're also looking into safe and clear passage on Portland sidewalks and crosswalks and we're also going to be looking into audible crosswalk signals for the new mall. As long as everything is being torn up and replaced I would hope this would be the time to add some more audible crosswalk signals. Curb ramps, again on the temporary mall, and I am pleased to say sam Adams' office -- i'm sorry he had to leave early, but his office and pdot have been working with us. There are approximately 34 curb ramps on just third and fourth street. We haven't even gotten into second, columbia, and jefferson, on the temporary mall that are not -- I hate to use the term "compliance," but they're truthfully not in compliance which also makes them dangerous. Looks like we're going to be able to address starting this month the ramps on third and fourth street. Also we are planning to look at the transition plan that jan mentioned earlier. We hope to also see the revised transition plan, and we're also very interested in coming up with even more revised transition plans to make sure that curb ramps and accessibility throughout the city comes more prevalent for people with disabilities. I would also like to, when it comes to talking about curb ramps, and I know the mayor has brought this up many times, and again, this is especially where i'm sorry sam is gone, but I would love to challenge the commissioners to do the same thing the mayor did and come along with us on a roll and walk. I think mayor, probably more sonny other commissioners, you know what i'm talking about from your experience, when i'm talking about steep curb ramps. The two-year mall, the curb ramp issues, there are a lot of issues, and I know that the city and tri-met are in partnership on this new mall revitalization. I'm not going to go into this a lot. There are more notes than -- there are a lot of issues besides the curb ramps which have to do unfortunately with a lot of tri-met policy that is not in compliance, which jan, i, and trish are on the advisory committee for tri-met for accessibility, and we're working with them and i'm hoping to get support of sam's office, because we truly believe that the condition of the of mall, the condition of noncompliance has taken away equal access for public transportation, and the mall being the hub is truly troublesome to us. Safe and clear passage on Portland's sidewalks and crosswalks. The -- especially in the summertime which spring is approaching, with the cafe, furniture, chairs, i've owned a cafe and put out chairs and furniture. And I do understand the importance also the a-frame -- the a-board signs or any type of signs on sidewalks. This becomes -- you give an inch, and miles are taken. Before long there is no access to the sidewalks. Jan and I have been out together where we've had to go into a restaurant to ask them to move tables so she could even get by. It becomes an obstacle course for a person that's using a cane, meaning low vision or blind. This is something that we really hope can be addressed. I've talked with pdot and they're coming to visit with our committee this month and that is going to be a topic. And to give you -- crosswalks, we need more enforcement downtown. I have had my cane run over while I was in a crosswalk crossing the street. So we do need to look at the accessibility. And as I talked about earlier, as long as the new mall is going to be constructed, we're hoping to look into what budget money might be available. I know that's a funny term, available budget money, but maybe we could add even more audible crosswalk signals. Thank you.

Campbell: If you have any of us -- I do want to thank some very instrumental people who are helping to support the group. I'm told not to say staff, so I won't say that, but these people are very important, and they are within the city. One is amalia, the director of office of neighborhood involvement. Nicole, and she's been a wonderful help to the group, to the committee. And then desiree, and she's our intern. And we sure couldn't do it without their support and your support. So

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I want to thank you all very much. Are there any questions? We will be meeting with you, with all of you, I hope, individually and we'll talk a little bit more about how we'd like to form the partnership and work together to make Portland really inclusive for everyone. Thank you so much.

Potter: Thank you all. Is there a sign-up sheet.

Moore: No one signed up.

Potter: Ok. I need a motion to accept the report.

Leonard: So moved.

Sten: Second.

Potter: Please call the vote.

Leonard: Thank you very much for this great work, jan. All of you do. And the various volunteers. This is very important work. Aye.

Saltzman: Thanks to this new reinvigorated committee. It's a very important committee, and we count on your advice to help make this city a better place for everybody. And so I appreciate jan's remarks about you're ready to really roll, and I want to state that I am interested in going out with you sometime and doing what the mayor did with you, and seeing firsthand some of the barriers and obstacles and some of the shortcomings we have in our urban design that we need to overcome. So thank you for all your work. Aye.

Sten: Thank you as well. I thought this was inspiring today, and my friend steve, i'll follow up and make sure, I think we're ok on the bhcd work, but make sure the housing inventory is happening. I do appreciate that the focus on trying to make sure we know as we do some of these rebuilding projects, because I think that if we do the light rail rebuild, we need to get that light right now, because it's not going to happen again. And the exciting thing about cities, which is actually I think moves into our next discussion of lowering our oil and natural gas usage, is that they're always being rebuilt. Constantly, every block gets rebuilt, every certain amount of time. And I think this is our chance to get it right. And I think if you keep on us and keep the leadership and the inspiration, we can make progress until we get there. So thanks for your dedication. Aye.

*****: [inaudible] [laughter]

Potter: I want to thank the group, all the folks who showed up today. I think in terms of clearing -- I have a lobbyist in my family that lobbies me constantly on these issues, joan hansen, sitting with my wife, has been a very strong advocate. I really appreciated the opportunity for that stroll and roll. That really made me what I thought made me very aware, things such that would be simple to us that are so difficult for the community with disabilities. The curb cut which I thought looked fairly to my eyes as a walking person looked fairly easy to maneuver, when I tried to do that in a wheelchair, it was quite difficult. And I saw at least one other person have a difficult time, and the curb cut is out in front of city hall. So it became very obvious to me that it's not just about these -- designing curb cuts, but designing curb cuts that work so that they can be useful for the people that they're intended to be useful for. So thank you all for keeping this in the forefront of our thoughts, and our actions as a city council. Aye. [gavel pounded] thank you. Please read the 10:15 time certain.

Item 205 and 206.

Saltzman: I'd like to start out by offering a substitute resolution. The substitute resolution reflects - - reflects some additions from commissioner Adams.

Leonard: So he left some amendments, those -- that is incorporated into this?

Saltzman: As of monday these are the changes that commissioner Adams was comfortable with.

Leonard: I don't want to get caught in the middle between you two, so i'm going to ask your staff to look at them to see --

Saltzman: Anyway. The substitute is what I would offer for discussion.

Sten: So moved.

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Saltzman: I can second it. I'll second it. Ok. Thank you. I want to start out by first of all thanking the members of our city of Portland peak oil task force. Many of whom are here today, so I want to thank them for their tireless devotion and hard work on this report. And I'd like them to just stand if you're here, I want to read the names of them. Richard Bener, Christine Caruso, David Cohen, Angela Crowley-Cotch, Lisa Dixon-Gray, Allen Lee, Bill Scott, Gene Longly, Sally Shullinger-Closs, Marcus Simontel, Randy White, and Rowen Wolf. So thank you very much. The issues of peak oil, this is the report the staff has worked on for over six months and is delivering to us today, the issue of peak oil is one that many communities around the world are troubled about for good reason. A growing body of energy experts believe the world has already arrived at or will soon be at the peak of global oil production. Just as disturbing are the areas identified for potential exploration and production of new oil. Which in many people's opinions will have dire environmental consequences for their development. The changes to the availability of affordable petroleum products will have significant impacts on transportation, housing, food, and other life essential products and services. If there were a significant spike in the price of oil or natural gas, it has the potential to affect almost all of the activities, operations, and policies of our city. With the lack of leadership and action in regard to this issue at the federal level, we must prepare to act locally. But this is not, nor should it be only a concern for policymakers. The uncertainty and potential for an energy crisis has citizens troubled and anxious for answers to the question, what will we do? And indeed members of our community have reacted by forming a citizen-based effort to explore the question with greater detail and analysis. Portland Peak Oil is a grass-roots group of concerned citizens who have come together to create community, prepare and do public outreach, in anticipation of coming crises, due to the end of cheap energy. It was about a year ago that the Portland peak oil group approached my office about these concerns and how we as a city would be prepared in the event of an energy crisis. I share their concerns as I believe the whole council does. It is a topic that has touched upon each of us as commissioners and members of city council. So to respond to this the city council created the peak oil task force in May of 2006 to develop recommendations on appropriate responses to uncertainties and supplies supply and affordability of oil. 12 citizens who I just named were appointed to the task force in June of 2006. The mission of the task force is to identify key short-term and long-term vulnerabilities and to develop recommendations for addressing these issues. Over the past six months the peak oil task force held more than 40 meetings and involved dozens of policymakers, experts, stakeholders, and interested citizens in gathering information and preparing a draft report. The Oregon Department of Energy also loaned a staff person to help this committee in its efforts. Their recommendations provide city with the guidance needed in how to move forward. The accompanying resolution, sponsored by the entire city council, will establish a goal to reduce oil and natural gas use in Portland by 50% in the next 25 years. It's an ambitious goal. But I think it's a goal Portlanders are up for the challenge. It will also provide the direction for an effective strategy to achieve the recommendations and initiate a revision to our local global plan on global warming, which I intend to work closely with Commissioner Sten on. I would also like to suggest that once we're through with our budget process, that the council have a work session to check in and evaluate how we are progressing on these recommendations. It will take each member of council's involvement and leadership within their respective bureaus, and I do not anticipate this to be an unwelcome task with a passion that each of you has displayed. Commissioner Leonard's work on furthering the development of biofuels, Commissioner Adams' efforts to reduce vehicle miles traveled, Commissioner Sten's leadership in our city's fight against global, and Mayor Potter's continued commitment to having our city prepared for any type of emergency and the building of livability -- livable self-sustaining communities. I look forward to continuing this work with each of you and would like to thank your bureaus for their ongoing involvement. And I also again want to express my -- to the task force and the Portland peak oil group that we encourage your ongoing

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involvement as well. Now I'd like to bring up Michael Armstrong of the office of sustainable development and Bill Scott, who chaired the task force, to give us a little more detail.

Michael Armstrong: I've had the pleasure of provider staff support to the peak oil task force. I'll give a brief introduction to some of the process and turn it over to Bill Scott, who will talk through the recommendations and findings from the report. As Commissioner Saltzman noted, the task force was created by resolution in May of 2006 to look at information on oil and natural gas production as well as how it's used, especially here locally. In the web of impacts throughout the economy and community. The resolution also asked the task force to seek community and business input on the solutions and then develop recommendations about how the city can respond and prepare for this, including recommendations on how it can help inform citizens. 12 citizens were appointed to the task force. They first met in July of last year. And quickly divided the issue into four topic areas. Land use and transportation, the economy, food and agriculture, and public and social services. And those areas obviously have a lot of overlap but they also allowed for more in-depth research into other aspects of this. The task force formed committees to explore each of these areas, inviting experts, stakeholders, citizens, to all the meetings and reviewing the available research and analysis. Each subcommittee outlined its findings and brought back to the full task force a set of preliminary recommendations that were discussed and revised by the group as a whole. That's the process that led to a draft report issued in January, put out for public comment. During the public comment session the task force held a couple of public forums. Met with the planning commission, the sustainable development commission, food policy council, among other groups. And then at the close of the comment period the task force reviewed the comments received, made some revisions to the report, and here we are today. Clearly this is a very serious issue. It's got far-reaching implications for Portland as well as the globe as a whole. Working with the task force, for me personally has helped me think about this a lot more broadly. I think especially in terms of how this can play out in social impacts. It's a lot more than just a technical energy issue. I think in part because of the breadth of this issue and the scale and scope of the impacts staffing it has required a real team effort. We really have great staff help from a number of bureaus. Bureau of planning, Steve Donnell, "e.r.," office of -- dodderer, office of emergency management, as well as other staff from the office of sustainable development. And we were extremely fortunate to have great assistance from the Oregon department of energy. John Coffman provided superb technical assistance and provided a lot of the research that went into this. And we also had help from a former Oregon department of energy staff person, Charley Stevens. So it really was a great staff effort. To bring all these pieces together, and the real force behind this work was the task force. But hundreds of hours of meetings alone, thousands of emails, lots and lots of hours away from busy work schedules and families. And all of that really is helping the city think through how this issue might play out and what we need to prepare. Many of them are here today and hopefully we'll have a chance to hear from a few of them. I've been grateful for their expertise and dedication and the -- I think Bill Scott is a superb example of that and has provided outstanding leadership to the task force. So it's a pleasure to turn this over to Bill Scott, who has been the chair of the task force.

Bill Scott: I especially want to thank Michael who is the one that orchestrated all of the other people he named, and really provided the stores I think with a tremendous depth and breadth of the assistance. I'm going to try to briefly go through our -- the thinking that's reflected in the report and the actions we're urging you to take and feel free to ask questions as we go along. I may refer them to other members of the task force, and I also hope that you give them a chance to make any additional comments they have when I'm finished. First of all, on the -- I think the task force tried to educate ourselves as much as we could about the subject of peak oil. I think we certainly became convinced that there's no question that the price of oil and natural gas is going to go up, and the availability of oil and natural gas is going to go down. And that's our future. There are lots of questions about when and exactly what the slope is, and those kind of things. But I think that the

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only prudent thing for all of us to do is to prepare for a different world than the one we lived in for the last 100 years in terms of the -- some of the main inputs to our economy and our lives. The more expensive more scarce oil and natural gas essentially means that we're going to spend more of our household and business budgets on those commodities, have less to spend on other things, but the other things will also be more expensive because they have inputs of oil and natural gas. So there's obviously a lot of change ahead. The -- every business will have to adapt to this kind of thing, and some of them will have to change their business models enormously, others it's a fairly minor adaptation. And for many businesses it's unpredictable how much their markets might shrink or change as a result. A lot of change for business means inevitably a lot of unemployment as some business examples make it, some don't, new businesses begin that may replace that employment, but for the individual family that has to go through a spell of unemployment, it's -- it can be a permanent tragedy. The -- at the same time there are opportunities for businesses and individuals that learn to navigate the transition and figure out business models that will work in the post -- in the peak oil period, in the period of oil and gas decline, and I think Portland in lots of ways has advantages there. The one thing in the impact area that we particularly want to note is the the -- a special vulnerability of the -- of our I guess I would say our least affluent citizens and the populations that are marginalized or vulnerable are the ones that are probably going to be first to lose their jobs and maybe the ones that are spending the highest proportion of their income on their transportation or on heating their homes. So I think that was maybe the thing that not all of us were prepared for, is the extent to which we really need to be focused on not just the overall competitiveness and livability of our city, but also on specifically the challenges to our citizens who are going to be least able to handle it. So those are the kind of issues that everybody in the community is going to have. Portland in general is ahead of most U.S. cities, there's some graphs in our presentation that show that through aggressive policy by this city council and by many private citizens and the state of Oregon we have done a bunch of things that have moved us further along than other cities have been in terms of adapting to the kind of future that we see, and there are lots, maybe more businesses in Portland than other places that are leading the way, and showing the world how to adapt, consultants on energy conservation, people in developing alternative fuels, and so forth. The bad news is that we're not far enough. We have halted the growth in energy use in Portland over the last 10 or 15 years. But we haven't started driving it down. And that's where we have to go. The other thing I think lots of us have kind of been wondering about is whether the advantages Portland has may not attract more people to come here, which will just make our job of adapting more challenging. Our big recommendation as you've already all I think understood is to reduce oil and gas consumption by 50 percent over the next 25 years. That's really based on a growing movement called the oil depletion protocol that essentially indicates that if everybody did that, that's about what we need to do in order to match the rate at which these resources are being depleted. I guess our feeling is it's not so much that we're planning to do something that we aren't going to do anyway, but we are going to do it anyway, whether we do it in 25 years or not is not certain, but the question is whether we go there in a way that really defends our economy and our quality of life and maybe improves our economy and quality of life or whether we have it handed to us and all we do is react, and actually degrade our economy and our quality of life.

Leonard: I wonder if I can interject. On this point I've already been asked by some of the media about how realistic this is. My response has been, I'm sure yours would be the same, you're not arguing to reduce energy consumption by 50%, you're arguing to reduce petroleum-based products -- in other words, we can replace a lot of that with biofuels, solar energy, wind energy, so I don't want people to misunderstand this, because I think this is a very achievable goal. Especially if you think in terms of replacing the energy that's being used with other renewable energy.

Scott: Thank you, commissioner. I think we certainly agree with that, that we need to -- we're -- we applaud the initiative the city has taken to increase and that the governor has taken to increase

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the development of those fuel sources in the market for those fuel sources and the production stream for those fuel sources, because one day that's what we're going to have, and that's what we're going to need to live on over the long, long term. And I think -- I think the torsion would also want me to remind us all that the scale of that substitution isn't great enough to allow us to keep doing everything the way they've been doing it, but just with a different source of fuel that we need to work on the demand side very hard as well as on the supply side. And there are lots of ways to do that without really hurting ourselves, but they aren't going to be easy. I guess maybe one other particular point I'd make here is that Europe and Japan already use roughly half the energy per capita that we do in the United States, so those who say that we need to bring will wreck our economy or quality of life by cutting what we're doing in half I think just are missing something, because this isn't rocket science, this isn't something that hasn't been done or can't be done, it's just something that we in the United States need to kind of get with it and get more aggressive about our efforts to preserve our economy and quality of life without using so much of the precious resource that's been provided for us. In terms of our other recommendations, they all really are fleshing out that one, but I think the -- our second and third recommendations really are, we need to engage our citizens across the board in the effort and give them the information they need to make the changes that they'll have to make, and I think they'll have lots of incentive to make the changes, because of price. We already see that happening now. We need to engage the leadership in the community so we're not just having the city government doing something or the city government encouraging all citizens to do something, but that we organize and we get the organizations, the business organizations, the civic organizations, neighborhood organizations to actually each have a strategy and goals for achieving their part of what the community is going to have to do overall. We envision potentially competitions and lots of things that the city could do to help organizations get a plan in place and get moving. Moving on to kind of the substantive actions that need to be taken, these are pretty well known. I think in first place is the issues of land use and transportation, where about 40% of the oil that's used or of the oil and natural gas the total energy consumption is for transportation, and most of the transportation is -- fuel is based on crude oil. And that -- we need to find essentially build a way that doesn't require as many trips. And adapt our city in a way so we don't need to take as many trips as we're taking today in order to live our lives and run our businesses. We also need to run those trips with a different form of energy and with much more energy efficient vehicles. So we both need to reduce trips and have more energy efficient trips and the key to reducing trips is land use patterns and developing different kind of the city. Then if we're going to ask people to switch modes, we need to provide modes for them to switch so. So I think you need to continue or accelerate your development of pedestrian, bicycle, and transit options so that the residents of the city have something else to do besides drive a single-occupancy vehicle. That certainly by reducing those kind of trips we free up our roads more for the freight priorities that we all have and I think the -- giving priority for the use of the fuel to the freight movements that benefit a great many people makes a lot of sense. Next we want to encourage efficient and renewable transportation choices. That means alternative fuels and fuel-efficient vehicles. And both of those are very important. The other big consumer of oil and natural gas besides is space heating. So energy efficient buildings, retrofitting old buildings with insulation, with electronic thermostat controls, something that turns your heat down when you're not there, all those things. In both the transportation area and the space heating area there's a tremendous amount of waste, even though we've had lots of movement to get more efficient, we could be doing -- dramatically more efficient than we are. That's what we're urging you to do. Next, we -- I think everybody who is concerned about peak oil has eventually gotten focused on the special vulnerability of the food system. The fact that food production in fertilizer, in farm equipment, in processing a food, in transportation of food products, is a very large portion of all the energy used, and it's a very energy intensive operation the way we have learned to do it in the era of cheap fossil fuels. And those

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things are going to have to change and because of the critical nature of food it needs to be called out especially. And in particular the city of Portland needs to be an advocate for the preservation of farmland and in proximity to the city so that less transportation and processing are required in the production and delivery of our food, and also looking -- accelerating the efforts you already make to connect Portland consumers with the local food supply and local food producers. Along the same lines I think it's -- in order for Portland to really be a winner and not just too bad loser out of this system, getting on board with the sustainable economic development movement that is rapidly getting traction in this state is really important, and seeking out the people that are both adapting their business models to more sustainable ways, and the businesses engaged in helping others, consumers and businesses do that, I think finding out what those businesses need and removing barriers to their success is critical. Instead of saying you need to do more and better, we're really saying we need to -- we need a different scale of attention completely than what we've had to date. One is the social safety net that we're concerned about, and I think whatever you can do to convene the helping agencies and your partner governments that are -- that have the primary responsibility for helping our impoverished citizens and our other people who have limitations and trying to understand how food shortages and shortages of gasoline and so on can affect the employment livelihood warmth, the ability, the housing and so on of our least affluent citizens should be a real priority, because we see them as being the potentially much bigger portion of our population if we don't get out in front of the -- how we can meet their needs. Finally the emergency planning of the -- of this community and others has not in recent years had a lot of focus on the potential for shortages of fossil fuels and we think that's critically important for you to do, because between the long-term trend of increasing price and less availability and the reasons why that could be a short-term emergency or medium-term emergency as well as a long-term emergency is something that we really need to focus on, what would we do if there were a significant cut-off in the ability of fuel. Those are our recommendations. Just characterizing for a minute, I would say we don't advocate that you create a separate peak oil initiative because a lot of the stuff that we're recommending is stuff you're already doing we want you to do more and faster, but you're already doing it for -- partly for energy efficiency reasons, but partly for clean air, global warming, quality of life, and I think there are many social and community and environmental benefits following the recommendations that we're making. So we would certainly encourage you to look at how you can your peak oil imperative with the initiatives in affordable housing, alternative fuels, and sustainability generally efficient transportation and more efficient land uses that you're already doing. Finally I guess we're very encouraged that you have all signed on to the resolution. We think the first step is to adopt the goal to commit the community, and I think you can begin in this -- in the coming weeks and in the next budget year to make sure that you have the resource and time set aside to build specific strategies, to document the baseline so that you can measure for the community how much progress we're making toward the goal of a 50% decrease, mobilizing city agencies, not just around their own fuel consumption but those of their constituents that they're surveying, and beginning to engage the leaders of the community and the citizens in a larger effort. Thank you.

Saltzman: That completes -- .

Scott: There may be other members of the task force to highlight something I low-fat out or didn't get quite right.

Marcus Simantel: I really commend you for having -- i'm marcus, and I chaired the subcommittee or subgroup on food and agriculture for the task force. I commend you for looking at this and having an interest in it as I became more and more involved with it, this is a major, major issue for this globe not just for Portland. And Portlanders ought be proud. One area that bill did not stress or maybe I missed it, the necessity to lengthen out the transition period when we go as a world from petroleum, fossil-based fuels to whatever the next one is. And if we have five or six or seven

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decades to do that by using good conservation methodology, that's a lot better than having two or three -- we can handle the impacts if we can stretch that transition period out. And I would urge you to work hard to get all of these recommendations underway.

Randy White: Randy white. Mayor Potter, commissioner, thank you very much for giving us the opportunity to even contribute as task force members. And i'd like to bring up an experiment that was already performed to see how to speak to the business community about this. Because one of the challenges in trying to explain to them that the growth of the economy as set up -- how can you grow your business when we're asking you to -- your customers to conserve is a real challenge for them to understand. And thus far the business community is confused about this, so in the communications of how to make this transition, I feel it's going to be of great importance to look at the consumer behavior aspects of this and what the city can do to help businesses make the transition. And just strongly encourage you to get that message out to them as quickly as possible, because you are limited in what can be done and really a lot of purchasing power, a lot of decisions that people are making on their own as an individuals or as a family are going to be of utmost importance in how this change takes place and how fast it takes place. So on the business communications the community communications part of it, I would encourage that part to get underway quickly and appreciate everything that you're doing and thank you again for giving us the opportunity to contribute.

Angela Crowley Cook: Thank you city commissionerring and mayor Potter. I'm angela crowley-cook. I was a member of the food and agriculture subcommittee of the task force. I'm also the executive director of the Oregon chapter of physicians for social responsibility. And at physicians for social responsibility we often use the phrase prevention is better than cure. I can't think of a more appropriate phrase when discussing peak oil issues. If we don't take the appropriate preventive action now, as soon as possible, we'll be in for some very painful cures down the road. Like all task force -- task force before us, we urge you to adopt and move forward on all of the recommendations. For example, if we work on achieving a 50 percent reduction in oil and natural gas use but neglect to protect our farmland right outside of Portland, we'll be in for very painful cures. Likewise, if we work on other recommendations but neglect reducing poverty and addressing unemployment, we'll also be in for some very painful cures. So I would urge the city council to continue our great tradition of prevention in the city of Portland, starting with our 1993 adoption of global warming, a comprehensive plan to reduce global warming emissions, I hope that we will accept and not only accept, but move forward on a comprehensive plan to address the impacts of peak oil. Because as a task force estimates of impacts of peak oil are accurate, this will be one of the most important things that we can do in this century. Thank you so much.

Lisa Dixon Grey: My name is lisa dixon-gray, I chair the the subcommittee for public and social services. I just wanted to talk a little bit about vulnerable marginalized populations, and we -- when we were meeting we had an awareness that the city doesn't really provide social services, it doesn't provide public health services, and we scratched our head a little bit, but also had a realization that the city has big interest in the economic well-being of their citizens. The city has a big interest in low unemployment rates, the city has an interest in ensuring their citizens aren't impoverished. Because of that, we started looking at what can we -- what kind of recommendations can we make to ensure that the city's interests are maintained. So we really did see -- we were very concerned about vulnerable marginalized populations within the community that -- in a post-peak oil environment. So I just wanted to stress that and thank you again for your attention to this.

Potter: Thank you.

Saltzman: Before we go to any public testimony, does anybody have any questions of bill scott?

Leonard: I just talked with your staff, and I just apparently there are some minor changes in commissioner Adams' proposed amendment that the staff doesn't feel like -- that is contrary to your

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Ben Walters: Mr. Mayor -- Commissioners, this is the report that we're talking about. The resolution will come up on the next agenda item. So those --

Leonard: Thank you.

Potter: Questions for bill? Thank you, bill.

Saltzman: Are you a task force member?

*******:** No, i'm not.

Potter: Just a second. How many people do we have signed up?

Moore: We have 10 people signed up.

Potter: Because of the number of people and the other issues we have to address, I ask you to keep your comments to two minutes. When you begin, please state your name for the record.

Jennifer Erickson: Jennifer erickson, I am the 2007 chair of the Portland Multnomah food policy council. And i'm here to testify in support of the peak oil report on behalf of the fpc, created in 2002 by the city council and the Multnomah county commission to advise city and county governments on issues related to food and the food system. The f.p.c. is comprised of 18 citizens who represent a broad spectrum of expertise, including land use policy, health, and nutrition, agriculture, and food access issues. We agreed with the report's findings that higher energy costs are inevitable. The entire frankenfood system will be highly affected as current production relies heavily on fossil fuels. Farmers' equipment runs mainly on diesel, processing uses energy, processed foods are distributed via truck and much of our food is either refrigerated or frozen. We concur with the report's conclusions that food prices will climb dramatically as fuel prices increase. Of primary concern is the impact this will have on a community members without adequate income. How will those living in poverty or near poverty afford higher food costs along with higher transportation costs? The f.p.c. Supports the action items listed in the task force's recommendation number 10 that address hunger relief, school breakfast and lunch programs and program eligibility requirements. The food policy council also wishes to draw your attention to recommendation number four. It calls upon the city to designate and encourage neighborhood centers that put every of resident within walking or easy biking distance of a full-service grocery store a second concern is the impact on farming and the food production system. We anticipate more demands on local agriculture to feed the metro area population. We must do everything we can to ensure that local agriculture will still be viable when that time arrives. Recommendation number eight includes action items that compliment some of the food policy council's earlier proposals. The f.p.c. Reiterates their support for the efforts to reinstate the o.s.u. Extension service. The Portland Multnomah food policy council urges acceptance of the report and is reds toy assist with work on the food system action items. We believe the time to move forward is now. Thank you.

Scott Forrester: My name is scott forrester. I live in gresham, but it's great what you folks are doing, and I applaud the report. However, I wanted to bring up something that it's a shame the commissioner Leonard isn't here, erik, you're here, that's good. We might have forgotten at one point we were looking at taking over Portland general electric. Now that it's supposedly a standalone p.g.e., we don't have to worry about it anymore. Part of the long-term success is having control over your future. And that means your energy future. And also the fact that because transportation will be connected to our energy future such as hybrid electric vehicles and coming off the line in three years, toyota will have a plug-in hybrid so that you'll be able to increase your amount of electricity and ratio to your gas usage and for most people in the Portland metro area, that means that the vast majority can go with 100% electric usage. That means your power company is going to be your connection to a sustainable clean energy future. P.g.e. Just built its second natural gas power plant. It has a site for a third one. That's a 50 to 100-year investment. They're going to want a return on that investment. That's not an investment in wind. Though have a little bit, but that's a minor port of -- part of their portfolio. Why they're -- while they're building

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natural gas plants they're not buying from Bonneville power which is renewable. Now, we want to have non-salmon killing renewable. But the bottom line is, one of the biggest gains we can get off of peak oil is to also have this connection. I would advocate that Portland continues to look at acquiring both Pacific power and P.G.E.'s territory within the city limits and that we create a publicly owned electric utility that operates on a nonprofit basis that means the most marginal citizens instead of looking for handouts and energy assistance can actually benefit in the lower electric rates which we all will enjoy. P.G.E. still has the highest electric rates in the northwest. And they never reduced them. After Enron became no longer the parent of the corporation. With that I appreciate your time and those things that are lacking I'd like to at least be considered in the future.

Doug Benson: Good morning. Doug Benson, I'm here as the representative of the president of the board of the American Institute of Architects, Portland chapter. We just want to offer our unqualified support for both the report itself as well as the resolution you're going to be looking at. And to reiterate a couple of things. It was noted earlier by Bill Scott that buildings use a portion of the energy, designers of buildings it's our responsibility to participate in that reduction very, very heartily. I think you're aware we've achieved quite a bit in the city of Portland. We've considered leaders. We travel outside the city people are constantly looking at us as leaders and in fact the architectural community is being exporting more than we impact because of our expertise. I think we have achieved quite a bit and can achieve even more. So in addition to our support for this we urge you to go back to the goals you're setting today on a yearly basis and really think about ramping them up, because I think technological advances people's comfort level with the strategies to impose to achieve them are going to only improve. The momentum is there and I think you'll be able to realize even more as the years come and go following this adoption. Thank you.

Potter: You each have two minutes.

Dan McFarling: Mayor Potter, commissioners, Dan McFarling, I am speaking on behalf of the Association of Oregon Rail and Transit Advocates, also known as the -- we've been working for balance transportation policies in Oregon since 1976. Would I like to commend the city council and Bill Scott and the task force for their attention to the issue of peak oil and the need to realize a healthy viable sustainable community and economy. If we do not pay heed, we cannot sustain a healthy economy. The peak oil report includes recommendations the city of Portland to prevent overexpansion of transportation infrastructure that may not be good for investment with higher fuel prices. Invest in infrastructure that meets access and mobility needs with less fuel. And cut oil and natural gas use in half over the next 25 years. I would however like to draw the council's attention to the contradiction between the peak oil report and the recommendations of the Columbia River Crossing staff. The C.R.C. staff based its proposals and its evaluation criteria on the assumption that we will have a 40% increase in motor vehicles on the bridge and no improvement in market share for public transportation. C.R.C. staff have offered a 20th century response, expansion of pavement and multiplication of traffic. While the peak oil task force and the 21st century cry for a different approach. Thank you very much.

Daniel Lerch: Good morning, Mayor Potter, commissioners. Daniel Lerch, the municipal program manager with Post-Carbon Institute. Based in Vancouver, B.C. We work on the twin challenges of climate change in peak oil with local governments. Portland is not alone in thinking about peak oil and reducing its exposure to the high and unstable oil prices. In the last year jurisdictions like Oakland, Bloomington, Hamilton, Ontario and the Los Angeles region have set up task forces of their own all on the issue of peak oil. Portland stands out among these efforts with the release of this report and its recommendations, and as someone who works in this as my job, more than any other local government response I've seen to date this report is remarkable for its comprehensiveness, its sobriety and its urgency. This report will serve as a much-needed model for local government response throughout the United States and beyond. The report and the actions you take to implement its recommendations are indeed urgent and very timely. As the report notes the U.S. Department of

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energy report that was released last year said it will take a minimum of 10 years to make the infrastructure changes necessary to even begin to cope with the effects of peak oil. At the same time research around global warming is coalescing around a similar time line. James Hanson is now saying we have only 10 years to be well on our way toward reducing greenhouse gas emissions. Fortunately the task is not insurmountable and Portland perhaps more than any other city in the United States is already well on its way towards reducing its vulnerability to peak oil and climate change to manageable levels. Also fortunately just about everything you do to respond to peak oil and climate change will save the city and the community money in the long run. From a risk management sense the city planning sense and economic development sense and a public finance sense, the report recommendations make sense. We have only 10 years to transition to a post-peak oil and climate changed world and this report is an extremely important and viable step in this transition. Thank you.

Allen DeWitt: Allen DeWitt, I'm a resident of Portland. I live in northeast Portland. I want to propose a specific step -- specific steps that we all can take towards dramatically reducing the use of fuels. The cleanest gallon of fuel that ever can be used is the one that isn't burned. And the answer for each of us who commute to work is found by just looking at the three empty seats in your car. I specifically want to urge drastic promotion of carpooling. When you think about it, people that carpool with a car full of four people will reduce your monthly fuel gas bill by 75%. It allows three of the four passengers to read, to relax, to prepare for work, and the beauty of the situation is that it doesn't take any legislation, it doesn't take negotiations, it doesn't take any bureaucracy. It just takes leadership from the top down, and so I would encourage the leadership such as the council and the mayor to encourage all city employees and the heads of corporations, be they Nike or Intel, or the smaller corporations to walk the walk, to drive the drive, to find three other people that they want to ride to work with, be they coworkers or friends who happen to work very nearby their place of work, and simply get together and try to get three, four people in your car. I recently saw an article in "The Oregonian" pointing out in the next 10 years there's going to be a whole lot of people coming to this area. I don't recall specifically whether the figure was a million --

Potter: Your time is up.

DeWitt: Thank you. Thank you for the council for your time. Thank you, Mr. Mayor.

Potter: When you speak, please state your name for the record. You each have two minutes.

Carla Bankston: Carla Bankston, good morning. I am with the Portland peak oil group and I'm a resident of Washington County. I just wanted to speak today to thank you so much for taking a leadership in this, because other counties like Washington County need the models to start seeing that the transition can work. And Portland is the city that can do it, and I've got my fingers crossed and waiting for it to go. Thank you.

Richard Koenig: My name is Richard Koenig. I'm with the committee for appropriate enforcement of motor vehicle laws. I think I can do as well of compressing my three minutes into two as the rest of us. While the general public must educate themselves and adopt mind-sets conducive to life after peak oil, those who plan the transition to a more sustainable way of life cannot ignore the valuable contributions of the government that have been instituted for our peace, safety, and happiness. Here's the key. Oregon's former D.M.V. director, David P. Moomow, instituted a far-reaching program which will facilitate society's progress to a decentralized bioregionally oriented economy. His program recently instituted by the adoption of an ODOT administrative rule. The number is on this handout which I'm going to leave with city council clerk, which provides authority to accept fees from the general public but only when they choose to title their vehicles. The upshot of this rule will be to shift the burden of highway maintenance back to the transportation industry as those who exercise their option choose to invest in their home energy conservation projects rather than pay the \$2,000 or so a year that they previously paid to comply with all of the provisions of the vehicle code. The trucking industry ultimately never does pay true costs of transportation, but

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actually passes that cost on to the consumer of goods that are transported. As transportation costs increase consumers will have a financial incentive to use the savings available through the new rule to take care of their needs and their own communities. As communities move towards self sustaining practices, the volume of goods that are imported will be -- will decline the cost will go up and the spiral effect will lead to that comfortable post-peak oil transition. It's a rare time in the affairs of government today for rules to be promulgated to the direct benefit of the general public with specific infringement on corporate license. The rule is the prime example of this phenomenon. And it will be remembered into the far distant future. I think we should all give him an expression of our appreciation. Thanks, david.

Jim Howell: Mayor Potter, members of the council, my name is jim howell. I reside at 3325 northeast 45th avenue in Portland. I read in the morning's paper today about the city striving to use less fuel. I wrote a letter to the editor this morning, and since it probably won't get published i'd like to read it to you. If the city is driving to use less fuel, why are they about to approve further study of only one option for the columbia river crossing that would attract 50,000 more auto commuters a day on to a 10 to 12-lane freeway bridge with massive new interchanges? The scenario used to justify this \$6 billion project assumes that in 2030 most clark county commuters will continue to drive and only a small fraction will use public transportation. The scenario also assumes freight tonnage on trucks will continue to the grow faster than on rail despite the fact trains are up to 10 times more energy efficient than trucks. These scenarios should be reevaluated. Remember what happened in the Washington public happened I think it was in the early 1980's, the Washington public power supply system, otherwise known as wpps. When they decided to build several nuclear plants based on faulty scenarios of future power needs. The same sort of thing can happen here.

Potter: Indeed.

Howell: Thank you.

Potter: Thank you very much.

Jeremy O'Leary: Jeremy o'leary. I wanted to touch on a couple of points namely my concern about if we become a lot more energy efficient and biofuels start becoming a viable alternative. The department of agriculture is estimating half of domestic oil production will go towards production of ethanol. Which made me look at the issues with top soil loss and what's going on with the aquifers under the midwest. We could put ourselves in a pretty serious position and the recent crisis in mexico was directly linked by nafta and the ethanol production. So biofuels are wonderful, I think they're great. I think the -- thank the council for endorsing the creation of the torsion for all the work you've done on it, and that biofuels are a tool, but we need to use it appropriately and I know this is not quite city policy, but addressing the issue of use of industrial hemp which would be a much better source of domestic oil production for biofuels than soil or anything else we're currently allowed to grow. Thank you.

Moore: That's all who signed up.

Potter: We need a motion to accept.

Sten: So moved.

Saltzman: Second.

Potter: Call the vote.

Leonard: I just have a lot of thoughts about this, but I don't want to take up a lot of time other than to say I really appreciate the work done on this. I appreciate commissioner dan Saltzman's continuing leadership on sustainable issues. I think part of what puts Portland and Oregon in a particularly advantageous position with respect to reducing our reliance on petroleum products is our geography. And by that I mean we don't have to only be a leader in reducing the reliance on oil, we can be a leader in creating an economic development initiative of selling products to other states and countries that we grow east of the cascades, scan 0 la, for example, bring it up the columbia

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river, having it converted in Portland on the willamette river into a sustainable environmentally friendly energy that can be used to fuel vehicles in Portland, Oregon, and also have an amount necessary to export other states. In addition to that, it's been interesting to me that as some of the discussions about biofuels has become more and more popular as the oil companies have shown their unending nerve in raising prices, that they have embarked on this kind of campaign to suggest basically that if you use biofuels you're taking food out of the mouths of children and other -- in other countries. And we've heard it here at council, I get emails that say that, and as you can imagine, that's false. For instance, as was mentioned here by the last testifier, soy bean production, used to create biodiesel and canola production, has the oil squeezed out of it and what's left is a high protein product that is used for feed, for either cattle or for third world countries that don't have enough protein in their diet. So the fact of the matter is that we can dramatically reduce the amount of petroleum products. Would I argue increasing the quality of life for a number of people throughout the world. In Portland, for example, we use add million gallons of petroleum diesel to -- we just by convert canning all the diesel fleet to 20% to biodiesel and some of the fleet to b-99 have cut the consumption of petroleum diesel in the city by a third. We haven't done any less work, we haven't traveled any less miles but we have cut the use of petroleum products by a third. I think we can show by example this doesn't necessarily have to be an initiative that causes people to have to do without, you just do things differently. You put in florescent lights instead of inekon can december end lights, it has a huge impact. You take the bus rather than drive. It's more convenient, it's cheaper and you get to talk to people. Buy a bike. They're cheap to buy. When you trade in your car, don't buy a gasoline vehicle, buy a hybrid or diesel-powered vehicle. That's not changing how you do anything. But the method by which you do it. So this is really good work. I appreciate it. And i'm happy to support this and other initiatives like this. Aye.

Saltzman: As commissioner Leonard illustrated, the goal of reduce oil and gas consumption by 50% in the next 25 years is really I think the art of possible, and it takes a city like Portland and citizens, many who spoke here today are ho are committed to the way of life of what Portland represents to many, and that is trying to do things different, trying to avoid mistakes, of other big cities, reducing our reliance on single occupancy vehicles as a means from getting to point a to point b. Exploring renewable energy, commissioner Leonard is leading the efforts on biofuels. We're also in the process of negotiating with the company to provide at of city government's electricity from wind energy, that would be generated in eastern Oregon, backing out natural gas and hydrofuels as a source of energy which will have a good impact not only on our bottom line, but our greenhouse gas emissions from the city as well. So I think it's time to act. This is a goal we can strive for. And I think through continued emphasis on land use and planning, pushing renewables, promoting sustainable industries in our economy, and as the head of the american institute for architect said, they're now exporting their services and designing green buildings. This is not going to be without some sweat, and we will come back and monitor the implementation of this as we go forward. And I want to thank again the task force for their six months of hard work and we don't expect you to diminish your advocacy one bit. Aye.

Sten: Thanks to commissioner Saltzman for heading this up on the council's behalf. And thank you to all the volunteers. I remember pretty clearly, because I was in the middle of a pretty tiring, it was exciting, but tiring campaign last year and I visited the peak oil group, I think the third event of a night and remember walking in there going, oh, my gosh. And I actually at that point had familiarized myself with peak oil argument and thought, this is right this, is happening, and -- but I was still tired. I left the room very energized. I was shocked to find 100 people in a basement working on peak oil as they are doing every week. And so that really got me fired up to kind of -- not so much take this on as try and attach your thinking and your I think urgency to a set of thoughts, strategies, actions that I think all are pointed in the same direction in Portland. And the issue is really, can we get there with more urgency. And can we get there more aggressively. I

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thought big act now slogan you've got, I think your report has it right, and I read it, and it's time to get to work and see if we can get to this next level. And I think we can. You probably all of you in this room know, it's worth repeating, Portland, we're the only major city in this country to reduce greenhouse gas emissions since 1990 levels. And I think what that shows, it's happened at the same time and I certainly am always working on affordable housing, but any look at real estate values will show you the city has become more attractive, more expensive, more desirable during the time period we're reducing emissions. It undercuts the entire argument it's not financially feasible. It fully can be a good piece of business. And so trying to promote the industries, like the architecture, the green building, is a huge part of our future, and a huge part of roping in people and inspiring people who are not part of this movement at this point, to show there is a business angle to this. I spent some time watching my friend Randy White work last week with some advertising executives to tray and put this in place, and I think that we need to work on literally an advertising campaign around this. I don't know exactly how to do it, but I think the city ought to consider putting money into actually doing advertising around this report and trying to get people to think about it and hear it in different ways, because I think that it can become an opportunity not just to do the right thing but to lead an economic strategy to turn things around. And the only question before us is how unprepared are we going to be when the shortages start snits not a matter of whether they're going to start, it's a matter of some amount of win, but there's no doubt the wind will not -- the world will not be ready -- in 30, 40 years will not be ready at this point. The question is can -- I don't think it's going to be that long, can Portland can out ahead of these issues and thanks to your leadership, it puts us in a position to help get us there. I'm greatly indebted to you and energized to keep working on this and the global warming numbers are small increase in overall emissions, a relatively large decrease -- small decrease in overall emissions since 1990, a relatively large decrease in individual emissions. So the reason the overall of course is not as huge is because we're growing in population. So I think the next step is to get us to a large overall decrease and I think we can get there and this is key to it. So again, thank you very much, and I look forward to working with every one of you. Aye.

Potter: I want to thank commissioner Saltzman for his leadership, the peak oil task force for your stick-to-it-ness, bringing the issue, I think this report is a clear I don't know call to our community, that the assumptions of yesterday are not going to be the realities of tomorrow. And that the faster we move to reduce our use of fossil fuels, the better off we will be, the better off our children will be. It does require I think the city to consider how it does its job as well. And as we develop our city wide strategic plan I want this to be an integral part of how we begin to plan city wide. In many different arenas. I want all of the bureaus of the city to really have a vested interest and role in doing what they can. I want to make sure our neighborhoods are walkable so people can walk around their neighborhood to the store and our bike lanes are expanded in this city, that our transportation options continue to increase for people. The fact is in Portland 70% of the people coming downtown to work every day still drive in their cars by themselves. So there's a lot of community -- our community can do in terms of building a sense of enlightened self interest around this issue so they understand that it's not just about how fast they get to work, but the choices they make and making right choices improve not only their immediate future, but the long-term interest of all of us. So again, thanks to this task force, commissioner Saltzman, and to my fellow commissioners. I vote aye. [gavel pounded]

Potter: Please read the next item.

Moore: Do you want to do 206, the resolution? Do the vote on the substitute?

Potter: Is it going to take long?

Saltzman: It's just a straightforward vote.

Moore: I have one sign-up sheet for both of them.

Leonard: Where is that substitute?

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Saltzman: I just handed it out.

Potter: Read 206.

Item 206.

Saltzman: This reflects some changes that commissioner Adams --

Leonard: Where is that at?

Saltzman: There's a whereas about transportation and also about the commissioner Adams -- will offer an implementation plan on transportation related issues.

Potter: Further discussion? Please call the vote.

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

Potter: Aye. [gavel pounded] please read item 226.

Item 226.

Potter: Please call the vote.

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

Potter: Aye. [gavel pounded] please read item 227.

Item 227.

Saltzman: Thank you, mayor. Mercy corps and the university of Oregon will be moving into the area occupied by saturday market. And as a result, this ordinance filed by parks is for design contract for the relocation of saturday market into ankeny plaza and the adjacent area of waterfront.

Walker macy is the design firm and they were selected through an r.f.p. process. This is an emergency ordinance due to an accelerated development schedule to accommodate Portland saturday market's schedule. We hope to have them move by not this season, but the next season.

Potter: Ok. Is there anybody to testify?

Saltzman: We have somebody here from parks if you have questions.

Potter: No. Was there a sign-up sheet?

Moore: I did not have one out, no one signed up.

Potter: This is an emergency -- any further discussion? Emergency vote, please call the vote.

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

Potter: Aye. [gavel pounded] please read item 228.

Item 228.

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

Potter: Aye. [gavel pounded] we're adjourned until next week.

At 11:38 a.m., Council adjourned.

