



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **9TH DAY OF JANUARY, 2008** AT 9:30 A.M.

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

Commissioner Sten left at 11:40 am.

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

On a Y-5 roll call, the Consent Agenda was adopted.

COMMUNICATIONS	Disposition:
<p>39 Request of Brian Greer to address Council regarding Portland Peaceful Response Coalition and free speech in Pioneer Courthouse Square (Communication)</p>	PLACED ON FILE
TIME CERTAINS	
<p>40 TIME CERTAIN: 9:30 AM – Accept Citizen Review Committee and Independent Police Review Division Report: Officer Use of Vehicle Towing (Report introduced by Auditor Blackmer)</p> <p>Motion to accept the Report: Moved by Commissioner Leonard and seconded by Commissioner Saltzman.</p> <p>(Y-5)</p>	ACCEPTED
<p>41 TIME CERTAIN: 10:00 AM – Appoint Andre’ Baugh, Irma Valdez and Howard Shapiro and reappoint Don Hanson to Portland Planning Commission (Report introduced by Mayor Potter)</p> <p>Motion to accept the Report: Moved by Commissioner Leonard and seconded by Commissioner Adams.</p> <p>(Y-5)</p>	CONFIRMED
<p>42 TIME CERTAIN: 10:15 AM – Portland Oregon Visitors Association update (Presentation introduced by Commissioner Adams)</p>	PLACED ON FILE
CONSENT AGENDA – NO DISCUSSION	

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Mayor Tom Potter

Office of Management and Finance – Financial Services

- 43** Statement of cash and investments November 15, 2007 through December 12, 2007 (Report; Treasurer)
(Y-5)

PLACED ON FILE

Office of Management and Finance – Human Resources

- 44** Create a new Nonrepresented classification of Landscape Architect Project Manager and establish a compensation rate for this classification (Ordinance)

**PASSED TO
SECOND READING
JANUARY 16, 2008
AT 9:30 AM**

Office of Neighborhood Involvement

- *45** Authorize grant agreements of \$32,100 for East Portland Neighbors and \$20,000 for North Portland Community Works to administer grant funds for the Neighborhood Small Grants (Ordinance)
(Y-5)

181513

Commissioner Sam Adams

Bureau of Environmental Services

- *46** Authorize issuance of an Underground Distribution Line Easement across certain City property located at N Basin Ave north of N Leverman St Project No. 5375 (Ordinance)
(Y-5)

181514

- *47** Authorize the Bureau of Environmental Services to acquire certain permanent pipeline easements for Outfall 28 necessary for construction of the East Side Combined Sewer Overflow Tunnel Project No. 7594 through the exercise of the City's Eminent Domain Authority (Ordinance)
(Y-5)

181515

- *48** Authorize issuance of Permanent and Temporary Easements across certain City property in the vicinity of Interstate 5 at the intersections of N Columbia Blvd and N Schmeer Rd (Ordinance)
(Y-5)

181516

- *49** Authorize issuance of an Electric Line Easement across certain City property in the vicinity of N Willamette Blvd and N Killingsworth St (Ordinance)
(Y-5)

181517

- *50** Authorize agreement for conveyance of the Ricky and Lora Martin property located in the Johnson Creek floodplain project area to the Bureau of Environmental Services (Ordinance)
(Y-5)

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51	Authorize an Intergovernmental Agreement with Metro to receive professional, technical, construction and easement services for Sellwood Sewer Interceptor Capital Improvement Project No. 6973 (Ordinance)	PASSED TO SECOND READING JANUARY 16, 2008 AT 9:30 AM
52	Authorize change in the Oregon Department of Environmental Quality Clean Water State Revolving Fund loan R74165 to reflect decrease in loan amount actually disbursed to the City for completed project (Ordinance; amend Ordinance No. 177898)	PASSED TO SECOND READING JANUARY 16, 2008 AT 9:30 AM
53	Authorize Grant Agreement with the Johnson Creek Watershed Council for restoration, education and stewardship services for Johnson Creek (Ordinance)	PASSED TO SECOND READING JANUARY 16, 2008 AT 9:30 AM
54	Authorize an Intergovernmental Agreement with the City of La Grande for the City of Portland to provide Laboratory Analytical Services (Ordinance)	PASSED TO SECOND READING JANUARY 16, 2008 AT 9:30 AM
Office of Transportation		
55	Set a hearing date, 9:30 a.m. Wednesday, January 30, 2008, to vacate a portion of NW Naito Parkway east of NW 9th Ave (Report; VAC-10045) (Y-5)	ACCEPTED
Commissioner Randy Leonard		
Bureau of Development Services		
*56	Authorize a temporary entertainment event and site preparation work by the Cirque du Soleil (Ordinance; waive Title 33) (Y-5)	181519
Commissioner Dan Saltzman		
Office of Sustainable Development		
57	Authorize a \$35,000 Intergovernmental Agreement with Metro for the administration of the Master Recycler Program (Ordinance)	PASSED TO SECOND READING JANUARY 16, 2008 AT 9:30 AM
REGULAR AGENDA		

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<p>58 Tentatively uphold appeal of Eric Rystadt and Hans Vatheuer, applicant, and overturn the Hearings Officer’s decision to deny a two lot partition with an open space environmental preservation tract located at unaddressed Council Crest Extended and SW Fairmount Blvd (Findings; Previous Agenda 1453; LU 07-113299 LDP ENM)</p> <p>Motion to adopt the findings, uphold the appeal and overturn the Hearings Officer's decision: Moved by Commissioner Leonard and seconded by Commissioner Adams.</p> <p>(Y-4; Sten abstained)</p>	<p align="center">FINDINGS ADOPTED</p>
<p align="center">Mayor Tom Potter</p>	
<p align="center">Bureau of Planning</p>	
<p>59 Approve withdrawal from the City of Portland of property in case number WD-1-07, south of SW Garden Home Road and west of SW Oleson Road (Second Reading Agenda 3)</p> <p>(Y-5)</p>	<p align="center">181520</p>
<p align="center">Office of Management and Finance – Business Operations</p>	
<p>60 Authorize a contract and provide for payment for the Portland Building 3rd floor computer room upgrades (Second Reading Agenda 25)</p> <p>(Y-5)</p>	<p align="center">181521</p>
<p align="center">Office of Management and Finance – Human Resources</p>	
<p>*61 Authorize a labor agreement with City of Portland Laborer's Local 483 for terms and conditions of employment of represented employees in the Seasonal Maintenance Worker bargaining unit (Ordinance)</p> <p>(Y-5)</p>	<p align="center">181522</p>
<p align="center">Office of Management and Finance – Purchases</p>	
<p>62 Accept bid of Triad Mechanical, Inc. for the Mocks Bottom Pump Station Remodel project for \$687,360 (Purchasing Report - Bid No. 108140)</p> <p>Motion to accept the Report: Moved by Commissioner Leonard and seconded by Commissioner Saltzman.</p> <p>(Y-4; Adams absent)</p>	<p align="center">ACCEPTED PREPARE CONTRACT</p>
<p align="center">Commissioner Dan Saltzman</p>	
<p align="center">Parks and Recreation</p>	
<p>63 Approve application of The Oaks Park Association, a nonprofit corporation, for continuation of property tax exemption with exceptions (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JANUARY 16, 2008 AT 9:30 AM</p>
<p>64 Accept a grant from The Alfred P. Sloan Foundation for \$18,200 for discovery and scoping for a system to provide the public greater ability to report and track maintenance issues on park property (Ordinance)</p>	<p align="center">PASSED TO SECOND READING JANUARY 16, 2008 AT 9:30 AM</p>

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City Auditor Gary Blackmer

65 Call Special Elections to fill the unexpired term of Commissioner, Position No. 2, on May 20, 2008 and, if necessary, July 15, 2008 (Resolution)
(Y-4; Sten absent)

36566

At 12:11 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 9TH DAY OF JANUARY, 2008 AT 2:00 P.M.

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

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

		Disposition:
66	<p>TIME CERTAIN: 2:00 PM – Amend City Code to provide funding to address Portland street maintenance and transportation safety needs including at intersections and around schools, reduce traffic congestion, expand the bicycle network and improve freight mobility as companion to Multnomah County efforts to secure funding to replace the Sellwood Bridge (Ordinance introduced by Commissioner Adams; add Code Chapter 17.21)</p> <p>Motion to amend to accept clarifying language presented by Commissioner Adams: Moved by Commissioner Leonard and seconded by Commissioner Sten. (Y-5)</p>	<p>PASSED TO SECOND READING AS AMENDED JANUARY 16, 2008 AT 9:30 AM</p>
67	<p>Establish a Portland Safe, Sound and Green Streets Independent Oversight Committee to ensure the effective delivery of projects and services (Ordinance introduced by Commissioner Adams; add Code Section 17.21.210 through 17.21.295)</p> <p>Motion to amend to accept clarifying language presented by Commissioner Adams: Moved by Commissioner Leonard and seconded by Commissioner Sten. (Y-5)</p>	<p>PASSED TO SECOND READING AS AMENDED JANUARY 16, 2008 AT 9:30 AM</p>
68	<p>Support Multnomah County effort to raise funds to address maintenance and safety deficiencies of the Sellwood Bridge and other transportation infrastructure throughout the County (Resolution introduced by Commissioner Adams)</p> <p>(Y-5)</p>	<p>36567</p>
69	<p>Review funding for Portland Office of Transportation derived from the State Gas Tax after the outcome of the 2009 Oregon State Legislative Session (Resolution introduced by Commissioner Adams)</p> <p>Motion to amend to accept amendments as presented by Commissioner Adams: Moved by Commissioner Saltzman and seconded by Commissioner Leonard. (Y-5)</p> <p>(Y-5)</p>	<p>36568 AS AMENDED</p>
70	<p>TIME CERTAIN: 3:00 PM – Create a joint city-county taskforce to study options to provide animal services in the City (Resolution introduced by Commissioner Leonard)</p> <p>(Y-5)</p>	<p>36569</p>

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<p>71 Revise specified animal regulations to more closely align with Multnomah County practices and policies and revise noise provisions to address animal noises created by legally permitted facilities (Ordinance introduced by Commissioner Leonard; amend Code Chapter 13.05 and Section 18.12.020)</p>	<p>PASSED TO SECOND READING JANUARY 16, 2008 AT 9:30 AM</p>
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At 5:35 p.m., Council Adjourned.

GARY BLACKMER
Auditor of the City of Portland

By Karla Moore-Love
Clerk of the Council

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

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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 program. The text has not been proofread and should not be considered a final transcript.]

January 9, 2008 9:30 AM

Potter: Before we begin the formal part of our proceedings, we always begin with a discussion about the response to the question, how are the children? The reason we ask that question is because we know that, when our children are cared for, our community is a better place. What we do is invite people in from our community, young people, because often they have wonderful ideas that they share with us and things that give us a better perspective on the needs of youth. This morning we have three sixth graders from gillyk international middle school, ali, sven, and tory. The gilke international school offers french-based classes. These young folks have been there, and they volunteered to come in and speak. So whoever wants to lead off, please go ahead. Just introduce yourself.

Ally Cohen: I'm ali. I live in northwest Portland in forest heights. It's a great neighborhood with a starbucks, pizzacotta, school park, and much more. The houses are beautiful. I have one suggestion, though. While forest heights is a wonderful neighborhood, we have no public bus service. This is a problem because it makes it difficult to do certain things with forest heights being such a big neighborhood, and I really don't think it's fair to make us pay for our own bus service when the rest of Portland doesn't have to. Kids could ride it to school, and adults could ride it to work. You could shake it to shopping centers, parks, and it would make life easier. Right now, the closest bus stop is on cornell, about .70 of a mile away, according to tri-met. To a worker with heavy briefcases, it will take much longer. In addition to that, the terrain is very hilly. Many of the residents and I would like a route in the area. To make this happen, I would suggest having the bus route 60 along northwest cornell and 107th take a loop through forest heights and come out by the entrance. I thank you for your time and hope you'll take my idea into consideration.

Sven Burke: I'm sven. I live in a nice neighborhood with lots of trees and families. My hope for Portland is that we get more professional sports teams for kids to look up to instead of spongebob and other cartoon characters. One of my concerns for Portland is that the bridges collapse, then people don't go to school, jobs, and home on the other side of the river. The way I think we can solve this is by having bridges checked and rebuilt and stuff, and I understand you have been fixing up the fremont and st. John's bridges, but it still could collapse like in mississippi or missouri. I forgot which one it was that thought everything was all fine and dandy but then it collapsed. It's also expensive, so you could have a small tax on the professional sports team tickets. And if no professional sports teams want to come in, then you could start your own. Thank you for giving me this opportunity to speak to you.

Potter: Thank you.

Cory Martinez: Hello. My name is corey, and i'm 12 years old. I live in Portland, Oregon, and I was born here. I want to live in a city that is clean, livable, friendly, and green for the environment. The environment is very important to me. When I go to my grandma's house, I look out her

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window and I see a beautiful natural river and forest. In 10 years, I can expect the forest to be gone.

I want you to protect all our natural resources so my generation can enjoy the same view that I enjoy when I go to my grandma's house. Thank you for letting me speak.

Potter: Thank you very much. Very interesting topics from bus service to collapsing bridges, preserving our environment. You know, just this year, we added land to our natural environment, the part of Ross Island donated to the city, so that will be preserved. And commissioner Saltzman is in charge of all our parks systems and does a really good job of trying to preserve our natural environment. Thank you for that. As far as the bridges go, quite frankly the only one I'm worried at this point is the Sellwood bridge, but they're working very hard to either -- well, I guess build a new bridge rather than try to rebuild the existing one. We heard the discussion about the Tri-Met service up in Forest Park. We have passed that information along to Tri-Met, which is actually responsible for the development of that kind of service, and I'm not sure where it's at. It sounds like it still hasn't gone anywhere. Thank you all for coming here. Really appreciate it. Let's give these folks a hand.

[applause]

Potter: You can stay for the formal part, but it may not be quite as interesting as the part we just had. City Council will come to order. Karla, please call the roll.

[roll call]

Potter: I'd like to remind folks that prior to offering public testimony, the city council lobbyist must declare which lobbying entity he or she is authorized to represent. Please read the communications.

Item 39.

Potter: Thank you for being here, sir. Please state your name for the record.

Brian Greer: My name is Brian Greer. I'm speaking today on behalf of Portland Peaceful Response Coalition to inform you of troubling developments in relation to our exercise of free speech and to request your consideration of important issues that are raised thereby. Portland Peaceful Response Coalition was formed on the evening of 9/11. It's initiated a weekly series of demonstrations at the corner of Pioneer Courthouse Square which has continued for more than six years. With the support of a strong majority of our fellow citizens, the exercise -- we exercise the right of the people peaceably to assemble and petition the government for redress of grievances. We have been approached by employees of Portland Patrol Incorporated objecting to our use of the battery-operated megaphone and to the use of drums. Typically speeches are made for five to 10 minutes at the corner of the square, followed by a march around downtown Portland. We have never received a complaint about noise. On December 21st, the city of Portland noise control over, accompanied by a representative of Pioneer Courthouse Square, Inc., and by a member of the Portland Patrol, informed us that if we use either the megaphone or drums, individuals will be cited. We are arranging a meeting with the noise control over and others, together with our legal advisors, and we expect the matter to be resolved in a manner that reaffirms our rights under the first amendment of the bill of rights. PPRC operates on the presumption that its activities can be carried on within the law. However, as has been shown throughout history, there are times when bad or wrongly enforced laws need to be challenged. There are much, much higher stakes at issue here than the fine print of noise control ordinances. The most fundamental issue is that of free speech which, at this point in the history of the United States, is endangered as rarely before. It is ironic that we should be embroiled in legal niceties about making noise while exercising free speech when one of our major themes is that the current regime has broken all manner of laws, international and domestic, including the prosecution of the war of aggression. The second issue I was the pervasive trend towards transferring military policing and security duties to private companies whose motivation is profit, unencumbered by accountability. Thirdly, there's the real and symbolic nature of Pioneer Courthouse Square as a public resource proudly created literally brick by brick by and for the

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citizens of Portland. We request the city council to consider these implications, and we also invite you to join us at 5:00 any Friday afternoon as we campaign for democracy and social justice. Thank you.

Potter: Is that it?

Moore-Love: That's the only communication.

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

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

Potter: Aye. We'll move to the 9:30 time certain. Please read the time certain.

Item 40.

Loren Erickson: My name is Loren Erickson. I'm with the citizen review committee.

Michael Bigham: Michael Bigham, also with the committee.

Hank Miggins: Hank Wiggems. Mayor, council, good morning. We are presenting today a report resulting from a work group activity of the citizen review committee. The citizen review committee is a committee of nine volunteers appointed by you to provide some oversight over police activity. We monitor police policies, training, and hold hearings on citizen-initiated complaints. When we conduct our hearings and we encounter issues of concern, we usually appoint a work group to delve further into that concern. The report that we are presenting today is a result of one of those hearings, one of those studies. And Mr. Bingham will provide you with that discussion.

Bigham: In the spring of 2006, a work group was formed to look at tow policies for the city of Portland and to determine if the current Portland police bureau tow policies and procedures needlessly aggravate the public and, if so, what can be done to improve citizen satisfaction. To achieve that mission, we reviewed a sample of recent citizen-initiated complaints, each of which involved at least one allegation of improper or incorrect tow. Committee members interviewed commanders and captains of the Portland police bureau, the city of Portland's tow coordinator, Marilyn Gaylord, Gary Frank, the city tow hearings officer, Reba Shippers, the tow hearings clerk, David Warbell, deputy city attorney, and Monica Gracke of the Oregon Law Center. Over the course of 16 months, the work group held 19 meetings open to the public where we heard concerns from citizens, police officers, public officials, and tow operators. The result is the recommendations that are in your pocket, the colored sheet. By far, these meetings were the best-attended meetings by the public since I've been a member of C.R.T. We've learned a couple of things. Towing and impound are hot bed issues with the public and, unfortunately, we found that a lot of the issues were issues beyond our purview, were issues not just with police tows but with towing in general. We're hoping that this will spur a discussion within the community about how the city handles tows. Thank you.

Miggins: That is our presentation.

Potter: Please go ahead.

Adams: What did you think of the chief's response, reasons for not accepting your recommendation to analyze the use of vehicle impounds to determine any patterns of impounds that may be based on economic status, race, neighborhoods or officers involved?

Bigham: I think, on reflection, I would agree that some of those things are hard to determine like economic status, neighborhood. But I think that towing and impounds are a powerful tool for the police and also could be a powerful weapon, and I think that perhaps the racial profiling committee that the mayor has set up should use that or look at those statistics just to make sure that towing is not used as a tool against certain portions of the community.

Adams: She says that it is not entirely clear how such an analysis would be possible with current resources. For example, how would the bureau determine the economic status of drivers whose

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vehicles were towed? Do you imagine a survey being given to folks that have their cars towed in order to collect the data? You've had, some of you -- some of you have run operations.

Miggins: I think it would probably be pretty difficult to determine that, because I could be driving an old car into a high-income neighborhood and be towed for whatever transaction. It doesn't mean that I am economically deprived because i'm driving an old car. So those kinds of things get in the way. However, a survey could be done of the people who have received repeated tows. I think that would probably be the best parameter to look at.

Potter: One of the things that i've -- and I see that chief berg is here. I don't know if you wanted to address any of this, but I did ask the chief to contact some of the national police organizations such as international chiefs of police, the police executive research forum, and others to determine if this is an issue around the united states, if there's been any review of it or any models that have been developed as a result to try to deal more effectively with the issue of whether towing of vehicles has bias to it. So they're going to review that material and then look at what we do next. We could then take that material and also have folks come in and testify at the racial profiling committee. So there's a number of options they're looking at.

Leonard: Michael, was there something you saw in the analysis that caused you to have that concern?

Bigham: When we reviewed the cases there, wasn't an overt evidence that we saw. In several of the cases, the officer would say something like I well, didn't I tow your car last week or didn't I stop you a couple weeks ago? And it kind of made us wonder if there was -- there wasn't evidence of a problem, but it made us wonder if maybe it wasn't an issue that should be looked at.

Leonard: As I recall, you're a retired police officer.

Bigham: Yes, sir.

Leonard: I want to point out that loren's a retired firefighter just for those concerned about the objectivity of this group. There has been concerns. This is probably not directly related to your report. Concerns about appointments that include firefighters, police officers as to how objective they can be. My point's always been that sometimes the harshest eyes put on some of these issues are colleagues. So I appreciate your work, appreciate your stature in coming at a lot of these issues, chi fully expected, but I think a number of people may not have, so thank you very much.

Saltzman: Well, i'd like to just thank you, too, for your taking a look at this issue. I've certainly been on enough rightalongs where i've seen police tows ordered. While I feel they're perfectly justified, part of me also feels a little sympathetic to somebody at 2:00 in the morning suddenly finding themselves without a means to get home or to go anywhere. So I think there is room for more humane applications of the police tow policy, and I think you've hit upon it in your recommendations. I'm glad chief sizer has incorporated, I think, all of those into her directive. I think it is a great issue, good form of policy. Thanks for your work.

Potter: Yes. Thank you all. I think this is another thing that the citizen review committee does very well, and I think it's a real bonus to this city to have folks like you that are willing to give up your time to look at these issues and that sometimes an outside perspective really helps give a fresh perspective in terms of things that need to change, so thank you very much for that. Chief, did you want to address anything? Any questions for assistant chief berg? Thank you, folks. How many folks are signed up to testify?

Moore-Love: We have four people signed up.

Potter: Please call the first three. Please please state your name for the record for the record, and you each have three minutes.

Bob Wilson: My name is bob wilson. I'm one of two industry representatives on the city of Portland towing board of review. I find it strange that none of us was contacted by this committee to the hearings and investigations. The tow operators that they referred to are unknown to us, and we are the contract towers. The tow we are is totally responsible for the vehicle and its contents

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until it is returned to the owner. We're required to have insurance and be bonded as a condition of the contract. Vehicles are towed by and stored in our lots, do not burden the city in any way. The final disposal of these vehicles is also our responsibility at no cost to the city. The towers under contract to the city are faced with fines, suspension or revocation for violations. In 2006, about 32,600 vehicles were towed at police request. In 2007, around 30,800 vehicles were towed. The current contract has been in effect since october of 2003 and, during that time, towing coordinator, who is employed by the city of Portland, has received six complaints of missing items from a vehicle. Perhaps those of us in the towing industry are becoming overly sensitive. Between the media, politicians, and people with little knowledge of what they speak, we seem to be popular whipping boys. For this report to be accepted and acted upon by the city with no input or even knowledge of its existence by our industry reminds me of where are those weapons of mass destruction? Thank you.

Dan Handleman: Good morning. I'm dan handleman with Portland cop watch. It's not often that Portland cop watch comes up to you to be supportive of the citizen review committee's work and the police bureau's response but, in this case, we are mostly satisfied with the recommendations being made, and we're even more pleased the c.r.c. Has finally completed its third review in its five-year history. I don't know if you realize this, but this was its first-ever presentation of a policy recommendation before council this morning. That said, we also support the c.r.c.'s work group and their efforts to convince chief sizer to collect data on the people and officers involved in traffic stops. I know that officers currently key in such information at every traffic stop about people they stop, search, and ticket. I would think it would not cost very much more money to add towing to this data. It's also important to look at the possibility of disproportionate tows of african-american drivers since we know that, despite the only 7% of Portland's population, african-american residents are stopped in 14% of traffic stops, 24% of pedestrian and bicycle stops. They make up 27% of arrests, 29% of people who have force used against them, and 30% of those who have firearms pointed at them. Along with latin@s, they represent 33% of those who were shot at by police in the last year, 64% of those cited in drug-free zones. I'm glad to hear the mayor is talking to the bureau about this. We'd also like to remind council that you talked about talking to p.s.u. To look at why so many people of color are shot at by police. I think, commissioner Adams, you were particularly interested in that idea. Finally, Portland cop watch recommended the c.r.c. Ask the bureau to consider charging a sliding scale based on the book value of a person's car to help make tows less onerous for lower income people and their families. People in the city expressed they thought that would be difficult to implement, but we hope you'll consider this was a related recommendation to the attention that will be given when officers are thinking of towing cars that are people's homes, that people are living in. We thank again the c.r.c. For their work on this and chief sizer for accepting most of the recommendations. I think the fact that this is only the third policy review that's come forward out of the c.r.c. In five years and that the number of appeals hearings have been trickling off in the last few years are things that we hope to see addressed in the consultants report due to come out next tuesday and hope that the consultant will be able to come up here and present that report. We've asked members of council to wait a few weeks so the community has a chance to digest the report before that presentation is made. We're looking forward to that discussion about the i.p.r. and the c.r.c. and their structure.

Martha Perez: My name is martha perez. I'm here in general support of what has already been said regarding this issue. I do believe, too, that it greatly impacts minority communities. I hate that word. Minority communities here in Portland and beyond and feel that -- you know -- I do commend the mayor, mayor Potter, for meeting with the native-american community, for example, a few months ago, just listening to that community and the process that we went through with that. And I really -- you know -- keep doing what you're doing. I think that part of it is really good. I like the idea of statistical information and deferring that to p.s.u. And other institutions to take

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ownership and sharing that information and results of findings with the greater public. So it's not a perfect system. I understand that. But with public input like hearings like this, I think it makes it a better process anyway. So just really the racial hatred -- you know -- that I sensed during the César Chávez -- I'm sorry to bring that up -- just was something I never experienced before in a formal setting like this, and it felt overwhelming at times. So what do we do about that? I don't have the answer to that question. But certainly, by us working together like this and continuing this dialogue, yeah, I think possible solutions will come. I don't know if this is appropriate or not, but I am taking a run for city commissioner and sending out information about that. So I'm just inspired by all of you for listening to our concerns as the community and hope you have a successful year. Thank you.

Leonard: Mr. Wilson, I have a question. After listening to your testimony, I went back and looked at the recommendations. Which specific ones in the recommendations do you think you should have been consulted about?

Wilson: Well, I think the sampling -- you know -- if you compare the numbers, first off, code hearings only has to do with whether or not it was a valid tow, has nothing to do with the towers. Property missing out of the vehicle does have something to do with the towers. And the part that I was concerned with is the fact that -- you know -- most of us -- I am shaped a little bit like a football, but recently, between what the state's done and the problems that we've had with -- you know -- towing and the unhappiness in the media coverage, that we're -- we're concerned that this will rub off on us.

Leonard: But some of that's self-inflicted, I hope you understand.

Wilson: That's true.

Leonard: I'm looking at these recommendations, and I really don't understand.

Wilson: Basically those recommendations are made to the police officers.

Leonard: Right. It has to do with the police department calling for a tow and the fairness of it.

Wilson: But I was saying that 150 complaints of whether the tow was valid out of over 30 thousand tows is not a large sampling.

Leonard: That's a complaint to the police bureau about the police bureau's actions, not your actions.

Wilson: Right.

Leonard: I don't think anybody intentionally didn't involve you.

Wilson: Our feeling is that it does involve us. You know, inventorying the vehicles is probably a good idea. A lot of the other police agencies do inventory the vehicles. But -- you know -- we do not search the cars. We only write down what we can see in the car.

Leonard: To be honest with you, the way it sounded is you don't want the police to do an inventory of the vehicle and you're objecting to that.

Wilson: I'm not. Not at all.

Leonard: I'm not sure I understand your objection.

Wilson: This morning at coffee, I talked to several Portland police officers. They said that they thought that these ideas were excellent but that they weren't very practical, like waiting 30 minutes for somebody to get there to pick up their car without knowing whether the car runs or drives. You know, if you don't have the keys, you don't know. And some of the other things.

Leonard: Again, it sounds like you're trying to preserve your business and not be fair.

Wilson: I think we're very fair. I mean, every day, I deal with somebody that's got a problem that their car was towed and try to help them out. You know, whether they're homeless people or whether they don't have any money, that's our money that we give away, and I deal with theory day, though. That happens to be the main part of my job where I work. You know, we're a small business. All of the towers are small businesses. There's 28 different contracts. Each one of those

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is a small business. We employ probably 300 people in the city. We have 150 tow trucks available to the city if they're needed. And -- you know -- we're 24/7 just like fire and police.

Potter: Thank you, folks. Call the fourth.

Gary Coe: Good morning. Mayor Potter and commissioners, my name is Gary Coe from Speed's Super Tow. I'd like to comment on the recommendations. We overall support the recommendations, particularly number five that requires the inventorying of vehicles, because that will help solve any complaints of that type. And number six where it gives people the opportunity to come after their car before it's towed, if it's available, there's no sense in them being a victim twice. First their car is stolen. Second of all, they have a tow bill that they didn't ask for. And unlike the other vast majority of police tows that somebody committed a crime and part their punishment is getting their car towed. We are frankly concerned, as Bob Wilson mentioned, about the fact that we were not included. The citizen review committee says they have testimony from officers and tow operators. We don't know who those tow operators were. They certainly weren't the major players in town, and we're all looking at each other scratching our heads. It seems like the contractors would be involved. Now, it doesn't have anything to do with this, but the overall media attention that this drew about missing things out of cars, we are frankly outraged and frustrated that that is the way the media took this because, if you have six complaints, over four and a half years of the current contract, that's a small percentage, and I'm going to get that at least half of those complaints had no merit. That's all.

Leonard: But in essence you support the recommendations that have been made?

Coe: Yes, sir.

Leonard: Great. Thanks.

Potter: I need a motion to accept and a second.

Leonard: So moved.

Saltzman: Seconded.

Potter: Please call the vote.

Adams: I want to thank the group that did this review. I think it's an excellent group that did this review especially Michael, Loren, and Hank. I think there could have been more involvement with the people in the industry in hindsight, but I think it's an excellent report and the substance of it is on point given the information that we have, and I would look forward to the work that the mayor has asked the bureau to do on the recommendation on how to, in a practical way, gather the information. I'm pleased to vote aye.

Leonard: My view of the report has been that it's more of a set of recommendations to the police bureau, not the towing industry. From that perspective, I'm really pleased with the report and the work that the group did on it. I think they are an outstanding group of people that we have on the C.R.C. Right now and are very proactive, and this report, I think, serves the city well and reflects very well on our process. Aye.

Saltzman: Well, as I said earlier, I appreciate the policy work group tackling these recommendations. I agree with Commissioner Leonard I don't see this as an indictment at all on the towing industry. Maybe you've gotten bad publicity for other issues and are overly sensitive, but I think this really governs how police operate and call you into service. I don't think it's taking any issue with your service once you're called. I think this is, as I said, a more humane policy but, by the same token, I fully support police tows of cars, particularly for drivers who are driving while suspended or driving while uninsured or certainly driving under the influence. There should be no circumstance under which the police should be hesitant to order a tow. It does have a sobering effect. Having said that, though, we need to realize that it does put people in a very difficult circumstance, often difficult hours of the day, and I think the recommendations here are a more humane approach, and I support them. I'm glad that Chief Sizer has incorporated them. Aye.

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Sten: I agree it's a good step forward, and I think we can work more with the towing industry, but I think these make sense and were done objectively. I'm a little speechless dan handleman is in agreement, and i'm not sure the citizens review committee should take that as a bad thing. I sense you're digging in and doing the policy work we've asked you to do, and I really appreciate it. Aye.

Potter: I, too, want to thank the citizens review committee. These are the kind of things that it's good for the police bureau to have from time to time an outside group looking at a particular policy and seeing how it can be better. The chief and I have been discussing providing more flexibility to officers in terms of what vehicles they tow so that, up until recently, it was mandatory all vehicles in certain conditions. They're going to get more flexibility and education about actual implementation of the bureau's policies and procedures. I think overall this will help. I think, though, that in our society poor people are disproportionately affected by all vehicle tows because they tend to often lack insurance and thus, when they are stopped, get a citation, this leads to a suspension. I think that we've got to figure out a way to sort of level that playing field, but I guess today is not the day to do it. I just wanted to let the community know that I think this is a concern and that at some point in our future we need to address that issue. Good job, everybody, and I also salute the police bureau in terms of taking immediate action to implement these recommendations. I vote aye. Please read the 10:00 a.m. Time certain.

Item 41.

Potter: Are any of those folks here today?

Gil Kelley: I believe they're all here, mayor.

Potter: Oh, good. If you folks could come forward? The Portland planning commission provides an important service by helping the community and the council shape and guide Portland's future. The candidates today represent a diverse group of Portlanders who bring a broad range of experience and skills with them and also individually possess the knowledge and love for Portland needed at this time on the planning commission. The planning commission will be charged at looking at a number of issues in the coming year, including drafting the Portland plan and other plans that will guide the growth and development of Portland over the next 30 years. I'm proud for the council's consideration today of the three new appointments and the appointments of commissioner don hanson. Please introduce yourself. If you want to say a few words, obviously some of you look very familiar. Howard, you certainly have been around the track a few times. We want to tell you how much we appreciate your willingness to step forward on this issue.

Don Hanson: I'm don hanson, mayor Potter. I appreciate being reap pointed to the commission and certainly appreciate the effort of you and your staff in providing this kind of a fund slate of commissioners for the first time that i've been on. We have nine. I'm looking forward to this year. We've embarking on the Portland plan. I think it's a very interesting time to be a planning commissioner in Portland. Thank you.

Irma Valdez: My name is irma valdez, and I was on the c.r.c., was really thrilled with the tow issue. We struggled with that when I was on the commission. And I moved here from Washington, d.c., seven years ago. Commissioner Sten asked me to consider serving on the commission. I'm thrilled. I love this city and am honored to give back, helping create -- you know -- the most amazing city in the united states, even though I think that Portland is the number one city in the united states already. But I welcome serving on the commission. Thank you.

Howard Shapiro: I'm howard shapiro. I heard some remarks about the next 30 years. I plan to stick around for those 30 years, and I looked around and my colleagues here and see that I probably have a few years on them. It's only coincidental that, 15 years ago, somebody gave me a quote that says planning is bondage, and I kept it for a long time looking at it. I don't think planning is bondage at all. I think planning is critical. At the risk of sounding a little over the top, I don't think Portland has ever been at a more critical time to look into the future and plan its future. People like

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ms. Valdez are coming here as a result of the excitement of wanting to live in the community, and I think those of us who have been here a while are charged with the responsibility of continuing that exciting prospect. So it may seem odd that i'm standing up one more time and wanting to volunteer for a group, but I have never been more excited about an appointment than this. Planning is exactly what the city needs to look at, and i'm honored that you put my name forward and hope you guys forget all the bad stuff and let me be confirmed.

Andre Baugh: My name is andre baugh. Mayor, I want to thank you that your staff recommended me to the planning commission. I look forward to the challenge. I think howard talked about the challenge that Portland has in the future, and since back when I worked for transportation working with erik and probably working with all of you at some point, i've just enjoyed the city and look back and look forward to providing as much input and hard work and addressing the challenges that are coming forth to the planning commission. So thank you and thank you for your support.

Potter: Gil, did you wish to comment?

Kelley: I just would say i'm really thrilled to have this slate in addition to the great dynamic commission we have already. This really completes that table. As a number of them have said, the involvement of people like these in the Portland planning effort kind of as a steering committee recommending things directly to council is absolutely critical for the next couple years or so. And I would also say that, along with the mayor's staff, I was part of the interview process for these candidates and others, and we have a very deep bench. So in terms of appointments of other boards and commissions, we have a great list. We interviewed over 2000 and have the names of others beyond that. We'll look for ways to get some of those other candidates involved in the Portland plan efforts in general. But if any of you are considering appointments for commissions, we've got a great list. I'm just thrilled to have these folks.

Potter: Comments of the commissioners, questions?

Saltzman: Just to let you know, we do read these resumés. Howard, I see you're a trustee of the "nation" magazine.

Valdez: Wow. Right?

Shapiro: I am, yes.

Saltzman: Is that like --

Shapiro: I'll watch my back here.

[laughter]

Saltzman: Are you involved in editorial policy?

Shapiro: No. The "nation" magazine has lost money in the 138 years of its existence and last year, courtesy of the current sitting president, it turned a profit. So we're kind of hoping that things will stay the same, but --

Sten: We can't sacrifice four more years for your viability.

[laughter]

Saltzman: I say this every time we appoint planning commission members. Being on the planning commission is one of the most intensive volunteer positions we have in the city in terms of the materials you read, the meetings you have, so I want to just thank you in advance or thank don for agreeing to another term but thank all three of you for coming onboard. It really is a very demanding and important position, so thanks.

Sten: I also want to thank -- all four of these folks are top-notch. We could not have a better planning commission at a time we probably couldn't need it more. The expansion of the central city, land use cases and everything else throughout the city, I think we also more than ever have figured that the central city is linked to the other neighborhoods, and we've always said that, but I think we're actually trying to make it happen with some innovative ideas on how to do urban renewal. I'm really glad that energized group wants to be there. I've worked with all four in different capacities. I did recruit irma and ask her if she'd consider serving. I took her and another

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friend to lunch and then privately told steve to talk her out of it, because I felt I had to be honest with him, too. It's a whole lot of work. Howard, on the other hand, his wife encouraged me to get him a job like this that would keep him a little more busy. Different folks in different stains. Joking a little bit. I think this is going to be a tremendous amount of work, and I think you'll be tremendously glad you did it. I'm tremendously glad you're going to serve. Thank you.

Adams: I, too, want to thank you for signing onto this very important job and very time-consuming job. My advice and request is that -- a couple of things. One, that we need to plan beyond just land use. That's one thing. The Portland plan needs to be more holistic than just land use. The second thing is we've got a million people slated to be born and/or coming to the region, 300,000, and we're not ready for it, not in terms of the plan, not in terms of being able to implement any plan. Just on the transportation side, the regional transportation plan that is moving its way through the regional decision making based on current revenues, we're expecting congestion in the best-case scenario to increase three fold. That's in the best-case scenario. The last thing i'll say is to not assume that what has worked up to this point -- you know -- in the last 25 years, what has brought us the areas of success that we have -- not necessarily doing it the same way will ensure our success for the next 30 years. Ask you to be really creative with us in thinking through how we need to do things differently in the next 20, 25 years. So I really look forward to working with you. This is an incredibly important time for the city.

Potter: Thank you, folks, very much. This is a report. I need a motion to accept.

Leonard: So moved.

Adams: Seconded.

Potter: Please call the vote.

Adams: Aye.

Leonard: You weren't overstating the case, howard, that we're at a critical juncture. We are very much. And I have the pleasure of, with my responsibility of being in charge of the bureau development services, implementing a lot of what you end up recommending. And in that capacity, I have grown to have an increased respect and appreciation for how important good planning is. So far, my respect is so great that we actually initiated, as i'm proud to say gil emulated recently, the living smart program for development services on the design of skinnier houses. Not for any reason other than the huge public backlash that has occurred i'm sure you're aware of in Portland over the infill issue, particularly these narrow houses on narrow lots. But I learned from that, and I think gil did as well that sometimes the issues in Portland aren't so much density as they are how the project looks and how it feels in a neighborhood. And so i've become a real believer in that. So i've actually toyed with the idea of coming and talking to you all and gil about upping the minimum standards for house design with the idea of not making them out of reach necessarily for low-income and middle income home buyers but doing some deposit what I think are fairly minor tweaks to have houses fit more the environment that they're built within. And, again, I would have never understood that to be the emotional issue that it is had I thought been responsible for the construction of these houses and going to neighborhood meetings and hearing the feedback, to put it politely. It's huge. And I also, when I had the office of cable, asked the planning commission that it be televised. People had different takes on why I did that. I did that because I watched them. I watched the hearings. It is, for us in our job, tremendously illuminating to hear your discussions before I end up having to vote on something. It is hugely beneficial to me, so I actually try to catch all of them. I catch a lot. And, don, you're an excellent member and very thoughtful. And i'm very glad that you're going to be back, because I really appreciate your per speck tip on the commission. It is a very important body. It's one that I think is critical. And we are at this critical juncture in the city and not just in terms of the more esoteric development but in the neighborhood infill houses. There's probably nothing that touches more portlanders than that. I hope we can talk more

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about that in the future. I'm very pleased with all of you agreeing to serve on the planning commission. It's challenging but a very fun assignment. Aye.

Saltzman: Aye.

Sten: Welcome aboard. Aye.

Potter: Again, thank you very much. I think that, as we move forward into this next century -- and commissioner Adams' remarks about the increased number of people, I think that relationship between the built environment and the people who live, work, and play here is going to be essential and key to having a city that's livable and that provides the kind of economic incentives that help us continue to flourish. I appreciate the work that you're going to be doing, and I vote aye. Thank you, folks.

Kelley: A quick related announcement. Yesterday the planning commission met and had its annual election of officers and have elected don hanson to be the new chair of the commission, president of the commission, beginning next meeting. And they also honored outgoing president, paul schlesinger, who will be leaving the commission today. Hope that you would join me in honoring paul's service, recognizing the years of service he's put into both the planning commission and design commission.

Potter: Yes. Done a great job for our community. Paul, if you're listening, thank you. Thanks, all. Please read the 10:15 time certain.

Item 42.

Potter: Commissioner Adams?

Adams: I'm pleased to introduce, as the liaison to the Portland, Oregon visits association, their annual report, and I think that you will be satisfied that they are providing services of great value to the city of Portland. I don't know which of you is going to begin.

Brett Wilkerson: I think me. Good morning, mayor Potter and commissioners. I'm brett wilkerson, the current chair of travel Portland's board of directors, also the senior vice president of north pacific management which manages several lodging properties throughout the region. I wanted to give you a couple of facts related to the composition of travel Portland's board of directors. The board has representatives from all parts of the visitor industry, include hotels, restaurants, at track isn'ts, rental car agencies, but it's important to note that businesses you wouldn't normally associate with the industry but would certainly benefit from increased tourism are also members up as p.g.e., ohsu, and ashforth pacific. In addition, the board member ship includes reputation from partners on the Oregon coast, the mount hood region, and other areas. Even though the bulk of the economic benefit generated by travel Portland is felt by the city in terms of direct spending by visitors and tax revenues, positive ripples are felt throughout the state and the region. Jeff can talk more about those partnering successes. At this point, i'll turn it over to jeff.

Jeff Miller: It's good to be here. Mayor Potter, commissioners, the thing that you will see today is we are changing our name from pova to travel Portland finally. The u.r.l. Has been travel Portland for quite some time, but we'll have the official change on the 17th at the state of the industry address that we do every year which you'll get to see today the first time publicly some of the I am mans and new look and feel of travel Portland. One of the things to understand is that the logo is not who we are. It just is our name. Now, as we flip through the slides and as you see the pictures with travel Portland, those are actually business cards. There are eight different business cards, and there's a whole new look and feel to our publications and those things that we're doing. We will not have a tagline. It's not easy being green is gone, but we will have headlines. So as we speak to different customers, we'll talk to them in a way that they need to be spoken to. How do I do this?

Leonard: Can you explain the symbolism of the salmon?

Miller: You know, we are a quirky city.

[laughter]

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Miller: We are a quirky city, and that certainly speaks to that quirkiness. You'll notice that there's sunshine and shadow also. Performance measures. This is another one of the business cards, and it really speaks to our indy music heritage. This presentation is really a highlight of our work on behalf of the city, so the quarterly reports have been provided to you separately and provide much greater detail. Dean Runyon supports that 2007 spending was 3.6 billion, which was a 5.3% increase. It supported 29,700 jobs and a payroll of \$797 million. It also generated 148 million in state and local taxes. Return on investment is something I like to talk about a lot, because it really guides how we spend our money and what are we getting from that money. In this instance, it's for convention sales and marketing for the city the average daily rate spent plus the daily spend of that visitor times the number of total rooms divided by the city's dollars. It's over 337 groups, 246,000 room nights, \$125 million worth of economic impact. Our staff attending 21 national trade shows. We conduct over 120 client site tours of Portland. Three familiarization trips which represent 50 associations that have the ability to bring business to Portland. One of our most successful strategies has been the green fam. American wind energy, natural water resources, we've targeted those and their own familiarization trips where we bring them to town and really show them the excellent product that Portland has to offer. We get green. We also have a fam trip, as many of you know, this thursday, friday, saturday and will have 20 meeting planners representing 29 groups at a broad array of conventions and meetings that have the potential to come to Portland. We're very excited and hope you'll be able to join some of those. Convention services, we received the gold service award from "meetings and conventions" magazine in 2007 but also for the last 10 years. We received an award from the "pinnacle" magazine for the first time. Our job is to connect businesses to those convention and meeting planners and those convention goers. We provided 1900 leads to businesses last year, 181,000 promotional pieces, 73 convention site tours where we bring those meeting planners here to really take them not only through the center of the hotel but through the city so they get to see all the great venues, restaurants, and attractions. We also attended 45 preattendance building conventions where our team goes to the convention the year prior to the year they're coming to Portland, put up a booth, and we really try to build attendance for the next year in Portland. It's a broad array of services that coming out of the convention services department. Return on investment on leisure programs, we have several leisure programs, including the big deal, which is a hotel online program where you can book your room, get free parking. We have a coupon book that we work with retail restaurants, all sorts of businesses. Even fabric depot is in there. We booked over 15,300 room nights last year, a 9% increase. Business is really good there. We have another tactic of working with southwest.com. We are the destination -- preferred destination for one week several times of the year. In january, there was an additional 2700 passengers. In april an additional 5100 passengers. In november, we don't have the results yet, but we anticipate an additional 5000 passengers on southwest coming into Portland. It's really a terrific program, and we can track that easily with southwest. We also will do that again this month. We have an online subscription newsletter called "travel update" which goes to a database of 29,000 people. We really try and stay in touch with those customers out there. A new program this year is speaking to what we call e-deals. Of the 15,000 customers that have booked a big deal room night in the past, we e-deal them a new proposition and we've engaged an additional 1000 rooms just out staff promotion. The Portland attractions pass is a fun thing we do with all of the 10 attractions that you see listed here. We've redeemed 2400 of these. What we do is sell them to the consumer, the visitor, at half price. The attraction gets full prize, and we subsidize the other half. I believe gloria lee is with us here from the chinese garden and can attest to how successful this is. One of the most exciting new programs we're starting that will launch in july is called go see Portland. We really know that the consumer wants interactive information, and one of the things that we really found in our branding is that, in Portland, the visitor wants to do what we're doing here. We don't have a fisherman's wharf where the locals would never go. This website, when launched, is like a

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trip advisor. You go on and, after you've experienced a restaurant or hotel or attraction, you can rate your experience there. And over the course of time, we'll engage the local community to help us rate and rank all the things that we love to do here. Visitors will really understand the experience of Portland as locals like and understand how we think it works. It provides us an opportunity to get feedback from those same visitors and give it to our member businesses and better businesses so we always make sure we're focused on what's the customer's experience? We've also implemented blogs this year, so we're really trying to stay in tune with who the customer is. Hotel and transient lodging measurements, as you know from the transient lodging tax that's up 9% this year in november, up 10% last year, 12% the year before, we're having great success with the hotel business. Occupancy in the greater Portland area is 71.8%. Central city 77.6%. Those are excellent numbers when you compare us to our competitive cities. You look at the average daily room rate, it's up 9% in both cases, and the most important measurement is revenue per available room, which is up 11%. We work with our hotel partners to really track this business, and I believe we've got more opportunity in room rate in Portland, and I think you'll see that continue to happen. With the new product coming on, we really have an opportunity to grow that business. The measure of lost opportunities, we really try very carefully to look at why we lost a piece of business. As you can see, in 2007 we booked 411 pieces of business for 251,000 room nights. That's a lot of room nights in hotels in Portland. We also lost 35 to cost rate, 68 to hotel package issues and availability. When you look at the 68 we lost to hotel package, headquarters hotel, that's over \$60 million in economic impact just out of those meetings. As we look to the future, we're very excited about the opportunity not only with the headquarters hotel but really continues to go after medium-sized pieces of business that fit into Portland. One trend we are seeing is that we are attracting smaller groups as opposed to the 6000 and 7000 room night groups because we are having to put those groups into eight or nine hotels where our competitive cities like seattle can put them in two or three. We are now attracting somewhat smaller groups, so the economic impact is less, but we are really focusing on what our market niche are and how we can go after that business successfully. Another one of the business cards you'll see here, we do a survey every two years of our membership. How are our programs? What's the value of your membership, and how are the programs of your membership? You can see the results there. One of the new programs that we're starting this year is the green certification program. We're very excited about this. We're think we're the first in the country to be doing this. We have seminars with local businesses that do certification like recycle works, and we match those with our members and allow them to interact with those different certification programs to understand how they can become certified. Once they are certified, then we note that on our website. When a visitor is coming to look for a green meeting or just a green tourism trip, they can go on and see who our certified members are to understand that they're really getting that sustainable experience that they're looking for. We really think this is an opportunity to not only stop here but move on to the restaurants and other businesses so that, when we go out and sell the city, we're selling the total package. One of our charges from the city is to ensure broad regional reputation. You can see the numbers of members by count city and air -- by county and area here. Customers, when they think Portland, they think regionally from the mountains to the coast quite frankly. So we make sure that we engage stakeholders from across the region, across the state, and even into Washington to really understand what the Portland experience is and how do we make sure we tell that story well. I think we've done a terrific job of including those member businesses. These are the categories of business that we represent. The most interesting to me is 13 real estate agents are members of travel Portland, because they understand, as the visitor is coming here or as someone looking to move here finds our website, they have a unique opportunity to capture a piece of business there, so all kinds of businesses understand the value of working with us. 18% of our members are minority or women-owned businesses like the empowerment group, queen of sheba, ethopian restaurant plus many other ethnic

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restaurants, ebony notes, and el hispanic news. Cooperative marketing strategies, this is really one of the backbones of why we've been so successful. The regional cooperative marketing program is a program of the state. 1% of the hotel/motel tax out of these four counties, 15% of that comes back to the region to promote itself. So we work with the four county organizations to make sure that we speak to the county very, very well or to the region very, very well. We use those funds for p.r. Media, international tourism, motor coach sales, and many other different programs. The cultural co-ops is our opportunity to work with arts organizations to advertise and market their events outside of the region. We don't work inside the city of Portland, but we're trying to get that visitor there to come here, and we've worked with all these groups to enhance their marketing and advertising programs. Between cash and sponsorship value, that's valued at \$140,000. It's a pretty terrific program. We also work with people like northwest airlines and the hotels for free airline tickets or free hotel rooms. The visitors development fund is another area where we partner to make sure we bring in those big conventions. We target who we're going after. We use that money to buy down those conventions, buy down transportation, and find ways to get that convention to Portland. It's something we've done very uniquely out of the convention sales department. It's a three-city alliance with pittsburgh and milwaukee. Most conventions move regionally across the country from the east to the west coasts, so we partner with pittsburgh and milwaukee to pool our resources at some of the major conventions. So we meet each other's different pieces of business as they come to Portland. It's haven't a very, very successful program and, just this last month, fort worth, sacramento, and baltimore decided to copy us. We're able to do much bigger programs with our customers. International sales and marketing, we work closely and get some funding from the port of Portland and work very closely on the international side of business. The organizations will keep them full going the other way. We work very hard to keep them full coming this way. I know we're working very hard on what the next flight is with northwest airlines to amsterdam. This is the cover of travel journey of japan which is an educational travel guide, and it's one of the targeted ways we approach business from japan, and we really go after the school and student groups, and you don't often see the tram with japanese writing on it. Our other direct service with mexicana, luftanza and now a little bit of work in china with travel Oregon with the northwest feeder flights. Probably the most visible area to Portlanders is the communications department. This last year, we reached over 170 million viewers, 221 media placements worth 9.3 million in ad equivalency. The good news about this piece of business is customers believe editorial more than they believe advertising. We have impacts on small businesses with this, and this is a page out of "values" magazine, which is an upscale japanese lifestyle magazine, where we brought in a journalist and photographer. Magma, which is the company's name, a jewelry designer out of northwest Portland, was featured in the magazine and, not long after this was published in japan, she got her largest single order from bon marche japan. So she's very excited about the work that we've done to promote her. The other anecdotal information we have on weekends, 70% of voodoo donut sales are from out of town. That's a pretty amazing number. And they love debra wakefield in our office, because we do a really good job of promoting them, and everyone loves voodoo donuts. We have an ongoing media outreach. As the teamworks with media in new york, Washington, california, and internationally to built desire to visiting Portland, and the "new york times" has been very fond of us lately, so that always helps. The next two slides are from "cooking light" magazine. Debra and her staff spent two years talking to "cooking light," and we were named the number one city for healthy living in their magazine. As you can see from these two slides, it shows local businesses and our farmer's market.

Adams: Who was number one?

Miller: Who? That other city to the north.

Adams: Peshaw.

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Miller: We work with a p.r. agency out of new york to help us with this kind of p.r., and it really is very helpful. Not only for Portland but for our regional partners. We're not shy of the rain, as you'll see here. These are the areas that we'll focus on. We're finding sustainable and green is part of our d.n.a., and people get that -- our d.n.a., and people get that. Food and wine is obvious, outdoor recreation, but deb and her team are taking a stronger focus on design and creative, everything from handmade bicycles to clothes. And family travel, we have great opportunities for family fun in Portland, and we want to talk about those in a much stronger way. Books. Another business card. We love our books here, but we're currently in the '07/'08 plan. We're going to do a two-year plan that will be finished by june 30th and will be approved by the board of directors, and we'll present that to the city then. Minority participation, we've tried to stay very close to keep us focused. We contract with roy jay, who's also in the room, at ocvsm to make sure that we speak to that convention business and try and bring it to Portland, be it large, small, any size possible. We also work with these organizations and give scholarships, and these are scholarships for hospitality focused individuals that are looking for college education and need a little help to do that. We're always looking for new ways to expand the reach of the hospitality industry. The community action committee, the board made a decision a couple of years ago that they wanted to make sure that they stayed focused on what was good for Portland is good for the visitors industry, and they chose transportation, development, redevelopment, and public safety to make sure the visitors industry keeps a seat at the table. Carolyn young at tri-met, working on the fareless square issue, we need to get the convention goers from the center to downtown up to the lloyd center with no fuss, no muss, and they understand that. We will stay at the table and make sure the industry is represented in those kinds of conversations. Last but not least, the last business card. We couldn't get away without showing our horses off. If you have any questions, i'd be glad to answer them. We are a little quirky here in Portland, and we don't want to go away from that.

Adams: Amen.

Miller: Amen.

Potter: Questions? Thank you very much, folks. Excellent presentation. Did we have a sign-up sheet?

Moore-Love: We have one person signed up.

Potter: Roy Jay, I can't imagine you not wanting to say something?

Roy Jay: Sometimes, tom, all i've got to do is sit here.

[laughter]

Moore-Love: Robert neal.

Potter: Thank you. There's no council action required.

Adams: Oh, there isn't? Quick then, jeff, thanks to you and your great team. You did a fantastic job. To the board, thanks for your service on the board. For the rest, it's almost all upside, what you do, and you make this look good, and I appreciate it.

Saltzman: I'd like to echo those remarks. Really appreciate the work that travel Portland does, and I know it's not just jeff miller. There's a great staff surrounding him who does really hard work on behalf of our city and our region. Thanks to all of you and to the board.

Jay: I need a headquarter hotel. -- a headquarter hotel.

Potter: That's actually a full sentence. Thank you all very much. We'll move to the regular agenda. Please read item 58.

Item 58.

Potter: Council has before them findings. I need a motion to adopt the findings and uphold the appeal, over turning the hearings officer's decision.

Leonard: So moved.

Adams: Seconded.

Potter: Please call the vote.

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Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye.

Sten: I'll abstain since I missed the hearing.

Potter: Aye. Please read item 59.

Item 59.

Potter: Second reading. Call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye. **Potter:** Aye. Please read item 60.

Item 60.

Potter: Second reading. Call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye. **Potter:** Aye. Please read item 61.

Item 61.

Potter: Staff?

Leonard: Anybody? [laughter]

Saltzman: This was a pretty big accomplishment.

Adams: This is huge. I voted against all the other ones.

Leonard: I saw richard beetle out there. Where is he at?

Adams: Maybe we come back to it?

Leonard: It would be nice to have somebody testify about this.

Saltzman: Let's vote against it.

Leonard: Yeah. Don't leave dan to his natural instincts.

Adams: Huh-oh. No debates.

Potter: Let's go ahead -- well, I guess she's gone now.

Leonard: Yeah. They're all gone.

Moore-Love: There he is.

Potter: Anybody from o.m.f. Here?

Richard Beetle: Am I the only person here to talk about this?

Saltzman: Yeah.

Potter: It's up to you to sell it, richard.

Beetle: Ok. I'd like to first of all thank the council and the mayor for letting me come forward and talk about this issue. It's very important. It's been a long road. We've worked very hard to resolve a very, very tough issue. It's an issue that a lot of other cities have tried to grapple with and have had problems as well. And it's to our -- it really bodes well to what the intention of the city is toward their workforce to show that they've done the effort they've put out to resolve this issue. Of course i'm here to speak in favor of the city council ratifying this deal. This is part-time work for us and has provided importance services to the public in the maintenance of facilities and infrastructure. They are among the lowest paid workers in the city and prior to these negotiations, they have never been provided health care. When the city does ratify this agreement, it will be the first time a part-time seasonal workforce anywhere in the country, from my knowledge anyway, has been offered this level of health care protection. This landmark deal was only possible because of the close collaboration between laborers' local 43 and the Portland city council and mayor and their mutual understanding that this workforce, because of its low pay status, would not be able to afford health care without a help from the city. This took a real effort by the city's benefits department as well as the human resources to put together a deal that was affordable. I would like to thank b.h.r. And the benefits department for that work and that effort. This is a culmination of a very successful collaborative interspace bargaining process that I feel is an example of what we can hope for in the future. Now, this has been a lot of work by a lot of people to get this workforce to where we have it today, and i'd like to thank the city council. I'd like to thank the mayor for the support for this very long but successful effort.

[laughter]

Beetle: Oh. There she is. I was doing this all alone.

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Potter: He was covering for you, yvonne.

Yvonne Deckard, Director, Bureau of Human Resources: And I appreciate it. Go ahead.

Beetle: As part of the deal of course, besides the health care piece that I think everybody's familiar with, we also have a cola attached to this with a 2-to 5% raise, which is standard, and I think it is generous. Also we have extended the hours from 860 hours, 1200 hours. This will allow this workforce to use a more flexible fashion and also make its health care a little bit easier to deliver to this workforce as well as we increase the safety gear and boot allow witness biennially. It gives them an amount that they can afford to buy higher quality safety gear when they show up to work. We also decreased the amount of time it took to actually acquire this reimbursement. Originally it was three months. We had trouble getting the safety gear on to the workplace, so we reduced that to two weeks. I really appreciate the city's efforts in putting this together.

Deckard: Thank you, richard. When we started negotiations on the s and w successor --

Potter: Would you like to identify yourself.

Deckard: Director for the bureau of human resources, yvonne deckert. When we started negotiations on this particular agreement, we decided to do a more -- instead of a traditional form of bargaining, we decided that we would do interspace bargaining especially as it related to health care. As council knows and certainly richard and I know, that was not an easy solution. It took a lot of discussion, really putting up our interest in trying to figure out how do we get there with that particular work group. This is unusual, I think, for the city of Portland. We are, as far as I can see, the only employer that right now is providing and will be providing health care coverage for this group of people for truly a seasonal group of employees. And so it was very difficult in getting there not because -- not because either side didn't want to get there but just trying to craft a solution.

But we were able to do that. We've set this up where our employees will actually begin registering for health care in may of '08 in order for them to be eligible to receive benefits by july 1. The other issue that richard and I through this bargaining process are hitted to working through, working for the duration of this four-year agreement, is how do we create a long-term plan for bringing seasonals on into the city workforce on a continuous basis? How do we get them gainful, long-term, permanent employment? So we are going to be working over the next four years on some type of pilot or project in which we can actually get those things accomplished, and I think that's a direction that the city needs to go in for this group of people. I think it meets our bureau's objectives in determining the objectives for this work group. But as richard has informed council, this is a four-year agreement that does cost with health care. It does cost for c.p.r. Increases over each of the four years and some increases in clothing allowances. Other than that, all other terms of this agreement is the same as the terms of the agreement that was in place from 2004 to 2007. And so I really -- the union has already ratified their portion of the agreement, and we're here for you to ratify on behalf of the city.

Potter: Questions from the commissioners? Thank you, folks.

Saltzman: What's the term of the agreement?

Deckard: The term of this agreement will be july 1 of '07 to june 30th of 2011, so it's a four-year agreement.

Adams: This is the first reading?

Deckard: No. It's an emergency.

Potter: Thank you, folks. Is there a sign-up sheet?

Moore-Love: I did not have a sign-up sheet.

Potter: Is there anyone here to wishes to testify to this matter? It's an emergency. Call the vote.

Adams: Well, as anyone who's followed my work as a city commissioner knows, i've criticized private businesses for their poor treatment of part-time workers and seasonal workers, and i've also criticized the city in the past, up until this point, for engaging in whey feel were very similar practices with part-time and seasonal employees. I voted against it the last time this came up. I

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voted against it in protest and really wanted to underscore the seriousness that I put on us addressing this issue, and I want to thank both of you, yvonne and richard, for your work on this. I know it was difficult. I've been creative and stalwart. Richard, you've been a great partner for us in addressing this issue, showing incredible leadership and yvonne as well. I want to thank you, and i'm very happy that we got this done. I'm very happy that we're one of the first in the nation. I hope that other governments will use this, the outcome of this effort and, as you mentioned, richard, the process, the interspace proes that we used to get here as a model. Thank you. Aye.

Leonard: When I first entered the Oregon legislature in 1993, the biggest shock I had -- and i'll never forget it -- was going into my first democratic caucus meeting in the senate. So all the folks that I served with I had known prayer to me being in the senate, but I had never been behind a closed door where everybody let their hair down. When the door closed and the people who I thought were great democratic leaders fighting for working people had things come out of their mouths about labor organizations and working class issues that shocked me. I was shocked beyond words. I could not believe the difference between what people said publicly and actually what they believed when the doors were closed. I have said here in the last five-plus years since i've been on the council a number of times -- and I really mean it -- what a pleasure it is to work with four other people who believe the things that we're about to vote on publicly and privately. This has been a consistently unified message on the part of the council, as commissioner Adams alluded to, but each of my colleagues feels just as strongly, when the doors are closed, about treating employees fairly, even part-time seasonal employees, as they say they do publicly, and I greatly honor that and appreciate that. It really is I am -- appreciate that. It really is important on issues such as health care that we figure out solutions to people who don't have health care. This is one strategy to make sure employers at every opportunity provide health care. And it's one of the reasons that I enjoy working here is being able to do things just like this, to treat people who are, in many ways, voiceless, in many ways at the bottom of the economic ladder with dig in it tip and respect. And the people here don't just say that. They do things to make that happen. And I really appreciate your good work, richard, on this and, yvonne, your good work in making sure we craft a response with a balance the solution. It's really a pleasure to support this. Aye.

Saltzman: Good work on coming to terms on this and pleased to support it. Aye.

Sten: I couldn't be happier about this. I feel like i've talked to both of you for many years about trying to figure this out, and it shouldn't be -- it's not immediately obvious why it's so hard to figure out how to ensure part-time workers and seasonal workers, but it is really difficult. Hopefully we'll have a president who goes after universal health care this next time around but, if we don't have that happen and there's not a better way, I think we've come up with something. Hopefully we can share this with other employers. The one thing that is absolutely certain when you push away all of the politics and the difficulties -- and I think it's really just been more technical, trying to figure out how to make it work, 'cause I know the council has been committed and d.h.r. Is committed.

You've been exemplary in never letting go of this and serving the people that have put you there. I think we found a way to get there, and i'm very excited about it. And I hope that -- I was going to say the one thing that is completely certain is that these folks are working full type and they're probably in a lot more danger of hurting themselves than I am, and they deserve health insurance, so i'm very glad to vote aye.

Potter: Thank you both very much. I vote aye. By the way, yvonne, rich did a great job covering for you.

Deckard: And I appreciate, too. [laughter]

Leonard: You should hire him.

Potter: Please read item 62.

Item 62.

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Jeff Baer, Director, Bureau of Purchasing: Good morning. For the record, i'm jeff bayer with the bureau of purchasing. Before you is a request to execute a contract with triad mechanical for the mocks bottom pump station project for bureau of environmental services in the amount of \$687,360. And as part of their subcontracting plan, they've identified that they are awarding 12.5% of their subcontracting dollars to split between a minority business enterprise and emerging small business. They have a fair amount of diversity in regard to subcontract activity. They are if full compliance with the equal benefit requirements, and i'll address any questions you might have related to the project.

Potter: Questions from the commissioners? Thank you, jeff. Is there a sign-up sheet on this?

Moore-Love: I did not have anyone.

Potter: Is there anyone here who wishes to address this issue? It's a report. I need a motion and a second.

Leonard: So moved.

Saltzman: Seconded.

Potter: Please call the vote.

Leonard: Aye. **Saltzman:** Aye. **Sten:** Aye. **Potter:** Aye. Please read item 63.

Item 63.

Saltzman: This was an item I think intended for the consent calendar but didn't find its way. Oaks park has been providing recreational activities since 1905, now operated by an Oregon nonprofit. Oregon law provides a property tax exemption for properties like oaks parks that's held by a nonprofit organization for public parks and recreation purposes. This exemption is granted for 10 years and was granted in 1987 and again in 1987 and is now before us again for another 10-year period. We have staff available if there's any further questions.

Potter: We haven't voted on this during my tenure. I'm a little curious about how oaks park is a nonprofit and how that works. I mean, where is the public benefit here?

Zalane Nunn, Portland Parks and Recreation: First of all, my name is elaine nuna. I'm with Portland recreation. They are a registered nonprofit. Any money that they make, income that they charge from the rides and other things goes right back into the operation of the organization. If they were ever to dissolve, all that money would, after paying all their bills, would go actually to the city for the operation of parks.

Leonard: Maybe I can help a little bit. I think at one point -- and I don't remember when -- it was obviously a private sector concern. For a variety of reasons, it was determined that they just could not make a profit anymore. I mean, they were just not going to be able to do the work that needed to be done to upgrade the park. So a group of concerned folks focused on saving oaks park and came up with this kind of organization to preserve it. And otherwise it was threatened to closing. I, for one, am grateful.

Potter: Other questions? Thank you. Is there a sign-up sheet on this?

Moore-Love: There was no one signed up.

Potter: It's a nonemergency and moves to a second --

Leonard: Since we're on the topic and before it goes to second reading -- and I don't know if anybody from the board is here. When I saw this on the -- i'm glad it didn't end up on the concept, actually, 'cause for anybody who grew up in Portland, I mean, oaks park is, like, the center of the universe up to and including my own grandson, who loves still going there. But my earliest memories of going to oaks park and the skating rink and irvington wood shop teacher taught roller skating at the oaks park rink, and I just have great memories of it. The firefighters and police officers hold their picnics there to this day every year. Theres in anything that's Portland, it's probably honestly oaks park. I mean, it really is the heart of the city. And many young people love going there. We go there all the time. So I am a person who's very, as the mayor is, careful about property tax abatements, because they are expenditures, but I honestly can think of no better use of

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property tax dollars or expenditures than something as really wonderful as what oaks park is. I mean, I can't even imagine what Portland would be like without oaks park. It's kind of frightening to think about. It's a great place, and I'll really happy to be able to support it. If you see those folks, please pass that along. Thanks.

Potter: Other statements? Thank you. It's a nonemergency and moves to a second reading. Please read item 64.

Item 64.

Potter: Commissioner Saltzman?

Saltzman: Again, this should have been on consent. It's accepting a grant to help us work on tracking maintenance issues.

Potter: There is a sign-up sheet?

Moore-Love: Yes. There was no one signed up.

Potter: It's a nonemergency and moves to a second reading. Please read item 65.

Item 65.

Gary Blackmer, City Auditor: Good morning. My office received a letter from commissioner Sten --

Potter: Would you introduce yourself?

Blackmer: Gary blackmer, Portland city auditor. My office received a letter from commissioner Sten notifying us of his departure from city council effective april 4th, 2008. What that does is that triggers, under the city charter, a call for two special elections to fill that seat, and the resolution before you sets the dates for those elections. Under the charter, a nominating election must occur within 90 days of the office becoming vacant unless council has a reasonable cause for delaying it. And if a runoff is necessary because a candidate does not get more than 50% of the vote, that has to occur within 45 days of the nominating election. What we looked at in terms of the calendar was that the timing under the charter allows us to have the election on the may 20th primary. We would have to pay for a special election for a runoff if that was necessary. So, in looking at the calendar, though, it was very difficult to try to get a follow-up within 45 days for a number of reasons.

Number one, the 45th day happens to fall on the fourth of july, and the holiday makes it particularly difficult for voting to occur in close proximity to that. Number two is that Oregon statutes for mail ballots require that those ballots for out-of-jurisdiction voters are mailed at least 45 days in advance.

Seems like a long time, but apparently that's what the military personnel require in order to receive the ballot vote and get us back to us in time to be counted. So we are looking at a conflict between Oregon revised statutes and the city charter. Statutes require a minimum of 45 days of the ballot being mailed out. The charter says, at most, 45 days of until the election. The worst-case scenario from the standpoint of even fitting it this is if we have three candidates and there's a close race between candidate two and three. It will take the county quite a i'm beyond the election night to certify the ballot in order to then print the next ballots to go out. So from our standpoint, we felt like the most prudent period of time for the runoff would be july 15th, which is 56 days after the primary election. That gives us a little bit of time in case there is a difficult point between candidates two and three, but it follows the spirit of trying to have that follow-up runoff as soon as possible. We talked with the county, and there is definitely a high cost for having a special election that doesn't -- is not included in the regular dates of elections. In the case of a special election scheduled for july 15th, that cost would be \$362,250, I believe. That is an estimate. It depends on the turnout. If another local government decided they needed to have a special election, we'd happily share the cost with them. At this point, that is an estimate, and it may not cost us anything if a candidate is elected with more than 50% of the vote in may.

Leonard: What did you say that cost was again for the runoff?

Blackmer: \$362,250.

Saltzman: Why does it depend on turnout?

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Blackmer: It depends. They process the ballots, and it's my understanding that the formula is based upon the size of the jurisdiction, so that's how it's calculated so that, if for example a water district wants to have a special election, it's a smaller number of electors, and so they base it on the number of ballots that are returned is my understanding.

Saltzman: The \$360,000 would be less if, say, 100,000 people vote?

Blackmer: Compared with their estimate of what the vote would be, yes. And that may be a pessimistic estimate, because this would be the only thing on the ballot. It might have a lower turnout, and we'd have a lower cost. I guess one of the discussions that's happened among council members is the possibility of extending it and having the vote in september, the having the primary vote in september and a runoff in november. There are some differences in -- I mean, there are some difficulties I think council needs to consider in deciding whether that kind of a delay would be worthwhile. I think number one is the difficulty of operating a council with only four members for an extended period of time. Just to give you an example, the last two special elections, the more recent one with charlie hale on may 30th departing in 2002, in that case, the primary was held 110 days later. It was outside the 90 days that charter calls for, but their council had what it thought were reasonable cause for delaying it, which was putting it into september. September, that date is one of the special election dates recognized by Oregon statute. It was a natural point when there are elections that occur on that date. Earl blumenauer departed may 24, 1996. The primary in that case was also september 17th. That was 116 days later. So in both those cases, the council chose to, rather than having an election sometime in late july or early august, having it in september within the 90-day window because that september date, they felt, was more likely to have a higher turnout. In this case, if we were to hold the election on september 20th, which would be the comparable date under statute, it would be 169 days from commissioner Sten departing until that election. Now, keep in mind, if a runoff were necessary, there would be a longer period of time till that runoff until the vote was certified before someone could take office, and that could extend out as far as 233 days with only a four-member council. The best-case scenario under what this may 20th and july 15th would be, if someone were voted right in in the first -- in the primary, they could take office after the vote was certified. That would be 95 days of operating with only a four-member council. So that's one difference I think you'll see between delaying until september and having it earlier. There's a greater likelihood that it would cost more. If we have someone elected outright in may, we don't have to pay for any june election. If we have a vote in september, it's guaranteed we'll have to pay something for that election, and then we may not need a runoff, but that would have been a free one in of november. So to a certain degree, there's an additional cost guaranteed if we wait until september. There may be another likelihood another government would have something brought up and put on the ballot for september that could reduce our costs, but that's not a guarantee either.

Saltzman: So the cost would be the same?

Blackmer: I would assume it would be the same.

Saltzman: If there's nobody else. Even though it's a state-sanctioned date in september?

Blackmer: Yeah. Because it's a state-recognized one, it could be more likely we'd have a partner on the ballot, but we can't be assured of that. I guess my sense of the intent of the charter is that, under this form of government, the commissioners and the mayor are actually administering bureaus, and the intent was that we can't have bureaus spread -- you know -- burdened on four council members for too long, that having someone elected quickly. And put into those special elections is the best approach, but again that's balanced, I think, against consideration of providing a good competitive race among candidates. So that's a council decision. One of the other considerations that i've heard talked about is public campaign financing.

Adams: Could I interrupt you, auditor?

Blackmer: Sure.

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Adams: I'm the one that asked you the question and asked Nick Fish, whom I was talking to about a different issue, the question about a September election as an option, and I haven't talked to any of my colleagues about this until yesterday when the mayor called me to check in on the issue, so it's an issue that I raised with you, just wanted to sort of know what the options were. And it was really -- so today is the only discussion we're going to have about this as a group, and so I appreciate you preparing sort of your thoughts about the pros and cons about that issue and the other ones you're about to talk to. For me, there are a couple issues that, as I listen to you and others, I'm going to sort of weigh and wanted to get them out in the open. How do we provide adequate time in a campaign to air out the issues? Some of these are definitely competing. How do we provide adequate access to voter-owned benefits as we look at the special election? How do we try to ensure as consistent of treatment of stakeholders, in this case voters and counties and others, I'm sure, and then what's practical and doable? There are probably other considerations, but sort of those are the four, and I look forward to this discussion, but I know there's been lots of rumors circulating in city hall around dates, and I know how politically sensitive this is, but that was rolled out as "what if."

Blackmer: Right. That was my sense. I think it's really important to consider all the options and weigh them. And so, to that extent, that's why I did some extra thinking about what are the pros and cons of various things. And -- you know -- I believe council's intent to provide publicly financed campaigns is an important thing, that if there's any way we can accomplish multiple objectives in scheduling a special election that we should try to do that. But, again, we need to fill this position under the charter, which is the overruling kind of a guidance that we have as well as recognizing state law and public campaign finance that the commissioner has been working on trying to craft kind of the special code that would need to be written for qualifying in a very truncated period. They don't have a solution yet. So it's unfortunate that we don't have it figured out yet but, in some ways, that is an opportunity for the commission to study what happens in this race and think about what we can do in the future if they can't include something now.

Saltzman: Isn't the commission meeting on Monday?

Blackmer: The commission is meeting Monday night. I've heard from several council members that they would like to hear what the commission's views and recommendations would be, if there's any possibility of doing something around public campaign finance for this May 20 date.

Leonard: Just to speak to that subject so that those that are discussing it can take into consideration my viewpoint -- I'm only one person here, and admittedly I'm the only one that didn't vote originally for the public financing mechanism that we have. But I would hope even those that recognize it and support it would concede that I've been very supportive of it since, including changes, including defending it against what I consider to be unfair attacks when some people abused the system. So I just believe in fairness, and fair is fair. Just kind of as an overview, I think it is exceedingly unfair to change the rules for an election during the election. I would be adamantly opposed to, while this process is in play -- and this process meaning the filing and the election of somebody to fill the spot -- to at all tinker with any of the rules or the processes associated with that election. On the other hand, if we did just as you suggested and looked at how this election, which was conducted which is the first special election since the passage of voter-owned election and viewed it as an opportunity to see how the system worked, what needed to be done after the election was over, I'd be entirely supportive and probably go along with whatever recommendation came along. But it is bad public policy to do anything that even remotely looks like we are somehow participating in an election as a council politically one way or another. And I think that for the sanctity of the election process, we cannot -- I'm glad we're not going to do anything with the dates today. And also, in my view, it calls into question -- I say wait until this is over and then sit down and do it, but I would be supportive of any of the efforts to change the rules of this election.

Sten: Commissioner, I'd like to just make a comment. Obviously I don't have a stake in who wins this obviously as the four of you who will have to work with them. Nick Fish and Brenda Senate, I

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have high admire station for and are friends with both of them. I've obviously worked with abner bocker and youth and public finance system, and I believe it's a better system and have supported the candidates running, but I do think I would offer an alternative. I think that what you just did, commissioner, is insert the council into this session. There's no rules to be tinkered with. Rules have not been written yet for special elections. That's nobody's fault. It was unanticipated. And I would suggest strongly that what the council should do is be quiet and let the election commission debate the rules and, once they've looked at the facts, which are very different than I think how you described them today, adopt what they'd recommend. I think that's what the five council members should say is we appointed an elections commission to look at this. They ought to have a chance to look at it. If they recommend there be no -- which I think there's a good arrangement for -- i'm not really getting into the substance. At this point, after today when this is passed, somebody could in theory qualify for public financing by getting 1000 \$5 contributions by the end of the month. That will be very hard to do, much less impossible, if they're not really ramped up and ready to go. The alternative that I think they should consider and i'm not necessarily ready to endorse because I think it needs some public debate, but I hate to say it's monkeying with the rules. I think what they should consider is whether or not those candidates who are collecting \$5 contributions for commissioner Adams' seat be given the option to switch to this seat. I think that's a reasonable thing to look at. I think there's a very strong -- one might say i'll give you \$5 to run against commissioner Leonard. That being said, this is an open seat that's been created by my resignation, and nobody had any way knowing it was coming. I think the crowd that has decided to take six, seven months of their lives and go after 1000 \$5 contributions has done that in good faith. And had my friends, nick fish and brenda senate or anybody else opted to run against these candidates as private candidates which they did not and could have very easily and this opportunity came along, nothing would bar them from switching. They can move the pack the second they change their mind and switch seats. So, in effect, the lack of rules, not rules that are being monkeyed with, the lack of rules basically says that a candidate who has decided to be beholden to the voters rather than to raise big money cannot switch and one who had decided to raise big money could. So, to me, it's a skewed playing field inadvertently. I can see the argument of not doing a thing, but I think the five of us should take the position that we are not going to modify the election commission's recommendation unless the election commission, the only thing we have in terms of a neutral body, suggests that. Depending how they interpret the rules will determine the field. The determination of field will determine the winner. And so it could be that none of the candidates in the other race want to switch. That's something -- there's only a few of them. If they have an interest in switching, that would be one matter and reporters could ask them before monday to see whether this is a moot point. I would actually share -- and then i'll be quiet -- your analysis -- again, i'm supporting what they do. I would hope that they would not make a proposal to lower the threshold, to make it less than 1000. I would hope that they would not make a proposal to radically change the dates in relation to the election. The only thing that I would consider is whether those folks who have in good faith set out to run for an open seat on the council under public financing might have a chance to pick which of the two open seats they go for as every other candidate can.

Saltzman: But you're suggesting --

Sten: That it be left to the election committee to determine. It would have to be ratified by council and council of course has every right to vote yes or no. I'm just saying the only thing the council can do -- I only make my argument because you made yours. You can make any argument you want but it ought to be decided by the election committee.

Leonard: To be clear and I appreciate your perspective, but to be clear I was talking about whether or not you set up a scheme where by people go out and collect signatures to qualify. You took it to another level. If you somehow think that by me suggesting they shouldn't come up with a new date for fresh faces to get fresh signatures, is somehow interjecting politics into it, and then suggesting

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somehow people who were signing up for one seat, then all of a sudden are allowed because we change the rules midstream to sign up for another city, using those same signatures, without telling the people that collected the \$5 that's what they were intended to do, is not injecting politics, I don't know what is. I absolutely expect you to have the position you do. You feel very strongly about this. The auditor feels very strongly about this. The citizens commission group of people feel strongly about this. All I'm saying is, just a warning, there are a lot of people who don't feel that strongly about this system in this community, and it appears those that feel very strongly about it have the ability to write the rules and change the rules whenever they think it furthers that system. And there are those of us that aren't entirely bought off on the theory behind the system. So it feels a little bit like on The fly because we have a vacancy, we're going to write special rules, or actually not even write them, but change them so people who have been collecting signatures for one seat now shift those to another seat that. Is patented -- you just don't in my view, the worst thing we can do is interject our self into an election, whether we think we're doing it for noble purposes or not. It is inappropriate to do that one way or the other. However, having said that, if after this election we wanted to sit down and say, ok, for perspective vacancies that may come up in the future, should we have a system where people want to take their signatures they've been gathering for one seat and transfer to another? Not only would I be open to it, I'd probably vote for it. All I'm suggesting is in the middle of this election, on -- for this seat, you do not write rules or change rules. You wait until the election is over and do it, because here's what's going to happen, erik. This is what's going to happen. The first thing that will happen is that message goes out, and it just did, by the way, goes out, we're going to start having our calendars fill up with people running for office, who will have their own view on what we should do that would benefit them in running for this race. There's no way that's not going to happen. They will have their own argument about what we should or should not do based on their own particular perspective. And what I'm suggesting is if we're writing rules to address all of that, it looks to the greater public life. We're somehow putting our finger in the electoral process. And that is so -- such a bad idea to even flirt with. I can't --

Sten: I admire your rhetoric, that's what you're doing. If you take my suggestion and were to say, I will take no meetings on this process, I will support the election commission, independent people duly appointed to try and help come up with strategies to implement a new system, decide, you're not injecting yourself. I will say I will abstain from this vote. I will let the folks who will be deciding this, I would not have made any argument at all if you hadn't stepped in and said, in the guise of not Monday canning things, I'm going to make a political argument that will shape this race a certain way. So that's your right, and you have a right to vote, but as long as you say -- as long as it comes to this I'm going to vote a certain way, the council is injecting itself.

Leonard: That's -- you know and I know this discussion has been happening away from this table before today.

Sten: I have no idea, I haven't --

Leonard: This discussion has been -- maybe you don't know. I have heard this discussion happening in this building, I know it's on active consideration. And I used this opportunity to send a message, not in a vacuum, because this discussion is happening, it is -- I said one person, I'm just one of five here. One person's view, it's entirely an inappropriate thing to do, to do anything to adjust the rules, change the rules, create new rules, or delete rules when an election is in play. You don't do it. And again, the message I'm saying, I actually -- I could get there. All of them. Including allowing signatures to go to another race, but not during the tenure of an actual contest for a seat. It's just sacrosanct. And I don't think that is political. What I'm saying is, stay out of it.

Sten: And I guess -- I'll stop, I have not had a single conversation with an election commission member. I've had one conversation with the auditor when I sat with him to tell him my timing.

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Again, if you really believe that sending the kind of signal you're making today has no political implications, as opposed to saying this council is going to look to the election commission to make a decision that we appointed them to do, you're right.

Leonard: I'm prepared to see what --

Saltzman: I'm prepared to see what the election commission has to say. We modified voter elections during the last cycle to respond to some realities about in-kind contributions, as I recall. So it is a work in progress, and This is a complicated issue, obviously rife with politics already. People don't need to start calling us, they've already been calling us. But I am prepared to defer to what the commission says. I don't see any -- given an open seat is eight days old, a new open seat, I don't see any -- personally I don't feel any great umbrage is being done if we allow those who qualify under running for one open seat to take those signatures and qualify for the other seat. I don't see that as being any great harm. That's just my own opinion.

Potter: Go ahead, i'm sorry.

Saltzman: I'll look forward to the election commission's recommendation.

Potter: My reasons are more practical. And that is, having a city council with four members up to eight months long, I think puts a burden on the council members. It then requires a distribution of the assigned bureaus to -- that are in commissioner Sten's portfolio to somebody else. The resolution today doesn't discuss about transferring, it's just about setting a date for an election. And my preference is to vote on that today and then listen to the recommendations that come from the commission and make a decision then. But for today, I will vote to support this resolution, setting the dates that you have put in the resolution.

Adams: I interrupted what I think is a presentation, auditor Blackmer. Did you want to complete your presentation?

Blackmer: The only thing I would add, with a vote of the resolution before you, filing can begin tomorrow for the seat. And the deadline is march 11th, which is the deadline for any candidate filing for any city office.

Adams: Are people signed up to testify?

Sten: I think the time is good, given I caused this mess, I have to go to old town and work on another mess i'm involved in, so I will not be able to vote on this, which I feel pretty good about. Since the four of you will have to deal with the vacancy and the extra work that you are in a better position and a more appropriate -- all my friendly argument was commissioner Leonard -- I just want to keep an open mind and see what they have to say. Certainly even under commissioner Leonard's argument one can collect the money starting tomorrow and be done by january 31st, that would be hard to do, but it is certainly available at this point w that, i'll let you know how it goes in old town.

Potter: I'm sure you'll hear about ours.

Leonard: I'm sure we'll hear about his too.

Potter: Thank you, gary. How many people have signed up to testify?

Moore: We have two people signed up.

Potter: Please call them forward.

Potter: You each have three Minutes.

Amanda Fritz: Amanda Fritz, speaking for myself. I came -- amanda fritz. I came in part to thank him for his service to the city and to honor many of the things he's done as a city commissioner, and in particular, his outstanding contributions to public campaign financing. He is the only candidate to have chosen to run under public campaign financing as an incumbent, and that was a great and honorable gift to the city, and I think one of the best things you can do to honor his legacy is make sure his seat is filled with the opportunity of running and using campaign financing. If you put this special election in may, that is not going to happen. And you the ensure that either the rules are changed as commissioner Leonard just said in the middle of the process, which I don't

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believe is fair, or that his seat will be filled by whoever can raise the most money in the shortest time. And that is completely not what you as a city council have shown you care about over the past many years, since you adopted the public campaign financing program. So the planning commission has been operating with at least two vacancies for over a year. Two of nine. When I stepped on the planning commission for years, we were often down several members and we scheduled our vacation so we met the quorum. The public benefit of delaying the election until september far outweighs, in my opinion, the challenge of staffing the bureaus and getting a quorum at the city council meetings from now until then. So I urge you instead of adopting today's resolution, to put this special elections in september, so that actually you could do a public campaign financing program with only changing the dates. The would-be -- there would be six months before september that candidates could choose to sign up and collect a thousand donations of \$5. I was the first candidate to qualify for public campaign financing in 2006, and I am the only candidate that is running using that program. I just five minutes ago signed the papers to apply for certification, since i've the only one that's collected a thousand donations so far. I am not interested in switching to a different seat. My donors gave me \$5 knowing I was going to run for commissioner Adams' seat and knowing pretty much who was in the race to that point, though they could have -- they were aware things could change. I want there to be a process for special election. I've been asking for that since june 2006. The campaign commission has been working on it. It's not like we're asking for this process, it was on the agenda for january before commissioner Sten announced his vacancy. It's been in progress, and if you delay the special election until september, you would allow the commission to make a proposal for all special elections, not just this one, and you would greatly uphold the wonderful principle of public campaign financing. I just want to tell you from my perspective, Portland does love public campaign financing. It would far easier to get folks to give me the \$5 this time because people know about the system, they care about the system, they care about the principle of taking big money out of public elections. So the process -- the form is more difficult to get completed sometimes, but Portland does really care about this program, and I believe would urge to you delay the election until september.

Martha Perez: I'm martha perez, i'm currently a general political activist. I reside at 920 northwest kearney street. I'll limit my comments how I feel about the statements that have been said today. And not include any points on how my own campaign is going for commissioner position number four of public safety. Would I consider switching over my campaign to a different commissioner seat if that option were to happen. I do consider myself a person of color, a person who does have a stake in the outcome of this decision, whether that's through as dan and erik mentioned, going through the elections committee and let them -- defer it to them, or whether it's through -- what the advisory from you, randy,. My head tells me that we should be listening to what you're saying about this, randy, but my heart tells me we should be also paying attention to what erik is saying, even though he's not here right now, unfortunately. But I think it's really cool that we do have a different type of governing system than the rest of the country, and anything we can do to distinguish ourselves is always -- can be a good thing. So I remain open minded. I think a good leader is someone who doesn't try to make things perfect, acknowledges things are a work in progress, and only believes in improving a process, not perfecting it to 100%. Because realistically it never could be so, except in utopia. I would publicly like to thank -- I think he's here, mr. Andrew carlstrom. I'd like to thank him for advising me on the different -- the dual process of campaign -- public financing or, you know, not going that route, as sam is doing. So I think what we do here matters, because in the future I consider myself the future, the face of future governors, and I think it's important that whatever we do we're sending out a positive message, and that's it. Thank you.

Potter: Thank you.

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Adams: I have some questions. Not for -- thank you very much. So some technical questions that might or might not have any significance. When a candidate is running and is going to change the seat they're running for, it's confusing to the public because we're elected to positions but we're elected citywide, do they -- they simply change the nature of their pack, I wanted to make sure that was an accurate statement. Is that true?

Blackmer: There's -- when they file for the office is when they declare which position they would be going for. Their pack, a lot of times they don't necessarily say which seat. Andrew will be --

Adams: As I recall, they have to have a purpose to their committee.

Andrew Carlstrom, Office of the City Auditor: Andrew Carlstrom, city elections officer. Somebody has already filed for a --

Adams: They've set up a pack, paid or submitted their signatures for a position. In this case, for Erik's -- for my position, whatever number that is.

Carlstrom: Under public financing?

Adams: I'm asking a nonpublic financing technical question.

Carlstrom: They'd have to withdraw their declaration or nominating petition, amend their statement of organization, and resubmit a declaration or a new nominating petition.

Blackmer: I don't think the p.a.c -- the p.a.c. doesn't necessarily tie to a specific seat.

Adams: It used to be. Now I hire a firm to do this, but it used to be you had to have a purpose for your pack.

Carlstrom: Correct.

Adams: You would have to change the purpose of your pack from running for my position to running for Erik's position.

Carlstrom: Correct.

Adams: I just wanted to clarify that. The other thing that's been said up here that I wanted to poke at a little bit, that is that someone could, between now and the end of the January, could conceivably go out and collect the \$5 and get the petitions. How is that possible, given this is a special election as opposed to a regular election, and on the other hand, I've heard we have no rules for special elections under voter-owned elections.

Blackmer: I would interpret this election as a standard election, and the period for application for any office is March 11th, and so because this is becoming vacant during the qualifying period, we -- I don't -- it wouldn't be a change of rules whatsoever that they would simply start gathering their contributions as soon as they file, with the goal of having it done by January 31st, which is the deadline for all the other candidates who are trying to qualify for these positions. So -- I --

Adams: I appreciate that. But we either have something in place that works for special elections, or we don't. And I've heard we don't, and I've heard the interpretation would be that they could qualify under the nonspecial election voter-owned election deadlines.

Blackmer: It's partly because of the timing of this vacancy. If the vacancy were to be in an off year, we would be with virtually the 90-day limit and the 45-day limit, and no rules in place to deal with that. Because the qualifying period begins on July 1 of the year preceding the race, and the deadline is January 31 of the year of the race. So there wouldn't -- those wouldn't work, the dates wouldn't work at all in terms of a qualification process outside the coincidence of this race happening during the qualifying period.

Adams: Do you have any thoughts on this?

Ben Walters, Sr. Deputy City Attorney: I haven't had a chance to look at these rules that Auditor Blackmer is referring to, and I would defer to him, but in listening to the conversation, it sounds like the conclusion is that he's drawing is from a general rule. And applicable to Alexes. And what his conclusion is is that this is a special election for which we do not at this point in time have special rules. And therefore, the general rule would apply with the deadline that is otherwise generally applicable. And if there were to be a carve out, that would have to be done as a special rule for a

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special election. That's what i'm hearing. Would I defer to auditor blackmer as to whether or not my conclusion would be wrong.

Blackmer: That's a good way of describing it.

Adams: Do we face any liability from changing the rules? Could anyone claim harm that files tomorrow through when our Decision on voter owned is made, they file, we allow -- they can -- can they claim harm?

Blackmer: We have talked to the city attorney about that, and it doesn't look like -- if we're preparing general rules, the liability is rather minimal. But there may be some argument to be made for that.

Leonard: General rules meaning --

Blackmer: Meaning for all candidates. This is following through on something that was already underway. I can't characterize just the brief comment i've gotten.

Leonard: How would switching signatures for one race to a special election race be a general rule? That's more of an anomaly.

Blackmer: For example, if the signatures were switched to your race as opposed to a vacant office, you would be in much better standing by saying you were harmed by it than all candidates who are, you know, registering for an office. In which there are no candidates. Because you are -- you were --

Adams: There will be candidates starting tomorrow.

Potter: Actually, that's the question I had. You said if we vote yes today, it sets the election for may 20th, and it allows people to file tomorrow. If there is a no vote, it would not allow people to file tomorrow. We would not set the date for may 20th. Would it allow people to start collecting the thousand?

Blackmer: No.

Potter: So there would be None of that either.

Blackmer: Right. I'm a little uncomfortable trying to characterize the city attorney's brief comments as --

Adams: I'm happy to have their response. I want to think through -- it's a very sensitive issue, an important issue for the city. I want to make sure, just like when I asked about timing, that we've thought through all the permeations. So if we set the election today, candidates can file. If we did it together I can see where there would be less people could claim less harm, but we are establishing candidates in the race. Another question I have, on the forms, i've given some \$5, but does the form say which position --

Potter: No.

Blackmer: No.

Adams: Thank you.

Blackmer: It says mayor, commissioner, auditor.

Leonard: Why doesn't it say which position?

Blackmer: Because most people -- it was -- the voters required to circle which one it is, and I would bet that 90% of them don't know which position or which department you are, the commissioner of. Public affairs, public safety.

Potter: Most of us don't either.

Blackmer: We saw that as requiring citizens to do -- to know something that they probably don't, and if they get it wrong, we would have to throw those petitions out.

Leonard: They have to file for the seat before you collect Signatures.

Adams: When they sign up for voter-owned elections d. They sign up for a specific seat?

Blackmer: They do. That was the change that would need to be made in code. If under certain circumstances a vacancy occurred during the qualifying period, they would be allowed to transfer their accrued contributions to the new vacancy.

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Saltzman: A candidate could not just amend their filing to reflect interest of a different position?

Blackmer: No. Unless they're privately funded, they could do that any time.

Saltzman: You mentioned the past two special elections have been in september.

Blackmer: That's correct. That's kind of the timing of it. They happened after the -- both of them happened after the may primary. In an election year, also, I should say.

Saltzman: Run-offs would have been in november?

Blackmer: Yes.

Adams: What are the pros and cons of making a decision a week from today? On the timing of the special election.

Blackmer: Conceivably a candidate could have an extra week to gather \$5 contributions.

Conceivably one of our participating candidates could say, i'm going to send a fresh form out to all 850 people i've got forms from already, and ask for another \$5. I'll change in the auditor's office and i'll get the other \$150 before january 31. That's a possibility also. So I thought about, is it better to have everything in alignment? My sense was it was better to get this resolved and get people filed as soon as possible, but -- with those options available as well, as opposed to pulling it -- holding it off even further and trying to decide at a later date that, well, we've now got two weeks to do that.

Adams: Are we in any legal position, taking the other -- there are two ways you can become a -- whatever they call it, clean money candidate, one is voter-owned elections, one is self-imposed, sort of contribution --

Blackmer: We love candidates who -- .

Adams: There are two ways you do that? Is it possible for us to, in this election, just asking a theoretical question, is it possible to we could set limits, or those have all been ruled unconstitutional?

Blackmer: Those are unconstitutional.

Leonard: But don't let that stop you. [laughter]

Saltzman: Were we to wait a week, we'd have the benefit of what the election commission might recommend, are they willing to weigh in on this, may versus september? Or is this something --

Blackmer: The question of holding off until september, besides all the issues of council, there's a lot of -- i'd say I would describe it as a chain of ifs and maybes. Number one would be, can the citizen campaign commission come up with a trillion indicated qualification process that is -- that works with commissioner seats in the time period available. Number two, can we flawlessly translate into city code in the very timely way. Will that meet city council's approval in terms of the qualification process, any changes in the monetary amounts? Will serious candidates want to qualify, and then finally, will any candidates exceed in qualifying under that? It's a lot of work that may turn up to have nobody at the end. To that extent, i'd be concerned about pushing off the -- a date for a big maybe out there. So -- I mean, those are all considerations that would need to be taken into account before you decide to, you know, put your eggs in the citizen campaign commission basket to come up with a solution that is workable for september.

Potter: I don't know if you said it, but they may come up with a different recommendation than what was considered. They may say we're going to leave it until after the election and make a determination.

Blackmer: One of the issues would be that we've really -- I think we've got about 160 days between the vacancy and 170 days between the vacancy and the election. In normal -- normally we would only have 90 days. So if we're going to put together some kind of a special election process, we probably wouldn't want to -- it would be a 90-daytime frame that we would do, otherwise we would create a one-off kind of a special Election process for timing in this particular period. And I would be adverse to creating city code as commissioner says, that works only in this case and doesn't work in all cases. So then we would probably say let's put off the filing for the office until

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may, so we have a 90-day window until the primary. But then you've kind of undercut what a real special election is because candidates will start organizing to qualify to get their network set up. So you haven't really got a qualification process that's like a special election. So there's a lot of considerations I think in terms of building something quickly for this particular circumstance.

Adams: My first inclination, we had a talk about this yesterday, could not be done. My first inclination is to build a -- instead much no voter-owned elections for this special election, have some sort of voter-owned election process, even if it was a one-off. If we had 45 days of people, everyone would have to get new signatures if they had already done it -- yeah, get new signatures for, let's say, a month. Would it be a thousand? I don't know the -- i'd like to have input from other people. But in our conversation yesterday, you just flat-out said that's not practical.

Blackmer: There's a cascade of other things. The deadline for the voters' pamphlet is middle of march for may 1. So we'd have to pay for a special voters' pamphlet that would go out at some other date. And that's only off the top of my head. If I started thinking about some of the dates, some of the appeal processes, the shortest time frame we can have in an appeal right now under the current code takes about three weeks. I'm adverse to trying to crunch that down because some of these appeals are telling the person they need to pay the city back \$145,000. Out of their own pocket. And we need to have a good due process and adequate time for them to justify their case so we aren't just taking that money from them in a five-day period, because it's a special election. So there are those kinds of things we need to think through and we may -- that's why I would really like the commission to have the time to thoughtfully approach it and say, do we need to just have a different qualification process or special elections, and what would that look like? There are a lot of different alternatives out there. We could -- if we're look at just the spirit of public elections, the idea of limited campaigns is a part of it. So we could say to a candidate, if you limit your spending in the nominating election, and you get into the run-off, we'll pay for your run-off. That's a way to get at keeping, you know, large interests out without requiring a huge qualification process.

Adams: I'd be interested in your thoughts on that.

Potter: Further questions? Call the vote.

Adams: Kind of ironic on the Oregonian editorial page today I get both a pat on the back and a kick in the butt for two different issues. I'm going to -- after hearing this discussion, I find it frustrating, but i'm going to vote for a may date. And i'm going to ask that the elections commission be very creative. That last thought you through out on the table I thought was very creative, and even if it isn't -- if you limit in the primary, we'll pay for things in the general -- there might be other benefits that candidates might -- that might insent candidates to keep to a self-imposed, i'm doing a \$500 per contributor and a maximum for the whole expenditure of \$200,000 for the whole race. I'm interested in there are other incentives, but i'm very -- we spend all this time and effort to try to make our electoral process as accessible as possible to folks that don't have a lot of money, and don't have necessarily an established place in Portland's political culture, and i'd like to hear some creative ideas in the special election. And I appreciate the arguments on both sides. I'd like to see what's possible. It sounds like it might have to be voluntary. It also -- i'll listen to the arguments about portability. Aye.

Leonard: Honestly this is one of those few discussions, I feel like i'm from somewhere else. I honestly cannot understand how anybody up here would even flirt with the idea of changing any rule that affected an election. There is nothing more sacrosanct in america as elections. As the florida elections showed and the outrage almost eight years ago. It is beyond repugnant to me to even have considered somehow changing an election to the -- there's no other way to put it than to promote a particular point of view of how elections should be run. I try very hard when we had the discussion on voter-owned elections, aside from the original passage of it, when I actually debated the merits of it, to be supportive of the amendments and the changes. And to not get on the bandwagon of those who were critical of it. Quite the opposite. But you play into your enemies'

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hands with these discussions and considerations. And why it seems clear to me and not to others, somewhat baffling. And because it's like the basic discussion, yes, this is the way that you get qualified people elected to office in any other way must somehow mean that the individuals are compromised. I have to say that I think voter-owned elections in many ways is an insult to voters. People sort out the kinds of issues that they think compromise candidates. I need only point to the last mayor's race to make that point. I mean, I would hope I wouldn't have to, but apparently I do.

This city is replete with examples of those who thought that they were owed an election because they raised the most money and were sent home by themselves. Having said that, these discussions about what we do in a special election are entirely appropriate and should be discussed. And we should adopt rules, and we should sit down and have thoughtful discussions about what we do in the event of a special election. But that hasn't been done up until now, it's not my fault. It hasn't been done up till now. And you can't then all after sudden, because somebody says, i'm resigning and we're going to have a special election, decide you're going to create rules all of a sudden to fit that. And have there be any appearance of objectivity on the part of this city council with respect to how we conducted elections. It is entirely inappropriate. And so I hope more thought goes into those concerns that i'm raising before any recommendations come to this council. Aye.

Saltzman: Well, I am eager to see what the election commission recommends to us on monday night, when they meet on monday night. I think it's -- there's good issues, but the fundamental point, initially we don't presently have rules, we're not changing rules, and we've done this before in the last election cycle. I guess also my head tells me for -- if we want the most Robust race, we should have a september election. And I support having robust races. But the votes aren't here for that, so I will support the may election date. Aye.

Potter: I think the first order of business for any city council is to effectively and timely conduct the business of the people. And I think putting this off to september and possibly by the end of november would certainly weaken our ability to do that, and I that I takes precedence over other considerations. I think folks have made good discussions. I too look forward to the commission's discussion, but I would like them to be delivered -- I appreciate the comments of our community as well as the council. I vote aye. [gavel pounded] recessed until 2:00 p.m.

At 12:11 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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Key: ***** means unidentified speaker.

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JANUARY 9, 2008 2:00 PM

[roll call]

Potter: Like to remind folks prior to offering public testimony, the lobbyist must declare which lobbying entity they are authorized to represent. We're going to hear all four so would you read all four items?

Items 66, 67, 68, and 69.

Potter: Mr. Adams, do you wish to make some amendments?

Adams: Thank you, members of the council. We have two separate pages that detail some amendments that should be at your place from my colleagues. Agenda items 66, agenda item 67, 69, and, actually, two amendments for agenda item 66.

Potter: Are there any substantive issues you would want to advise the folks here on about?

Adams: Sure. The agenda item, first agenda item, amendment for agenda item 66, clarifies, strikes the word "exponentially," after section 1 under council finding, and section one number four, changes the sentence the gas tax is the city's primary revenue stream for maintenance, that amends it used to read the gas taxes, the city's only revenue stream for maintenance, and that's a clarification for accuracy, and under 17.21.030, we strike the words adopting policies and insert the words "making policy recommendations." Agenda, or, or section 17.21,050, we add g. We add the words, and will be reviewed annually to insure billing costs are financed, under 17.21.160, the date, the effective date, the fees imposed under this ordinance will begin on July 1, not June 1, and that date changes reflected in 17.21.070. And there are also some corrections to exhibit 3, so that the trip generation rates are corrected for fueling station, change in line 84 fueling station fuel only, is changed from 150.31 to 30.67, change line item 85 for service stations so that they are consistent, changed line item 336 to reflect the corrected rate and change line item 540 to reflect the corrected rate. That's for the other agenda item, i'm sorry the other amendment for item 66, and maybe we vote on these one item at a time, is to include the following sentence for 17.21.050c, its clarification, once the smt administrator determines the developed use and customer service group, administrator will use the trips per unit and the accompanying rates as found in exhibit 3, attached to ordinance number, and we get the numbers of the once its passed, entitled quote "trip generation rates by naics, s.i.c., and county properties codes, and attached here unto".

Potter: So, starting with 66. Do I hear a motion on 66?

Leonard: So move.

Sten: Second.

Potter: Call the vote.

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

Potter: Amendment to item 67.

Adams: Item 67 clarifies some wording so that, um, the -- on, um, letter a, the city code is amended to add section 17.21.210 to 17.21.298 as follows, and then strike out, created purpose, and

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added safe sounding green streets, oversight committee, and then there is a by that is struck and a from that is inserted for agenda item 67 under 1721295.

Potter: Ok. Do I hear a motion?

Leonard: So moved.

Sten: Second.

Potter: Call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded]

Potter: Last amendment is item, agenda item 69, the following sentence, which read after significant public outreach, the stakeholder committee recommended the, the gas tax increase is changed to, to after significant public outreach, the stakeholder committee recommended a gas tax increase, and, and under the therefore be it resolved that the Portland office of transportation review the outcome of the 2009 legislative session, following words are struck, and in regard to that outcome, is directed to determine if a local gas tax is an appropriate funding source for maintenance and safety needs of the transportation system and offer a report to council in august of 2009. That's struck out and was added, for transportation, revenue sources, if new revenue generated by the state sources is not in conformance with the safe sound and green street financial plan, the Portland office of transportation is directed to report and make recommendations to the city council in august of 2009.

Potter: Do I hear a motion?

Saltzman: So moved.

Leonard: Second.

Potter: Call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded]

Potter: Return to item 66, mr. Adams.

Adams: We're going to give an overview and -- we'll be talking to all the agenda items today and testimony taken at one time on all the agenda items today, so if, if, sue, if you could come forward. Do you want john and -- the whole team would come forward. So mayor and members of the city council, we have a presentation to make. We've tried to stow is down to be as quick as possible, and then we have some, some invited testimony of folks that, that, um, have asked to testify, and it will be open to the public testimony. So, so, the development process, we ready for, for the slides? So the development process for this began, internally began a year and a half ago but externally began six months ago when it became clear that the, the state legislature for the eighth legislative session was not going to be able to find additional resources for transportation, so we put together an 89-person stakeholder committee. The committee is so large because we wanted to, to have at the table representatives from, from the major transportation stakeholders and the city. We also hold, held 20 town hall meetings broadcast on cable, and we did three rounds of city-wide focus, or focus groups or polling that helped the stakeholder committee with their deliberations. All of this stuff was posted on the safe sound, safe and sound website, much of it posted on commissionersam.com. We did two city-wide mailings inviting, both inviting people to the town halls is, but also giving them some substantive facts about the situation that we faced with transportation, and we did conversations with, um, many neighborhood and business district associations. I think we got to most all the business district association, if not all. We also tried to make this, this, um, relevant to folks in terms of mapping everything that we were talking about, and providing lists at the same time, facts, and figures.

Susan Keil, Director, Bureau of Transportation: Susan keel, director of transportation, and I am pleased to be here today. We also had a financial review by an independent committee that came with particular financial expertise to take a look at how we were currently spending our money and whether there was need and to examine anything around the financial side of transportation. I'm happy to report that committee documented that we were spending our money appropriately, the

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money that the taxpayers have entrusted to us, and that insufficient funding has resulted in a decline in the condition of the transportation system. Without additional funding, there would be further deterioration, was a finding of that committee. The, the, they also looked at the, at the under investment in maintenance over time. The state gas tax says commissioner Adams said the primary source of funding and safety, and, and the 24 cent a gallon gas tax had not been increased since 1993. The substantial period of time over which inflation increased, particularly, inflation related to transportation, which is heavily oriented to, to, to fuel and, and that, as a component of asphalt, the oil and the asphalt, so those costs had increased by 70%. Frankly, we receive out of the gas tax, 40 cents on each dollar because of the, of the distribution. We're a donor area, in fact. The distribution of the state gas tax dollars is done on the basis of population and vehicle is registration, and frankly, the growth has not been in our area. Consequently, the dollar in 1993 now is worth 58 cents buying power. We also have, have looked at how we compare it to other western states in terms of the gas taxes and, and we are the lowest of the states that you see on that graphic. So, we are not highly taxed for transportation at this point. Our transportation backlog or deferred maintenance, the streets are in very poor condition, have increased by 221 miles since 1993. That year in which the last gas tax increase occurred. And the next graphic shows you the difference in doing is the maintenance, the renovation, whatever kind of work is required on the roads at the proper time and waiting until it fails entirely. This is one of those that, that if you don't invest at the proper point, it cost a great deal more to make the needed repairs. The city's deferred maintenance liability has now grown to over \$422 million. And due to insufficient resources for preventative maintenance, it grows by an additional \$9 million every year. The question could be raised why haven't we said anything about it before? From my perspective, that's a leadership kind of question because it has been something that, that transportation has tried to hold together with chewing gum and bailing wire, and it really has gone well beyond the ability to do that kind of thing. I have a, give a great deal of credit to commissioner Adams for raising this question. Over the last 10 years, people have been killed. We document 378 people were killed and 2,662 people were injured. Many because, because of inadequate funding for relatively inexpensive safety improvements. The annual economic impact of traffic collisions, injuries, and deaths have been estimated by the traffic safety council to be in the neighborhood of 412 million a year. And without additional funding, arterial streets in poor condition will increase by 276 miles. By 2016. Also there will be no, no, without this additional funding, there will be no local match for the sellwood bridge. The outdated signals will, will continue to, to create more congestion and air pollution. We're not able to synchronize them in the way that, that would be most helpful because of the technology, and people are going to continue to complain about the conflicts between bicycles and motorized vehicles, and because they are all on those, those busy streets, when we could be putting them on, on roads that are local and adjacent to those heavily traveled streets. Portlanders will be able to enjoy their neighborhoods on foot by bicycle or transit due to safety concerns, and that's, I think, particularly an issue in the southwest we're the arterials are, um, they transit routes and they don't have sidewalks.

Adams: Just to clarify the first point, if the vehicle recommendation fee being contemplated by the county, which we'll hear from Jared Wheeler go through, there will be no [inaudible].

Keil: Commissioner Adams, back to you.

Adams: So, we wanted to, in addition to going out and involving hundreds if not thousands of people in the, in the town hall discussions, we wanted to make sure that we were, we were, um, of all the variety of things and place that is we could invest in the transportation, different elements of the transportation system, we wanted to go to the a sense of what the public, how the public wanted us to prioritize. We're not going to be able to have the resources or find the resources to do everything, so without enough money to do everything, where shall we prioritize? Adam Davis, did the polling and the top four results, the top four items that the public wanted, wanted us to make additional investments in, if we had the money, was to improve signalization, reduce congestion,

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and to reduce pollution. Apparently, cars emit the most green house gases while they are idling. Second was the maintenance of the bridges and specifically, the willamette river bridges. The city of Portland is responsible for 157 bridges. We are not responsible for any of the bridges that cross the willamette river. You learn from chair wheeler in a few minutes the difficulty that he has in addressing the maintenance backlog on those facilities. The third most popular item to invest more resources in was to reduce the conflict between motorists, sorry, and bicyclists by developing alternative facilities on adjacent lower volume streets, like boulevards or bike and pedestrian boulevards, and the fourth was maintenance of the roads. There was strong support for street safety and maintenance fee and strong support as part of this to include rewards for the people who chose to do the green thing. Is this mine, as well?

Keil: Yes.

Adams: Ok. We are not asking Portlanders to consider riding, i'm not asking the city council or Portlanders to consider riding a blank check to transportation. This is an investment based on a defined list of projects. This is a 15-year effort that will have to be overseen in addition to the city council and the commissioner in charge and the management of the Portland office of transportation. This effort will be, have the oversight of an independent oversight committee, and unlike the bureau of budget committees in the city of Portland that report to the management of a particular bureau, this will report directly to the city city council or directly to the public. They will be setting what the overhead charges are for the bureau. They will be deciding on a year-by-year basis what projects are going to go and what order. They will report annually on the results and they will make sure that we are keeping faith with the commitment that we are magnitude. At every point along the way when we considered various projects in the city, we have done so with an eye to leveraging state, federal, and s.p.c. Funds, which are system development funds, and other funds. We estimate that, that is the proposal in front of the city council today will leverage about \$50 million in transportation system development charges. Is the majority of the work, because of the state law, will be contracted out. State law says that public works projects valued at more than \$125,000 must go to the lowest provider of those services. It will fund the needs in each area of the city but we could spend the entire amount of the package in one area of the city and still not fix everything. This is only funding the worst of the worst and the most unsafe of the unsafe. We will implement the audit recommendations, that work is already underway, and it does include green discounts. We will work, once this is passed, to buy local and to make sure that we're, we're using procurement to women and minority-owned firms are, are estimated that this will produce between 400 and 500 jobs over the life of the 15-year life of the project. We will not use this new resource to supplant other resources. That's why this is project-specific. You see the projects and our estimated amount on all the documentation we provided. This will require a renewal in 15 years. And we have put together the concept as requested by the small business advisory council, put together a business mitigation fund. A lot of the streets are main streets and, and neighborhood business districts, and so the mitigation fund is intended to help businesses stay open during the construction. We will implement the city's green street policy, which is the first green street policy that we know of in the united states, insuring that, that more of the, of the 37 inches of rain that fall on the 4,000 miles of streets and roads in the city goes into the ground, recharging the groundwater, making the willamette river and the watersheds more healthy instead of going into a pipe. Business and neighborhood associations will work together with the oversight committee to, to, to finalize the projects is, and it's the intent that the oversight committee, representatives from neighborhoods will meet with each of the district coalitions within their area to review the proposed safe sound and green street work plan and draft a report to council prior to the annual city council safe sound and green street oversight committee annual work session as established in the ordinance, this work session will occur annually prior to the beginning of council deliberations on next year's budget. The administrative cap on the administrative costs can be no more than 10%, and knowing the

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personalities on the oversight committee, I know that they are going to work to get that down much, much lower. And I just want to be clear about that, on an annual basis, the Portland office of transportation will have to go to the oversight committee and justify every single administrative cost, and if the oversight committee will recommend directly to the city council, bypassing the transportation commissioner and the management of the bureau on exactly how much administrative fees pdot gets to take off the top. So, the proposal, 71% of the resources go to maintenance and rehabilitation. 10% to safety. 2% to signal, synchronization, 11% ongoing operations and maintenance and 6% to administration.

Keil: And this pie chart includes both the vehicle registration fee and the state funding.

Adams: Next slide. The proposal, arterial street maintenance in the 15 years, it would eliminate all Portland arterial streets and very poor, in poor condition. We believe that, that spend a bit more money now, save a lot more money later, and we estimate those savings to be 168 million in future rehabilitation that we do not have to do too late in the deterioration game or on an emergency basis.

It includes bridge improvements, funding for local match, the sellwood bridge, if the vehicle registration fee goes forward, and it eliminates weight restrictions and structural concerns on Portland's five worst bridges. Each of those bridges are on great routes. It rehabilitates the signals, so you, to insure they are operating safely, and that the hardware supports signals synchronization. A lot of folks make a very good request all over the city, why can't we just make the signals more synchronized? A lot of our signals are so old, it is very difficult to get them synchronized. Keep them synchronized, and they are not smart signals we're they can respond to, to is the flow of, and the volume of the traffic that, that has peaks and valleys during the course of the day. This package at 30 of the most dangerous intersections, and, and pedestrian safety includes 47 pedestrian islands.

Each island reduces injuries by up to 40%. Up to 20 miles of sidewalks and alternative paths. Southwest Portland, the busiest streets in southwest Portland, half of them, almost half of them have no sidewalks. 18% in east Portland do not have sidewalks. This amount of money begins to make a dent in that problem. Bicycle and pedestrian safety, 114 miles of neighborhood, pedestrian and bicycle safety corridors. We know from our work on, on the bicycle master plan, that although we are right now per capita have the highest bicycle use in the nation, we know that if we can provide bicyclists and pedestrians quieter, alternative streets and corridors that everyone must use to get to and from different parts of the city, that we will see bicycle usage go way up. In a time when americans on a monthly basis, average are spending more on transportation-related costs than they are on food, we need to provide more Portlanders inexpensive options for getting around. In terms of the safety, we understand and the transportation, in the transportation field that nobody knows their neighborhoods and the business districts better than the people who live and work there, and so this program sets aside 50,000 that will be allocated in each area of the city by business districts and neighborhoods. I can't tell you how many times I get good, you know, very good comments and requests, can you put in speed bumps on such and such a street. I would love to be able to do that. We haven't had the resources to do that. The neighborhoods and the business districts will now be able to decide that for themselves. We have safe routes to schools. Currently, there are less than 20% of our schools are served by the safe routes to schools program, nationally recognized program, will now be in all elementary schools around Portland, and 18 years ago, the Oregon state police very graciously handed over responsibilities for, for, for traffic patrol of the freeways within the city of Portland, and i-84, i-5 and 405, and, and 205, and, and the Portland police bureau struggles to provide any sort of meaningful enforcement. A quarter of all congestion in our region on the freeways is because of crashes. Those crashes occur at a higher rate because the amount of speeding on the freeways in the city of Portland is higher than it should be. As a third most trade dependent region in the united states per capita, congestion for us on the freeways is not only dangerous but it means a loss of jobs. This begins to help, help address that, that, so it's a congestion, it helps with congestion on the freeways, as does the synchronization, and as does, does

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a small amount of money that goes into the trip reduction program. We invest a lot in light rail and streetcars and our bus system, and this helps educate people, the trip reduction program, how they can best use those resources. Environmental benefits, green street features, I mentioned, to manage stormwater more sustainably, getting more people, giving more people options than driving alone in their car, bicycle, walking and transit, and signal synchronization will be reduced by 300 and 40 tons, the co-2 emissions from transportation in our city. Permanent funding mechanism, we're almost done here, in terms of the funding mechanism, the street maintenance, originally, overall package with with the county was a street maintenance fee, gas tax and vehicle registration fee. After talking to state leaders who wanted, in the 2009 session, an opportunity to raise the gas tax statewide, they asked us here locally to delay going forward with the gas tax giving them a chance to do it statewide, and this package assumes that they do that, and the, in the 2009 session, that's a 12 cent per gallon gas tax increase phased in over six years. The street maintenance fee is based on estimated number of trips. You can go back one. Estimated number of trips in the i.t.e. Manual. I want to emphasize that, that for, for households, it will be \$4.54 eligible for a, a 30% and a low income discount. So, for someone that meets the green discounts and the low income discounts, the annual fee will be \$2.80.

Mark Lear, Bureau of Transportation: Commissioner Adams, \$2.22.

Adams: \$2.22 for low income folk who meet, also get the green discounts. Businesses pay a, an equivalent share per month. 50% of the revenues generated are by household residents of the overall package and 50% of the revenue is generated by business. Our polling showed that Portlanders wanted the streets and roads paid equally by both residents and by businesses. Once a business gets, a business will initially get, get an estimate of what we think that they should be paying. They will, it will be based on, on the type of business. It will be based on the size of business is, and the rates are, come out of, with some exceptions, the rates come out of the institute for transportation and engineering manual. We'll be sending businesses that estimate. What we think their business is, how big we think their business is, and what we think the trips are, and therefore, an estimate of what we think they are going to pay. It's an estimate. They can send that back and say that might be great in terms of the doughnut shop on a nationalized, average basis but my shop has a lot less trips. Each business will be entitled to a free appeal. So, we are getting this program down to as close to the actual trips for every business as possible. 83% of Portland business, will be paying this fee will be paying on average \$33 a month. It will appear as a line item on the city's utility bill. And 19 other Oregon cities have adopted a street utility fee, and on the slide, you could see that, that the low is 196 and the high is \$6.51 in ashland. Residential discounts for green discounts, the street safety and maintenance fee, 10% discounts, and if you have a bus pass, you get another 10, or 20% eligible for 20% discount, and if you do not have a car registered at your address, and 10% if you own a top 10 most fuel efficient vehicle. I can't underscore enough in the polling how supportive Portlanders were of offering some sort of green discount even though if you looked at it, it's a relatively small amount of money. Portlanders wanted, as a matter of policy, collectively, to be rewarding people for doing the green thing. In terms of the non residential green discounts, 10% of the first, 10% off the first 10,000 trips, if your business is located on a transit route, 10%, if you offer your employees \$30 per month for incentives to take transit, walk, bike, or carpool and 20% if you offer them \$60 per month. The business simply has to offer it -- in terms of how this would work, you simply sign an affidavit that you are in compliance with this. If you, and what we will do is, is spot checks. We've piloted this approach with the clean river discount, the downspout disconnect program we're people filled out and signed an affidavit either online, telephone, or by paper which we will send the folks, and we do spot audits and we found compliance to be very, very high. So, we also are able to double-check again certain data sources of many of these discounts. The 89-person member safe sound and green stakeholder committee has moved this proposal forward. Shortly, you will be hearing from chris

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and Kevin and they can speak for themselves. Other endorsements include Portland business alliance, elders in action, the Portland Oregon visitor's association, and the Portland small business advisory council, and rails to trails, the Oregon trucking association, and the Portland, association the bicycle transportation alliance, the Portland bicycle advisory committee, the Portland pedestrian advisory committee, and the Portland great committee, and others. This is a very diverse and unusual coalition of support around any measure, much less a measure around transportation. So what you have before you is, is, is an ordinance, an ordinance that would implement the Smith and resolutions calling the state legislature for action on the gas tax, and a resolution that supports Multnomah county county efforts. Unless there is questions from council.

Potter: I did have a couple questions. First, you mentioned that the number of traffic accidents and deaths over a period of time, do you have any percentage of reduction as a result of improving the safety of the traffic, the roadways in Portland that you could estimate?

Keil: You know, Mark is our safety expert on this, and we know about, about some specific kind of improvements but we're we target the high crash intersections is going to take traffic engineering to determine what is the best improvement to make there. So, is in the pedestrian islands, we have found that we're we install those, there is a 50% -- excuse me, a 40% kind of improvement in the safety. Do you have other statistics?

Lear: Well, a couple. One of the things that drove this program was a, an ODOT, Mark here off the transportation, one of the things that drove this, this program and the requests for the one-time fund funding was work we had done with an ODOT grant, looked at nationally recognized programs focusing on intersections and other areas we're we have known crash problems, and in some of those cities, based on these approaches, as a city-wide basis they were able to reduce crash rates over a 10-year period by 10% to 30% so that's, I think, gives you sort of a ballpark. Within each of the areas, we have more specific numbers, as you said, 40% for the pedestrian island. One of the things that we're most interested or excited about is that right now, over 80% of our bicycle crashes and similar numbers on the pedestrian crashes occur on the busiest streets so, to the degree we're making a big investment in bicycle, pedestrian safety corridors, we are hopeful we're shifting some of that traffic will show, show dramatic safety improvements.

Potter: You had 50,000 for -- is that per year.

Keil: Approximate year.

Potter: And Smith, it would be paid for 50% residential and 50% business.

Keil: Yes.

Potter: I note that all government agencies will also pay.

Keil: That's correct.

Potter: So what part of 50% are we paying?

Keil: I think we classed us as commercial. We're not residential. So, and I don't know what -- do we have an overall number? Are you talking about the city, specifically?

Potter: Well, the city but also interested, you know, we -- I can't remember what the figure is, commissioner Adams but you mentioned one bus chews up the street for how many cars?

Adams: 20,000.

John Rist, Bureau of Transportation: John Restoff, transportation, Mr. Mayor, we estimated the cost to the city, and again, as commissioner Adams said, total to the other city bureaus, 277,000 per year. About 150,000 to the general fund agencies. To other government agencies inside the city limits, we would have to go back and, and calculate those. I don't have them right in front of me like metro or tri-met. Or the state of Oregon.

Potter: Have these other agencies, other than the county. The county is here but have the other agencies been advised.

Rist: Like, for instance, the port of Portland, we negotiate and had we know what the rate is and, and they, they are, they understand that and know that they will pay that and are willing to pay it

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Saltzman: I have a couple questions. We have a definition of the administrative expenses subject to the 10%? Is that in.

Keil: It's largely billing costs in that category. John, do you want to?

Rist: Yes, commissioner Saltzman, if you go to -- if you have this in front of you, it's a part of the ordinance, the proposal with, with the specific delineated line items, it's line items that, that, we talk about city billing and customer service costs, over the 15 years, that's 14.2 million and then the program oversight with accounting is 35.8 million over 15 years.

Saltzman: Is that's 10% or less?

Rist: Pardon?

Saltzman: That is the definition of the 10% administrative cost allowable going and oversight?

Rist: Correct.

Saltzman: The administrator, that's created --

Keil: Within that and the accountant that, that tends to that is in that, as well. Specific engineering and, and specific engineering and, and project management --

Saltzman: Me question, is that defined in the ordinance?

Keil: This chart is an attachment to the ordinance.

Adams: Is there a definition of administration costs.

Saltzman: When you are pointing to me, you are telling me what it is but is it so defined so there is no room for ambiguity in the future, what is the administrative cost and what is not because you are adopting the ordinance with this as an attachment, and it shows those line items, within it, I would say yes, but if you want a clarification of that, we can certainly write one up and you can add it as an amendment if you don't believe that that's clear enough.

Saltzman: Is that something we can write up?

Keil: Right now, yes.

Saltzman: I'd like to do that. Ok. My second question, is there a cap? Earlier there was a cap on, on the total, maximum amount.

Keil: Anyone could pay. No.

Rist: That's not there any more.

Adams: Do you want to explain the approach?

Rist: Commissioner Saltzman, in lieu of the cap, we looked at a variety of different ways on how to spread the costs in as fair and equitable manner as we could to the non residential portion of this fee, and we looked at what other cities have done across Oregon, and we came up with -- we believe, it is a unique methodology. In the sense of everybody within the first 10,000 trips pays the same amount. A penny and a half a trip. That covers everybody, whether you are a very large commercial property or a very small commercial property. After that, there's a graduated rate structure that for every trip above 10,000, the cost goes down per trip. Incremental methodologies so instead of putting a cap in, that, then, we believed would adversely affect small businesses. We put, so that everybody pays an equal amount whether you are a large or small firm.

Saltzman: So if we could put together a definition --

Keil: We will.

Saltzman: I had like that.

Keil: We'll do that.

Saltzman: Thank.

Potter: With the, were the bureaus advised of this? They have already turned in their requests for the 2008-2009 budget, and this is -- you said 275 --

Rist: 277. That's our best estimate today. We have to go back and sit down with each individual bureau and identify specific properties, square footage per property but, but we -- yes, we notified bureaus. They knew this was coming. We've been working with the various bureaus on this.

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Keil: I made a presentation at the bureau director's meeting, as well, about this and have had specific conversations with some of the bureaus.

Potter: Any further questions? Excuse me.

Adams: I'm sure in will be more questions to answer after testimony.

Keil: We'll write that amendment.

Adams: Could I have bonnie mcknight and kevin spelman and chris copka come forward. Bonnie was part of the management team on this effort, and chris is going to speak to the 89-person steering committee process and kevin spelman was on the audit committee, but why don't we start with you, bonnie.

Bonny McKnight, Bureau of Planning: All right. Mayor tom Potter, commissioners, my name is bonnie mcknight, and I am here today as part of the green, safe sound and screen street. My role was to build neighborhood associations into the process that this proposal will use. I believe I was asked to do that because commissioner Adams has demonstrated his willingness to use the neighborhood association system to inform city initiatives, such as regulatory reform before he was a commissioner, and others since then, and his understanding of this is illustrated in the safe sound and green streets project. Annual funding allocation. For each coalition to use in delivering its own smaller but equally important projects. And the neighborhood association system began 34 years ago. It has had continual funding from the city over the subsequent years. It is the most basic, open, and consistent communication system the city has with the citizens, and it's geographically based as the projects will be, and it's equipped to bring local information into the decisionmaking from the very beginning. To strain, a metaphor, neighborhood association and coalition involvement from the beginning and avoid going down a road before you find it is full of potholes, and it can provide an opportunity to either fix the potholes or see if there's a better route to sues. So enthralled by my metaphor, iing for page two. The basic proposal that we have brought forward is, and I have a copy that I will have distributed to you, is the beginning for the coalition involvement. None of the coalitions have formally adopted it, but all the coalitions I contacted and, and six of the seven are eager to develop their ownership of the role and formally adopt their version of it during the next few months. The expectation is that early involvement will provide at least two benefits. One, it will inform decisionmaking about projects from the very beginning. Secondly, and probably most importantly, it will build strong partnerships and communication networks with the two bureaus that will be involved in project implementation, and that will be the, the Portland department of transportation. I have asked some folks from the coalitions to be here to just briefly comments on the proposed coalition, and I don't know when you want me to do that.

Adams: We'll do that a little later.

McKnight: All right.

Adams: Thank you, bonnie, and your work on this has been invaluable. One of the questions that should be asked when embarking on any kind of endeavor like this is to not necessarily take the city council or the management of pdot's word for it, that additional resources are needed, but we wanted to, to get third party verification of pdot's financial situation, and so we asked kevin and a group of outside experts to sit down. Kevin was very good to join the group because he'd been involved with some of the audits and pdot, and they looked over pdot's financial situation and they have a report to the city council and to the community.

Kevin Spellman: Thank you. Mr. Mayor, members of the council, my name is kevin spelman. As commissioner Adams said, I was a member of the stakeholder committee and participated in the finance committee that was asked, we were being given a fairly dire picture of the transportation situation in the city, and the stakeholder committee asked us to, to kind of look behind the curtain a bit and see if we were really being told is the facts. Sadly, we were. We looked at the budget. We looked at the condition reports. We met several times with sue, john, mark, who you met, and casey, steve, and others, and could only conclude that, that the backlog of deferred maintenance is

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real. The backlog is growing. The current level of services without additional funding will decline. Further, so the backlog, the current level supporting the existing services can't even be maintained without additional funding. We looked at the prospect of, of maybe pdot could do their work better. We could look at efficiencies, and so we looked again at the order that we're, we're, that we produced a year ago and looked at what pdot was doing. Clearly, every bureau has an opportunity to increase efficiencies, but does nothing remotely on the scale that's necessary to deal with this problem. We did recommend did he stakeholder committee that, that safeguards would be necessary to put in place including the oversight committee, the cap on administrative fees, and a separate tracking mechanism, and I believe all of those safeguards are now, incorporated in the ordinances. So, in summary, we could find nothing in, in the documentation that contradicted the dire state of affairs that the city finds itself in. And we recommended back to the stakeholder committee that the smith be put in place.

Adams: When we started this effort, we wanted to make sure that the conversations started with do nothing, keep the status quo, and looking forward, and, and that's one book end, and the other book end of the discussion is what does it mean to do everything to bring the system up? We also looked at all the potential local funding options. And, and, um, we're the money should go. And the 89-person stakeholder committee was key in shaping the package that you have before you, and Chris is going to provide his thoughts on that process.

Chris Kopca: Good afternoon. I'm Christopher, senior vice president of real estate for downtown development group. First of all, I would like to congratulate commissioner Adams and the city council on a well run, open, interactive process leading up to today. I appreciate the breath of the work undertaken and the diligence of responding to issues raised throughout the process. I don't think we left too many stones unturned. I have worn several hats throughout the process. A number of people before you, representing the Portland business alliance, serving on the safe streets work group with Kevin, and being one of those few of the 89 members of our large group trying to find a room to hold 89 members is a challenge, and, and lastly, representing the couple of businesses that, that I work with, worked for, so I sit here today as a business owner and representative myself. Let me say at the outset the business community is not particularly excited about self-imposing another fee or a tax. I don't think that that's, that probably comes as any surprise, but it does agree the entire community's best interests are served by supporting this proposal. And keeping our transportation systems safe and efficient in transportation flowing is part after lifeline to a successful and functioning city. And for us, that was a paramount principle for continuing down this path together. There's a lot of things we're proud of in bringing this package forward to you, but I would say among the top of those is, is the, the, that we were able to reach an accord with the Rachele Murcia part of the community and the business community on the type of funding mechanism, and on the actual charges. So, we sit here today, neighborhood association and business community, both endorsing the same proposal. I don't think that you see that, that often. I think that we both agree that, that it is both fair and equitable as a participant in the finance work group, not unlike what Kevin had said to you, we found that we, we found the following, that there's a significant increase in streets that need to be rebuilt because they have not been adequately maintained, and it's increasing at an exponential level. First it begins with potholes and then with upgrade deterioration and after that, it compounds itself and gets more and more expensive, and that became, when Kevin and the other group looked at it, a pretty staggering number. And from a business standpoint, the bridges, many bridges are now weight limited, increasing costs and timelines to businesses, which is really not, not good for any of us, plus increases overall traffic on streets. And lastly, the congestion that results both to the individual and to the businesses and the time and money it costs, so it is a real financial issue for the community at large. And my role in the 89 person safe and sound green stakeholder committee, I compound that, that the safe street program will be primarily dedicated to maintenance and safety projects. We began with our

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blindness on a bit more for actual filling of the potholes. It took us a while to get our arms around some of the other programs that had been added along the way, but candidly, at this point it is a well balanced program, it deals with not only trying to move traffic with better signalization, but also dealing with policing and things that, that, when there is a failure, will help facilitate getting out of that failure mode and back into regular functioning mode. So, we are, we are unbalanced by the, by the various aspects of the program. This proposal provides sufficient funding [inaudible] poor conditioned streets, not all the, just the arterial streets in those two categories. We're pleased to have added a specific work list. It's the maps and tables and lists of which projects get funded so people know what to expect with the program, and, and that was very important in our looking at making sure that we had a well defined program. We have looked closely at the oversight committee work and the charge and the responsibilities and feel like it has been well detailed and will help assure delivery. For these reasons I participated in this effort to identify a solution to maintenance funding and the problems at large. The proposal before you is part of the solution, but it doesn't solve all of the funding problems. Since the early 1990's, the amount of general fund going to pdot has declined, including moneys from the current utility license fee. Ultimately I believe it should be part after longer term solution to the transportation problems that we face. It goes beyond a discussion of the, of the -- we, we would hope that as we look at the whole system, again, this only addresses maintenance and, and safety on a certain portion of the streets. As we look ahead to the whole system, we will need to look at other funding, and we would hope at that point that we could revisit the discussions about utility franchise fees and general funds and not just to the electorate. Our transportation is critical to our economy and our quality of life. We had failed to keep up with the needs for too long. I support this proposal and look forward to working on this with commissioner Adams and the rest of the council on a sustainable revenue basis for this critical service. Thank you.

Adams: I want the council and audience to know in addition to bonnie's good work and mark and jamie and everybody, kevin and chris and the folks involved in both these committees put in countless hours on this effort, and I want to thank for you that over the past six months.

Kopca: If you adopt it today, there would be no more meetings. [laughter]

Adams: Thank you all.

Kopca: Thank you.

Adams: Mayor, with your permission I would like to ask [inaudible] ted wheeler and tom imuson from the port of Portland. The state officials get to go first.

Rick Metzger: Thank you, commissioner Adams. Rick metsger, state senator, district 26, chairman and senate transportation committee, and I am here today at the request of commissioner Adams, who has given me the opportunity to come and talk about how enthusiastic I am about going to the 2009 session and raising taxes for transportation. And I appreciate that offer very much, but on a serious note, it is an important issue. It is one that's going to be moving forward, and I will talk briefly about that, but first of all, I want to commend the commissioner and all the stakeholders working very hard here, mr. Wheeler, we've been working on this issue clapratively over the last number of months, and I do appreciate the, the actions of the commissioner and the chairman in considering the gas tax issue and while it is important, while it is demonstrable as an element for a good comprehensive package, there are some inherent unfairnesses when, if different jurisdictions superhave local taxes for, for the dealers who deal with glean, and it really is a state responsibility. So, while I understand it, it is important that we do our job. And I appreciate giving us the 2009 legislative assembly the opportunity to show that we can get the job done while maintaining your opportunity if, in fact, you know, my colleagues do not move forward to do what you think is best for your community. I think that's the right kind of partnership. I also want to articulate what is happening on a state level. We have been working aggressively since the sine die of the session. We had a major stakeholder group i've been working on with the vice chair of the

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transportation committee. Many of the stakeholders are part of your group and beyond, about developing a comprehensive package so that we, as partners, counties, city, and the state meet our responsibility to have viable communities and a transportation system, which it is. A system throughout the state that meets the needs of the citizens and provides the economic opportunities and therefore, the revenue opportunities to meet the needs that we all have to meet, you know, whether it's schools, health care, we know it's tied to economic opportunity and transportation is a key issue on that. Currently, as you are well aware, not only is the legislature actively engaged in the issue early on. We intend to have a package ready prior to the start of the 2009 session so we can also have the same type of public input, and, and discussion prior to session as you have done with this particular program, and you have noticed that the governor is actively taking a leadership role in this issue, for the first time in my nine years in the legislative assembly, major stakeholder groups and business organizations throughout the state are pushing aggressively this issue as a top issue for the 2009 session, and i'm here to tell you that that, and I know commissioner Leonard, from your experience in the legislature, this has not happened on this issue in my nine years in the assembly, and I think that dating back to when commissioner Leonard was a state senator, you actually had organizations like the aaa, major business groups, labor, environmental groups all on a page that we need to do something about transportation. My commitment to you is that we will have a comprehensive proposal that addresses statewide needs, that provides through the allocation process, the revenues needed to, to fill that, that hole in the proposal that commissioner Adams has moved forward, and once and for all, take a serious approach to maintaining the quality of life that we have throughout the state and recognizing the transportation is the key, and this will move through, the 2009 legislative assembly, and I think if we do our job, with the citizens of the state, as to how this affects their own personal livability, this will be a successful effort, and again, I commend this proposal. This is part of it. It is a partnership, and, and we have worked very, very hard to keep that partnership together and recognizing that not any of our jurisdictions can meet this need alone. Thank you, mr. Mayor and commissioners.

Adams: Mayor and members of the council and those in attendance, part of my willingness to recommend to you, and I think chair wheeler felt the same way, is in deferring the consideration of a local gas tax, deferring it to try to get the 2009 session to act on this issue statewide, is the leadership that senator metsger has, obviously, been demonstrating. I don't know of miles per hour anyone, as he has barn-stormed the state talking to local communities around the state, why this issue is important, and as he said very eloquently how it ties together with other issues so part of our willingness to defer moving toward locally is because senator metsger and others are showing, showing the kind of resolve and putting in the kind of effort and leadership it's going to take so thank you. Chair Wheeler.

Ted Wheeler: Thank you, commissioner, mayor, thank you, commissioners, as well. First of all, sam, i'd like to commend you on your leadership around this issue. I really want to applaud first of all, the inclusiveness of your process. I had the privilege co-hosting a number of town hall meetings with commissioner Adams, and we literally heard from hundreds of people, and the proposal that you are considering today was refined as a result of that input that we heard, and that was very important to me. Second of all, commissioner, I want to commend you for taking up what is probably not going to turn out to be a wildly popular idea. It's never popular to talk about raising people's fees and taxes, and I know i, myself, I don't necessarily like paying more fees or taxes, but I have now scrutinized this, and I have had the chance to hear what the public is saying, and I have a very clear understanding of the problems this jurisdiction is facing in terms of the transportation. And I believe right to the core that this is the right proposal and that we should, in fact, support it. As commissioner Adams said, and as senator metsger pointed out, this isn't the end of the story. There is a three-legged stool here. It's the city, the county, and it's the state working together, and if we support this proposal, which I assume that we will, and if we also support the

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county vehicle registration fee, which I assume that we will, and if we get the state going, which I assume we will, that doesn't finish the job. There's a lot of heavy lifting, and we all have to stay on it. As far as Multnomah county's peacefulness. I'm not here to ask you to raise the vehicle registration fee. In fact, you don't have that authority any more than I have that authority. What I am asking you to do is to support an i.g.a. That would allow the county to take the question to the taxpayers and ask them if they would be willing to pay an increase in the vehicle registration fee in order to support our needs around the willamette river bridges and the sellwood bridge in particular.

By way of bigger context, the county is responsible for 27 bridges and viaducts, which include six willamette river bridges, five of which cross the willamette river in downtown Portland, as well as 300 miles of roadway. Our projected capital maintenance backlog over the next 20 years on the bridges alone is over 450 million. We're not even discussing the road piece, which is over \$350 million to that same time period today. The poster child in all of this is the sellwood bridge. The sellwood bridge is now 82 years old. There's parts of that bridge that are over 100 years old. It was built, in part, out of recycled parts from the previous burnside bridge, and the busiest two-lane bridge in the state of Oregon, one of the busiest bridges on the west coast, by way of comparison, and to give us all a bit of a reality check, the bridge that collapsed in minnesota this past summer, so tragically, had an adequacy rating of a 50 on a scale of 1-100. The sellwood bridge today has an adequacy rating of a two. On a scale of 1-100. Our bridge team, which does a masterful job, is watching the bridge. They are analyzing it, scrutinizing it, and they assure us it's safe, but this is not an issue that we can continue to defer indefinitely. What we're asking for is, is a vehicle registration fee, and in your documents, I think it showed the vehicle registration fee bringing in \$164 million over 15 years. That would have been a 21 per vehicle per year v.r.f. That amount has not yet been determined. By state statute, we have the authority to raise up to \$27. Your guest business, at this moment, is that it will be between 21 and \$25. We will know very shortly what the specific number is based on and what ends up in the proposal. What we're proposing to do is raise local dollars to the sellwood bridge project. The total project will cost somewhere in the neighborhood of \$300 million for a substantial rehabilitation replacement of that bridge. We are proposing to raise, through this package, \$100 million for that bridge. We still have to come back to the regional and the state and the federal tables to finish the deal. So, I want to be very straightforward with everybody. This does not buy us a new bridge. This gets us the local portion of that project, so we have a long way to go beyond this. You would also provide dollars for identified capital construction projects on the existing willamette river bridges. We're talking about maintaining our current is, basic infrastructure. I ask you for your support. I would be happy to answer any questions that you might have, and again, I appreciate the partnerships. We've been able to develop them over the last year and commissioner Adams, again, thank you for your leadership in moving the ball forward on what's not a very sexy issue, but it really drives at the heart of the long-term bite to the viability of this economy, so thank you.

Adams: Thank you, chair wheeler. It was great fun to host the town halls to go that we did.

Wheeler: It was.

Adams: You run a very good mike. Very good mike. [laughter]

Tom Imeson: Mayor and commissioners, i'm tom amison, public affairs director for the port of Portland and here today to represent the port. As you know we are an agency that depends heavily on an interconnected and well functioning transportation system in this region, so we are painfully aware of the backlog discussed by others earlier today and deeply concerned about the ability of local and state government to address the problems that have been described. We believe the lack of adequate transportation resources to address the basic needs of the system will result in increased safety issues, diminished capacity for our growing transportation needs, and inadequate maintenance, the infrastructure that we rely on. As a result we participated and appreciated the opportunity to participate in the stakeholder group that has been described by others. We believe

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that the proposal, which has been developed in that group with commissioner Adams' leadership will address most pressing safety and maintenance issues on the local street system. We have a particular interest in the focus on the arterial system in the city, and believe that that will help address roots that are very important for moving great locally. Commissioner Adams appeared before the court commission at its december meeting to, to present his proposal at that time, and this morning, the commission met and unanimously endorsed the proposal. Of particular interest to the port are the following, is the defined list of projects, the independent oversight committee, and annual reporting, and assurance fees generated will not be diverted to other uses, the cap on administrative costs, and the fact that business and neighborhood associations will jointly decide on coalition traffic safety priorities, so we stronging support the measure and appreciate the opportunity to, to present our views here today. Thanks.

Adams: Great news. Thank you very much. Thank you all.

Imeson: Thank you.

Adams: Jackie, kim, sandy, and jay. You can and go ahead get started. It looks like jackie and ken aren't here yet. Go ahead.

Sandra McDonough: Thank you. Good afternoon, mr. Mayor and members of the council. My name is sandra mcdonough, and I am the president and c.e.o. Of the Portland business alliance. We have about 1,400 members, and the overwhelming number are small businesses. I'm here today representing the alliance. The alliance is pleased to give its support to the safe, sound, and green streets program developed by commissioner Adams. It is critical that we begin to address the most pressing transportation needs in the city of Portland, after years of this investment, have added up to significant maintenance backlogs, safety problems, and congestion on our roads. This investment hurts our economy and our quality of life in the city. We know that on a regional basis, if we failed to keep up with transportation needs, it will cost us about \$844 million a year and 6500 -- 6500 jobs by 2025. This includes not just business losses, but also, the value of personal time that we lose when we're stuck in traffic. The safe streets program is an important first step in moving to an investment in Portland's roads and help reduce the future costs. I want to compliment commissioner Adams, his staff, and the Portland office of transportation not only on the substance of the proposal, but also, on the process that they followed to develop it. The process was broadly inclusive. It was dynamic. And most important for us, the proposal evolved based on the input provided. As you have heard the proposal before you today is the result of countless meetings, discussions, debates, and analysis and it's a better product because of that effort. It is not often that the alliance comes before you to, to, or any business organization, for that matter, to back a fee increase. We do not do so rightly in this case, either. We spent many, many hours looking at this proposal. And in this case, our board voted to support the safe streets proposal. Because the needs are great, because it addresses the most critical maintenance needs, because there's an oversight committee to monitor the expenditure of funds, and because the proposal recognizes the concerns that were raised by, by small business and seeks to address them. The safe streets program is not a complete solution to our transportation problems. And we all must recognize that. More needs to be done, especially at the state level, and we are working with senator metsger and the governor on that effort. In addition, the alliance will continue to come before you to urge you to dedicate city funds to street programs and to maintenance of the critical resource, and including dedication of some portion of the current utility license fee for the core service. We want to make sure that there is ongoing investments that some day in the future, Portland city council doesn't have to look at another backlog of maintenance like they have -- like you have before you today. I want to thank commissioner Adams again for his leadership in bringing this proposal before you. It's definitely not a sexy topic. The transportation system is often taken for granted until the potholes get big enough to swallow up a smart car, and we are fortunate to have a superior multi-modal system that

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was, was built and invested in by our very smart predecessors, and we need to do our part for the future before it's too late and our system deteriorates beyond repair. Thank you.

Adams: Thank you. I also want to point out, mayor and members of the council, that the Portland business alliance and now lobbying the state legislature in a lot of sessions, was there often or more often than I was in terms of the trying to get enough to increase the gas tax statewide. I want to thank you for that.

Jay Graves: Mayor and commissioners, as owner of the bike gallery and cycle Oregon board member and community cycling center advisory board member, you might think that i'm here to talk about the bicycle aspect of this project, and although i'm very excited about that, i'm also very excited about the, the great aspect of that. We received tremendous great into our central distribution facility every single week, and then we have numerous shipments going out daily to our, our six locations, and this proposal is, is, is an extremely good solution to a very big problem s I do want to commend, also, the process and, and being involved with the Portland business alliance transportation subcommittee. I'm, i'm involved in this deeper than I ever thought that I would be. So, with over 100 employees, some of them drive but the majority of our customers who drive I also applaud this process. And, and would, would happily, well, that might be a strong word. Sill willfully pay the fees through our businesses, our different locations and hope you agree on this professional. Thank you.

Adams: Thank you very much.

Ethan Dunham: Ethan, i'm pinch-hitting for jesse. I'm past president of the small business advisory council and an active member. Wanted to say four quick things. First of all, we want to thank commissioner Adams and his staff for their early and, and aggressive and recruiting of small businesses to be involved in the process. Thank you very much. We feel listened to and we feel like we've added a lot to the process. The other three things I would like to talk about, the things we focused on as a business group, we felt it's our responsibility to, to look at efficiency. We agree absolutely as an organization that we could not find any efficiencies -- i'm in the high-tech world, if I was asked to pay my engineers the same rate I paid them in 1993, couldn't do it. And we want good, smart engineers paying the high salaries, working on our roads, and public safety. We feel like the funding from pdot is simply not there. That, alone, drove us to support this. Some other things that we applaud were, were the, the ability, or the statement, one of the criteria was to find mechanisms, which are legal, fair, administratively feasible and spread the impact to businesses and residents in an understandable, equitable manner. I think that this has done that. We, as the business, small business community, have often been left out of the conversations, when new fees and taxes were brought to bear, and we don't feel that way on this one. And finally, we would agree with, with the business alliance that, that we recommend the city council continue to look at the utility license fee, look at the history that in 1988, a resolution was passed, used 28% of that. 1994, that was taken away entirely. And we feel the utilities dig the streets up, pay for right-of-way, it ought to be going at least, at least a portion ought to pay for roads, so we ask you continue to look at that as a form of paying for roads.

Adams: Thank you very much. Next representing working people in Portland, richard and lynn. I'm not sure if richard is here so it's all you.

Lynn Lehrbach: You left me up here all alone? [laughter]

Adams: We'll hit him up when he's back in the room. Thanks for being here.

Lehrbach: You are welcome. Want me to start?

Adams: Go ahead.

Lehrbach: Mr. Mayor, mayor tom Potter, good to see you. President Sten, good to see you, commissioner Saltzman and Leonard. It's good to be here, and I just want to say part of senator metsger's statements here, since 1995, oh, I incidentally, Leonard and I are joint council at teamsters, we represent approximately 15,000 members in the metro area, so we have a stake in

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this, and so do our employers. Incidentally, very much so. But since 1995, we've been at every level of government from, from state, county, city, metro, saying what the hell, why aren't you paying attention to transportation? We're going to fall so far behind? We started this in 1995. This has been a problem, and will continue to be a problem. And finding solutions so that we can have the most efficient movement of goods to the consumers in the areas is very important, and it's important to the businesses that are here. If they can't get out their goods out efficiently and in a quick manner, they pay a tremendous penalty. Our main interest in it was transportation. And when commissioner Adams took over, the transportation for the city, I met with them. And it was a negative meeting, in a sense, because kind of poured on him. I did, I let it go, but I will say this, you know, this guy showed me he's got some guts. You listened to me and you responded. And we're very concerned about how the streets were being maintained and what was happening to them and the amount of money and could we continue in the way that we were going without costing the city an additional millions of dollars. And as we delayed these things, and I am going back to 1995 when we said this at all levels, every year that goes by, the cost of the products go up, rider right now, takes the raw products that they can off the market and if you think asphalt and, and cement and, and it's all going to go up again. Let alone the price of gasoline, and again, I commend you, commissioner Adams, for taking it on and starting something here. I guess things have to start at the grassroots, which is the city, to move the county and metro and, and the state into taking some action. It needs to be taken. We're disappointed and I will say it, and I talked to metro, metro should play a big role in this, and that's the reason that we had metro, that's the reason that we fought for it years ago. To bring about the, the counties and the city paying attention to, to is a common problem, so I think that they better weigh in and they better weigh in heavily on this. We all own it. Whoever we are, whatsoever we are in life, we all own the problem here. So, it's got to be solved, and again, this, this committee, you put it together, commissioner Adams, worked hard on it, and I was happy to be part of it. I couldn't attend all the meetings, but say thank you for the input that I was able to give, and he knows, he knows my disappointment in the fact that, that two counties didn't weigh in. And I complimented chair wheeler, and I do compliment him here for weighing in on, on this, this problem is because it does affect him more immediately maybe than the other counties, but you know what, they all use it. They all come into the city. They work in the city, they run on these streets, and these bridges, so they own part of the problem. For them not weighing in immediately, it disappoints me and I will stay on clackamas county and Washington county, that they own part of the problem and should be donating to it in some way. They don't want to buy into the old proposal, then, then they, they should come forth with something to solve this problem. Whether you driver a truck, car or bike, as I said before, we all own it. We all want part of it and we all want good streets to run on. You know, we're we go and how we get there and more importantly, is who the hell is going with us? We all got to go together. And the teamster's june going to come forth and as said before by chair wheeler, we're going to sit here and say, yeah, let's have some more fees and, and taxes to the citizens. We're not big speakers on that, but realizing what the problem is, and if we don't move now, it's only going to cost more in the future so we're behind this proposal and this resolution and, and thank you for, for that.

Leonard: I wanted to point out, you know, not going to say that you or the teamsters make us nervous but as soon as you sat down the police chief sat right next to you. [laughter]

Adams: For protection, I think. Thank you, and if I could, if, if, unless there's questions from council, you are free to return to your seat and if I could have susan come up and mike morrison and, and -- chief, why don't we begin with you and then mike and susan.

Chief Rosie Sizer, Bureau of Police: I'm rosie sizer, and thank you for your squeezing me in. I'm speaking on behalf of safe sound and green streets project. The Portland police bureau has been one of the myriad stakeholders collaborating in this effort, and I want to thank captain vince jarmer and lieutenant mark krueger from the traffic division for their participation in the project. I think

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as previous testimony has indicated, this is partly about traffic crashes and about the, the pesos and also the economics of crashes. Since 1996, 378 people have lost their lives and, in traffic crashes in Portland. Over 2,600 people have been seriously injured, and the estimated annual cost of those traffic crashes is, is in excess of \$400 million. Safe sound and green streets will provide funding for engineering and signal improvements at the highest crash intersection in the city. This is about, about, um, about improving traffic flow and literally, saving people's lives. The project also provides funding for enhanced traffic enforcement on state highways within the city of Portland, and thereby, really assisting a, a police bureau that its very stretched in terms of the resources. At traffic peak hours on the state highways. And finally, the police bureau is an organization that is dedicated to providing excellent emergency response. To citizen needs. We depend on good roads and sound bridges to be able to get there, and I think previous testimony has indicated neither the roads nor many of the bridges are, are good and sound and need great improvement, and so we're hopeful that this can also save people's lives, as well, so thank you.

Mike Morrison: i'm mike morrison, a trauma nurse with legacy emanuel hospital and a trauma educator to try to prevent injuries from occurring, and I just looked at the statistics of what we've seen in terms of the trauma patients at the hospital during the last three years, and that's steadily increased over the last couple years. In 2005, we saw around 2,500 patients, and emanuel covers about half the trauma patients that we're seeing in the Portland metro and, and, you know, some of the larger regional areas, as well. Is this last year, ending in 2007, we saw nearly 3,000 patients. That means 6,000 injuries from the local area, and, and that's something that, with that increase, I would certainly suggest this proposal that, that is, is not only improving the roads but improving safety, as well as enforcement. For the last 30 years, i've been a nurse, last 20 years, involved in injury prevention, and I learned early on from, from doctor martinez, the head of national highway traffic safety, that there's four legs to injury prevention, and that's education, engineering, enforcement, and then evaluation of each of those. This proposal certainly includes all of that, and I would support it. Also, just coming from visiting one of our hotel emanuel guests, brian huntsinger, that was the motorcycle officer that was involved in the crash yesterday, he's doing well. Making good progress, and he would certainly like to, to have that intersection at 28th and sandy evaluated.

Adams: Thank you, mike. Our next speaker is not used to public speaking, and I want to try to make her, as at home as possible. I know it's difficult for you to be here. I appreciate you volunteering to do so, and susan.

Susan Kubota: Thank you, commissioner Adams. I had no idea who I would be addressing, mayor tom Potter and commissioner Saltzman, commissioner Sten, and commissioner Leonard. I am kind of terrified here. Bear with me. I am dr. Susan cabota, and I am here to speak with you today on behalf of my niece, tracey spar ling, my sister's only daughter. Tracey was killed last october while riding her bike from her apartment to class at pacific northwest college of arts. She was legally in the bike lane on 14th and burnside. Stopped at the light. When the light turned green, a cement truck to her left turned right, crushing her between his wheels. Tracey was just 19 years old. She was starting her second year in college. She transferred from syracuse university in new york state to the pacific northwest college of art to concentrate on her career of communication design and to be closer to us, her family. And she was a full-time student and held part-time jobs at p.d.x. Design and saint cupcake here in Portland. She was an intelligent, creative, dustious, gifted, beautiful, kind, and compassionate young lady. And she was ripped from our family and the world just because she opted to ride her bike to class rather than drive her car. She wases not a dedicated or recreational cyclist. She used her bicycling to around downtown, and she followed the rules of our public roads. Her loss is devastating to our family. My sister sophie would be speaking to you herself but her sorrow is still too overdeveloping. She's asked me to speak and try to reach out to you in the hopes that something positive can be made from this tragedy. The media coverage

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of her death compounded our grief. If this had been your daughter or your sister or your wife, you, too, would have been appalled by what you read. The Portland police and public statements suggested her death was a consequence of her behavior. Implied that it was not reasonable to expect motorists to comply with the law. While this callous and indifferent attitude outrageous us. It reflects the common public attitude towards pedestrians and cyclists. Law enforcement's apparent inability to protect the vulnerable, like this beautiful young woman should alarm everybody member of this community. The wrong message has been sent. Instead, we need to do everything we can to make the streets safe for all. We need to remind the population that driving is a privilege, not a right. Along with that privilege comes responsibility. That responsibility is to share the roads with the vulnerable pedestrians and cyclists. Otherwise, there will be more families that will experience the same nightmare currently suffered by my sister, sophie and her husband, lee, and my nephew, kenny. I am a cyclist. My husband is a cyclist and commutes 30 miles a day to ohsu. I worry every day my nightmare could be even worse. We have an opportunity now to make a change. It can't just be warning cyclists and pedestrians to be more aware. It must come from you, our civic leaders, and from our law enforcement leadership, and no more families should pay the ultimate price of the senseless loss of their loved one due to unsafe streets. Thank you very much for, to letting me speak.

Adams: Thank you, susan. Pearl, linda, and bill.

Beryl Morrison: I am berl morrison, a parent after Portland public school student and advocate for strong neighborhoods and school communities. Neighborhood livability and schools have a close connection to each other and the transportation proposal addresses many of the deficits that prevent progress and the safety and wellbeing of our citizens and our students. The extension of the nationally recognized safe routes to school program currently represented in 25 of our 150 elementary and middle schools is an essential component in allowing access to schools for children in walking distance of them. By enlarging the grant to include many under represented schools today, the city will make great gains in public endorsement of the transportation proposal. A review of the school's identified shows many areas of the city with safety concerns have been overlooked in part due to the limited funding available. We need to see safe crossings at all major intersections and encourage walking and biking to schools. Parents are concerned in all parts of the city about letting kids walk or bike to school because of inadequate traffic safety. The decline in students walking to school today has been staggering, the decline in students walking to school has been staggering since the 1960's when 66% of students walked or biked to school. Today that number is down to 13%. In addition to obvious links between house and exercise, to benefits in providing safe crossings for kids, is essential to creating a truly livable city and gaining the endorsement of parents and community members. The lengths between schools and neighborhood livability are undeniable and by identifying and developing pedestrian safety corridors, neighborhood quality is enhanced. This important safety improvement will encourage safe routes to school and safe walking access for other citizens. We are on the right track for making Portland even better for the future, but the safety and general wellbeing of the citizens will be further enhanced by the improvements. Thank you for giving this proposal the consideration it deserves.

Linda Nettekoven: I'm linda, vice chair of the [inaudible] and executive board member of the southeast neighborhood uplift coalition and also been a member of the safe sound and green streets stakeholders group, have attended more town hall meetings than I care to remember. I'm here to express my, my strong personal support as well as that of southeast uplift neighborhood coalition for this proposal. And there's not time to elaborate on all the reasons we can list, and if you look at the website, all the reasons good for the city are also good for neighborhoods. There's not -- there really aren't separate categories. They all benefit all of us, and, and a few things that are, are of importance to us, and in setting the coalition-wide priorities that we do periodically for southeast uplift, um, again and again, in past years, if transportation and traffic safety isn't number one, it's

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one of the top three issues that neighbors raise, the folks out there are ready to work and pay. They are aware of the things that the data and the other sources of information tell us that we have known for years as neighbors. And it's finally possible. It looks like there's a way that we can begin to address the issues so people are very excited. Especially the, the crucial funding for the traffic safety improvement, sidewalks, crosswalks, and the over 100 miles of bicycle pedestrian safety corridors that hopefully will get rid of some of that, that conflict between cars and pedestrians and cyclists. And we're looking for, for safer, more effective ways to move freights through the neighborhoods. We also care about that. It seems as though there is sometimes a false dichotomy. We care about that issue a great deal, as well. And we are looking forward to working on, on, in the, in the area of the, some of the \$50,000 of annual al leaks of the neighborhoods. We, we assume we'll be playing a role in expectation management, and that's, that's, in fact, this wonderful package that's only going to hit the, the toughest streets and will only allow us to solve a few of our neighborhoods problems with the 50,000 a year. But we really look at that as an opportunity to build communities while we're building roads. There's nothing like having money to get people to the table and getting businesses and neighborhood people talking together and finding common priorities. We're very hopeful that this will do more than just take care of transportation issues. Outreach has been extensive, one of the best and most transparency collaborative processes that I have seen in my nine years in Portland working on various, various issues. I'm very excited to have been part of it. The stakeholder meetings were lively people. The attendance was high, and, and again, as people have said, the proposal kept evolving. Those people were hearing what we were saying and we were trying to find ways to balance the many, many needs and concerns that people brought to the table. And, and we, again, we get involved in neighborhood things because we like to collaborate and problem solve. This was, I think, a model for collaborative problem solving and we hope the state will be a strong partner along with the city and county, and want to support it for that reason. We're willing, I hope, and committed to funding the, the paying of the fees that will go with funding the proposals, and we urge your support. Thanks very much.

Bill Scott: I'm bill scott. I'm the general manager of zipcar in Portland. I've participated on the stakeholder committee along with everybody else. And I my participation has also been informed by the opportunity you gave me to chair the task force last year for the city of Portland. I support the proposal for many reasons but I've been asked to speak specifically to environmental sustainability. I've also believed that the core of sustainability is about eliminating waste and avoiding waste. I think the most fundamental thing in the infrastructure management is to maintain and repair the existing infrastructure that we've inherited from those who came before us and this proposal has been a thoughtful way of going about that. I've been very impressed with the -- I guess the eagerness of everybody involved to develop an aggressive program of including the safety components that will actually allow people, more people to become pedestrians and become cyclist and to use alternative transportation and therefore have less cars on our streets and I think a longer life for the infrastructure that we're creating. It's been carefully crafted to follow the green streets program so we improve the sustainability of existing streets and have the city's infrastructure we have be more sustainable for the long term. The green incentives obviously improve, encourage Portlanders to make more environmentally sustainable choices and finally, the stakeholder committee overwhelmingly supported expanding investments in the smart trip reduction -- smap trips trip reduction program, which will allow the city to get that basic information out to the households of Portland on a five-year cycle instead of currently it will take 10 years before we reach all the neighborhoods in Portland, and that's had a demonstrated track record of reducing a single occupancy vehicle trips by around 9% in each neighborhood where the program has operated. And that will certainly preserve the port-a-potties we're making for a lot longer because

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of the reduced trips. So I think you're definitely doing the sustainable thing by supporting this.

Thank you.

Adams: Thank you all very much.

Corky Collier: Good afternoon. Corky Collier, chair of the Portland freight committee, a member of the stakeholder committee. Obviously as invited testimony I strongly support this proposal, but I also feel obligated to bring forward a few of the concerns that the Portland freight community has voiced. What is a discomfort with the discount program? Not with the discount issues with the program itself. While all those issues are laudable, we felt they're already built into the original program, and adding them as an additional discount makes the fee structure a little more complicated and reduces revenue for pdot. Ivy will applaud anybody that buys a hybrid car. I was looking for recommendations on that. However, I think all of us would also agree that somebody that needs to drive carolina to work to put food -- food on the table did I serves a discount. The term "trip generators," a destination is not a trip. The person who turns on a street is a trip generator. Whether they be an employee driving a van, whether it's a person run together grocery store, a bietion craigslist heading to work, or whether it's me coming here to testify. The city council is not the trip generator, I am because I chose to get in the car and drive down here. While we're not asking for a change in the program, we do ask that as we move forward to -- the council recognizes and changes our perception of who is responsible for generating trips. Everyone jowt i've spoken with wants to share the burden of the cost of the system, but a continued nonsensical allocation of utility license fees creates an unsettled feeling about another income source that could potentially be directed away from it's a intended use. I ask that the city council immediately turn its attention to the utility license fee, return intricate decisional 28% of the u.l.f. To pdot. We're also ask that the city council take action not just sit and wait, but take action to help ensure a gas tax increase wrlks it be at the state level or a local tax increase. This is a wise move to make. We've even asked a higher increase than commissioner Adams has proposed. I really want to compliment commissioner Adams for bringing this forward. He's been bold and responsive. Two carol crane ries ix that don't always go together. I also want to think city staff for doing an extraordinary job of putting this package together. John wrist, great numbers guy, he doesn't know it yet, but i'm going to ask him to do my taxes. [laughter] thank you for your time. Thank you for your support.

Adams: Thanks.

Scott Bricker: Mayor Potter, commissioner, scott bricker, i'm the executive director of the bicycle transportation alliance. I also have a chance to sit on -- the opportunity to sit on the stakeholder committee and a number of other opportunities to sit on committees and go to meetings. It was an exciting process and i'm glad to be here. I want to speak really specifically to bicycling and walking. The issues that the b.t.a. Focuses on. The b.t.a. Is clearly concerned with transportation generally. We believe efficient transportation is important, so we're fully behind the maintenance of existing facilities and making sure that the city uses money wisely. As it goes for bicycling, as many of you know, most of you know Portland recognizes the nation's top cycling city. And there are reasons behind that, and it's because the city of Portland and people who live here have been dedicated to doing that. But still, even though we've seen exponential increases in cycling over the last 15 years, safety continues to be the number one concern of cyclists. People are currently riding their bikes every day, but also people who want to get on their bicycle and then of course family members as we've heard from already, the b.t.a. This year alone in 2007 alone set up three memorial funds for cyclists. And this is something that is a tragic instance that needs to be dealt with. In Portland, 58% of Portlanders report that they limit their walking, bicycling for transit due to safety concerns. Among bicyclists, what we've heard from our own surveys and we've taken a number of surveys, is that bicycling around heavy automobile traffic is their top concern. At the same time, through the work done as part of this process, of 25 things polled, the random sam survey done, low traffic, bicycle and pedestrian streets, was third of 25. And specifically trying to

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increase walking on low traffic streets while reducing conflicts on the busiest of streets. Those streets reported earlier as being majority of streets where people are seriously injured and killed. People are bicycling. In northeast Portland, for example, 28% of people who commute to work report the bicycle is either their top or second commute choice. And this is on top of the 58% of people who report limiting their use. Bicyclists also support this program because we are willing to pay for the infrastructure. There's a myth out there that we don't pay for transportation even though my family has two cars. Albeit one of them is off insurance because we only use one actively, but we still pay the registration fee and the other property taxes, and other things associated. This program is clearly putting the onus on every person in the city, and every business on the city. In the city. And bicyclists, pedestrians, and people who are using those modes of transportation are very willing to pay for the infrastructure and are supportive of this program, generally. And that's what we've heard from our membership. So to wrap up here, this program would effectively decrease the number of conflicts between bicyclist and automobiles while significantly increasing the potential with the designation of 114 miles of -- 114 or so miles of new bicycle and pedestrian corridors. It would increase, has the potential to increase bicycle ridership which would improve the health, environment, and livability of our city, but most importantly the safety, which is again the number one concern. Moving forward, I want to recognize that while this program has been extended from a 10-15-year program, and the gas tax had been taken out in the initial discussions, the out ears, the 11-15 have a lot of the safety projects in them as well. And so we are very -- we want to watch this process very carefully to work at the state to ensure that they pass their own gas tax that would help fund these projects, and if that doesn't happen, to come back and try and make sure that we can continue to fund this program through the 15 years that it's scheduled for, and as always talked about, to look for other transportation related sources. So thank you for your time.

Matthew Arnold: Matthew Arnold, I represent the bicycle advisory committee for the city of Portland. I'm the vice chair, and we're probably one of the only organizations that really thinks this is a sexy topic, and we're actually talking about it. The city's bicycle advisory committee supports this because we feel they're serious safety concerns that exist today for cyclists on Portland streets. Because we feel there are tremendous, but unfunded treatments that could greatly improve transportation for cyclists throughout the city. And because we feel it provides a fair and equitable way to begin to address these issues and implement a popular vision for a multimodal Portland. This proposal is clearly in line with the council approved goals and objectives for the city's bicycle master plan, which is currently being updated. Safe sounding green will transform Portland for cyclist and perhaps more importantly for potential cyclists, those folks who are intimidated by getting out on the streets under current conditions. By -- designed to reduce conflicts between cyclist and motorists. Scott mentioned safe sounding green would develop 110 miles of family friendly bicycle routes in the form of bicycle boulevards. Improve signallization of arterials where cyclists have difficulties crossing. We believe it will add further development of what is already recognized as one of the nation's finest bicycle networks in the continent's most bike friendly city. We hope that you will as well. Thank you.

Jess Laventall: I'm Jeff, a Portland resident in the Lents neighborhood. I'm here to represent the Portland pedestrian advisory committee. The pedestrian advisory committee has been well aware of the activities of commissioner Sam Add also and promoting the safe sound grown streets program. And we're in full support of this initiative. Specifically some points I'd like to mention that contrary to popular belief, pedestrians are willing to pay their fair share of safety and maintenance improvements. We are users of the system. I believe this program really has some interesting and innovative ways for us to take part for everybody to take part, and funding our transportation system. We're particularly appreciative of the incentives, particularly alternative transportation mode incentives here. I think that will really help improve livability and better use of our

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transportation system. This proposal also addresses the most dangerous crossing for pedestrians, crossing high-speed multilane arterials. This is an issue near and dear to me. Cost associated with the improved, so they'll be some virgine arthur investments made throughout. Also we've identified key arterials where sidewalks can be improved, access to transit and scoops in conjunction with many different organization and resources such as safe routes to schools and others. And the safe routes to school program will increase education for kids and parents, and not just education, but encouragement. We want to encourage people to use their neighborhoods, live in their neighborhoods, and make Portland a livable city and a great city to walk in. Thank you.

Bob Sallinger: Good afternoon mayor Potter and city council. My name is bob salinger, i'm here representing the audubon society of Portland. And also as a board member for the coalition of a livable future. As such I represent our 10,000 members and the groups that make up c.l.f. And support the mission to create equitable and sustainable communities. Those two dwriewps are the only groups not part of the 89-member citizen advisory committee, but I am here on behalf of both groups to express our strong support for this measure. We greatly appreciate the work of the committee and commissioner Adams in taking on this unglamorous but very important issue. When I got into conservation I assumed I would be working on things like getting roads out of wilderness areas, but not coming before city council to support fixing roads in urban areas. But the fact the audubon is here today reflects the fact that this city does things differently, and reflects the fact we do things holistically. We integrate in things like bicycle and pedestrian safety aspects and conservation measures into issues that were traditionally gray infrastructure. That's what makes our city great. I'm happy to support. This two things I would like to flag for your attention, the first is the low-income family discount. We are appreciative of the fact that there is a discount for low-income families. We are concerned that it might be a little larger. Low-income families spend a disproportionate amount of their income on transportation alternatives, also studies show they have a lack of access to some of the things that would get them the green discounts. Low-income families tend to be further away from public transportation, for example. So we hope over time you'll be able to track this issue, perhaps take a closer look and make sure that aspect is truly equitable. The second issue i'd like to flag today is the green in the safe sound and green proposal. There are aspects to this proposal that are intrinsically green. The bike and pedestrian aspects, the incentives to get people out of their cars, and on to their feet, their bike, and public transportation. But one other piece that I want to put before you is the storm water aspect. Commissioner Adams did refer to this earlier as part of the package the city has made a real commitment to integrating storm water into all of its infrastructure projects, both throughout watershed scplant green streets initiative. That really hasn't happened to a great degree yet, despite the fact they're supposed to look at those issues and incorporate them. Incorporation to date has bin intermittent. This is an opportunity to bring that forward, highlight and it integrate it. I would like to draw your attention to a technical advisory committee member to the green committee, dated november 26th, 2007. In that memo they note green street activities appear to be one of the most promising areas for collaboration we've identified. We have some concern about the city's current ability to deliver these projects with the current distribution of projects between transportation, water, and bureau of environmental services. There was a general consensus meeting green practices would require a virtual team to develop policy design and implementation. They hit it right on the head. I have no doubt -- infrastructure we have right now isn't sufficient to get them done. They made several recommendations to create interagency technical advisory committee that will be standing to advise safe sound and green. To establish a structure between bureau tones sure effective and efficient delivery of green strategies and to expand the scope and the definition of green practices to ensure identification of more opportunities for collaboration on green strategies. I would add one more to that list, overlay the priority map for the safe sound and green on the b.e.s. Priority map as well to

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make sure the opportunities are captured. But those are our small concerns. We strongly support this proposal and applaud the effort.

Lynn Lindgren-Schreuder: My name is Lynn Schroeder, the director of the Willamette Pedestrian Coalition. Commissioner and Mayor, we're happy to support safe sound and green streets program, and one of the reasons that we're excited about it is that the emphasis that it's put on pedestrian and bicycle and also the green emphasis, Portland is known throughout the country for being such a walkable city. This year the Brookings Institute gave us a ranking of fifth. I think we should be number one, and I think more projects like this that can allow us to expand on the great walker infrastructure we already have as well as to maintain the infrastructure and work on the connections will really push us over the edge in terms of becoming one of the best places. I was also involved on the Yektd Avenue -- I won't go through the whole name, the Citizens Advisory Council, and if this is funded a lot of those projects that were slated for that will probably go ahead. And that's a great example of a place where all the pieces, the bikes, the peds, the transit users, the elderly and the children use the street and have a real difficult time using it. This allows them to make important fixes that work for everybody. So we look forward to the successful completion of this. Thank you.

Potter: That's all the invited testimony. How many people have signed up to testify?

Moore-Love: We have 32.

Adams: I made a mistake. We have -- Bonnie has citizens that we would like to testify.

McKnight: I invited four folks from the coalitions to come to talk to you about their support in continuing to define the coalition process in the next few months. I've invited Linda, you know already, Linda is a board member from Southeast Uplift Coalition. Linda Baur from East Portland, who is from East Portland Neighborhood Organization Coalition, Land Use Transportation Chair, Bill Barber, Central Northeast Neighbors Outreach Manager, and Marianne Fitzgerald, who will have other comments I believe, but she's here today to talk about the process from the standpoint of the Southwest Neighborhood Transportation Committee. So I'm going to leave and let them --

Adams: Come on up. Sorry, Mayor.

Bill Barber: I'm Bill Barber, the neighborhood planner at Central Northeast Neighbors. Also known as CNN. I want to reiterate what Bonnie had said earlier about just the opportunity to be working with PDOT. I -- what I've seen, I've worked as a neighborhood planner for four months, and I've seen a great deal of wisdom in the neighborhoods and the business associations. And also in the underrepresented groups in the community. For example, CNN is one of the most diverse groups in the city if not the region or state. So we really look forward to working with you all. I'll be brief, just as an example of where things are working well, 82nd Avenue Crash Corridor which was just mentioned a moment ago. Smgths it's a great example of a lot of public outreach, the neighborhood associations, the business associations, really pitching in. Thank you for the opportunity to testify.

Marianne Fitzgerald: Marianne Fitzgerald. Did I provide a written custom -- copy of our testimony today. We represent 17 neighborhood associations and three business associations, and it's essentially the entire southwest quadrant of the city of Portland. As Commissioner Adams noticed, we've got half of our arterials do not have sidewalks, which is half the inventory in the city. Over 40 miles of our streets run paved. Steep terrain, winding roads, and clay soil make it expensive. We do ask for accountability. Our board was very strongly asking for accountability in the process. And we want to make sure that it includes a provision for community involvement. Wove suggested some language that could be added to the ordinance on the oversight committee, if you so choose, which would provide more input into the annual review process, and allow an opportunity for comments on the list of projects and on the whole progress of the program. And we do feel very strongly that this citizen participation is needed in the annual review of the program. Finally, we just ask that you reinstate the neighborhood needs process. So neighborhoods particularly the coalitions

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are invited early on in the process. So that we can provide input that prioritizes how the money is spent in our neighborhoods. Thanks for your time.

Nettekoven: Just a couple of other comments related to this notion of citizen processes. Just wanted to let you know in some of the coalition we're already collaborating closely with the business associations thanks to the city on both counts from the neighborhood grants proposals and the grants. We've already had neighborhood representatives on the committees and advise versa, and I think there is a lot of infrastructure already in place that will enable us to play a constructive appropriate role as advisors in making decisions about that \$50,000 for each coalition area each year. I just wanted to make sure you were aware of that.

Potter: Thank you.

Linda Bauer: Linda baur. I'm chair of the pleasant valley neighborhood association, but testifying for the east Portland district coalition chairs who unanimously endorsed the proposed process.

Thank you.

Potter: Go ahead and call the first three and notify the second three. People will be limited to two minutes each.

Potter: When you speak, state your name, and you each have two minutes.

Jeff Bernards: My name is jeff bernard, I have been a business owner in Portland for 33 years. I went to a lot of meetings, all phases of the meetings to help develop this road maintenance fee program. And I feel like that road maintenance fee is a hidden property tax and -- I moved closer to town to reduce my car dependence and utilize public transport and my bike. My house doesn't drive down the street. I feel like you always look at my house as an a.t.m. To cover state government's inability to act. Taxes are used to control behavior. This tax fee only hides the true costs of driving. This is a -- it's time for the people who drive to pay for the roads. I'm a single driver homeowner, but my neighbor, who has four cars and four drivers heys the same, yet they use the road four times as much. With the nearly \$500 a month rhyme currently paying in property taxes, I don't understand why you can't find \$4.75 to put towards the roads. I don't think it's that much money to ask for. This is a little -- the number one tax cut in Oregon is a pollution control tax credit for corporations to control point source pollution. I'm not asking for a tax credit for riding transit or my bike, I just want recognition of what i'm doing for the overall economy and environment to be realized by providing alternative infrastructure. If you think cyclists are getting a free ride, get out of your car and enjoy the free ride. Riding transit or a bicycle is a big commitment of time and energy. If you pass this maintenance fee you're only living the legislature's off the hook for lack of action on a gas tax. It's time the state letter passed a serious gas tax like the state of Washington. Allowing our bioinfrastructure to decision integrate by not raising the gas tax is totally irresponsible. Gas taxes have been fluctuating 10 cents a week, and I personally would hardly notice the 10 cents. I can choose -- I can pay the tax when they come to visit Portland. That will have the positive effect of people driving less. Is my two minutes up?

Potter: Your two minutes are up.

Bernards: I got more, I got more:

Kent Studebaker: My name is ken studebaker. I'm here representing the northwest industrial neighborhood and myself. We're pleased that you're getting involved in repairing and maintaining the roads, but our position is that this is a primary infrastructure program, and it should be paid for out of the current budget. We believe there is money in that budget ta take care of this. By making this proposal to pay for the roads and maintenance outside of the paul thompke present budget, it appears you're saying that the road and the repair is not any more important than anything else in the present budget. And we think it is. We think it's a basic governmental function to do this kind of road repair. We do also believe the money is there. My understanding from the meetings I went to is the budget, the estimate costs of doing this maintenance and repair is 26 to 45 million per year. At that time over a 10-year period. That is about 1%, 26 million is about 1% of the current

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budget, and could you take care of this at the present 10-year period by taking that 1% out of the current budget. --ly there is the utility franchise tax. And the money from that would be more than adequate to dot repairs, costs project order this thing. Essentially this -- assessing this tax is just adding another onerous burden to the cost of doing business in Portland. It's happened on the storm water management fee, which on my business anyway started out the bill was \$70 per quarter, now it's \$1200 per quarter. And I don't think that's unusual for any of the businesses in the Portland area. It adds an additional cost to the cost of doing business. I think it makes it more likely that business less relocate elsewhere or may not even locate here, because after all, if they're here, and there's an infrastructure problem it appears the city is just going to add it to the water bill. Thank you very much for listening.

Neilson Abeel: My name is nelson biel. I am a resident of the pearl district and i'm here not to address any of the financial aspects or the structural aspects of this plan. I think it's obviously an already good plan for the city to undertake. I'm here to point out one major flaw in the program. A flaw which I have pointed out in correspondence with the mayor's office and in private conversation was commissioner Adams, and that flaw is the fact that the city of Portland to protect the safety of the streets, pedestrians, and bicyclists must act to remove to make illegal the act of using a handheld telephone behind the drivers in the drivers' seat. We should be leading, not in this action, it is one of the -- it is one of the prime safety elements that will cost nothing to the city to do.

And I want to point out that there are a number of states that have a statewide ban. The state of connecticut, the state of new jersey, the state of utah, the district of columbia, and miraculously, our neighbor to the north, the state of Washington as of july 1st of this current year, has got a statewide ban on cell phones in the drivers' hands. By jurisdiction the following states allow municipalities and counties to ban cell phone use at the wheel. Illinois, massachusetts, new mexico, ohio, pennsylvania, and michigan. And as a 15-year resident of the pearl district and an ardent pedestrian I can tell you that it is one of the things that the City needs to do not only for the safety of its citizens but for its quality of life. It's not always the tragic statistic that we heard today of the pnca student that was killed at Burnside and 14th. The quality of life issue goes to the near misses and the non recorded interactions between vehicles, and pedestrians, and bicyclists. Get rid of the cell phones in the drivers hands and we've gone a long way in this town for safety of its citizens.

Adams: And as we've discussed Neilson at the 24 hour fitness gym Jacuzzi --

Leonard: That's too much information.

[laughter]

Adams: Where this conversation occurred, the city is preemptive on regulating cell phones. By state law.

Abeel: Commissioner adams, I recommend to the mayor and to the commissioners of this city take the action into your own hands and let the state of Oregon sue you after you've passed the ordinance.

Studebaker: Same on the studded tires.

Abeel: Because this is an issue --

Adams: I understand and believe me we've had the discussion in our legislative agenda, as you and I have discussed --

Abeel: All I want is a commitment --

Adams: We will keep after it.

Terry Parker: Thank you for having me testify. My name's terry parker and I'm a lifelong resident and tax payer in Portland. First I'd like to say that it's interesting that the public's testimony cut after a parade of witnesses that seem to have unlimited amount of time. The purpose the proposal before you today is deceptive. It seems pdot has plenty of money to build a proliferation of curb extensions that cost 20 to 50,000 dollars a piece and then not enough money to repave streets. It's illogical, backwards priority to create stop and go fuel consuming traffic by making it difficult for

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trucks to maneuver, giving rise to buses obstructing traffic in travel lanes. On his website commissioner adams lists using funds for a significant investment in bicycle network as the first key component while repairing the arterials that are in poor condition as the last one. That seems to be deceptive because it appears as there are backroom deals special interest deals made with the bta and other lobbyists to fund bicycle structures on the backs of tax payers yet another preferential treatment freebie pass here. The proposal is both biased and deceptive because the bicycle tax was stifled out of the public conversation, kept off the table at the meetings. Bicycle infrastructure is not a right. It should be paid for by users. I'm going to jump to the last thing. How can you annually increase sewer rates, garbage rates, recycle rates, then sit around the table with a straight face and discuss how to achieve affordable housing. Utility bills are part of affordable housing. You need to remove the discount programs except for low income people. Bicyclists need to pay for bicycle income tax. The city should not be a sugar daddy to bicyclists to pay for the tax.

Pamela Ake: Hello. My name is Pamela ake and I'm representing the nw industrial neighborhood association and we have been very concerned about transportation issues which impact our business members. The nw industrial area depends heavily on all forms of transportation and freight mobility, maintaining and expanding their transportation and infrastructure is core to a city so therefore the city budget should include adequate monies for transportation as a high priority. Again transportation systems support every activity of our citizenship. It's recreational, its accessing government services, educational pursuits, and going to work each day. Every person, public sector and private sector entities rely on the transportation system. Again the great debate is whether portland is friendly to businesses, whether its incoming or retaining businesses we continually add more fees added to our bottom line. People are talking about the 2 dollar fees the 4 dollar fees. Well in our neighborhood were talking 8,000 dollar fees. We aren't talking 4 dollar fees. Were talking 8,000 dollar fees. And we do not support this. Nina does not support the safe and sound straight proposal. We do support an effort to make our streets efficient and well maintained and adequately meet the public's needs but we are concerned about the utility franchise fee which used to pay for Portland streets that no longer goes to Portland streets. And thank you for your time.

Don Baack: Commissioners, mayor potter, don baack, hillsdale. I strongly support this initiative. It's been well vetted among a lot of people and I strongly support it. I like particularly the provision that sam adams read earlier about the citizens and business being heavily involved in the selection of projects, that's important. I'd like to suggest that we had some kind of a provision where people actually get involved and do some of these kinds of things. There's none of that in there so far so I'd like to see that put in at some point in the future. One thing that strikes me when we got 20,000 car damage being done by one bus, there's ways of retrofitting buses so they wouldn't do so much damage. Let's get on that as well because let's stop the problem where it's causing it and the buses are. I'd like now to take a couple of minutes and talk about what's going to happen. We don't keep our streets up and I've traveled a lot in third world nations, my business took me there with timber and wood products, I got in a lot of back places. Typically in those places, a Toyota will last you three years. Another brand will last one year. People have to have constant alignments, shocks, go in a hurry. And the cost of this thing to me is 55 bucks a year for the house and that is like one alignment. In perspective here what were talking about and you can get into whether we should allocate it or not, potholes, you only have to hit one pothole and you need another alignment. If we have a significant number of potholes, people then start dodging the potholes and that makes them cause danger to other people. There's a lot of building stuff here that we don't think about, it's still a pretty decent infrastructure but if you take it to the extreme, you end up with patches of pavement here and there -- a lot of our safety is based on really good streets. We take that for granted. And I don't think we should. We should really identify that as an important issue. Thank you.

Chris Smith: Mayor potter, commissioners, my name is chris smith. And while I am an authorized representative for the Portland streetcar, I'm not appearing on their behalf. I'm speaking on my own

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behalf. I was one of the 89 and I will be brief because of time. People talk about government sticking to basics, well I can't imagine anything more basic than maintaining the assets that we all own together and keeping our streets safe. 3,000 casualties in our street system over 10 years is simply unacceptable. -- at the same time make our street system greener is excellent. I appreciate commissioners Adams leadership and the very inclusive and extensive process he's had and I urge you to strongly support it. Thank you.

Jim Gardner: Can I get your left over minute? Mayor Potter, commissioners, the past several months I've represented several Portland neighborhoods on the stakeholder committee that you heard about. My first comment on this process is really is that for not one day was that dull or predictable. From one meeting to the next, it seemed like the proposal would shift and change shape, sources and amounts of revenue would be changed almost continually. A 10 year program no a 15, a gas tax, no just a fee, is the county here, no but maybe. Some would say this is all political gain to find a combination that would get the most political support and least opposition. I think there's a much less cynical way to look at that process. I believe it was a careful and evolving search for that combination of taxes that would be as fair as possible. To be spent on projects that would solve as much as possible of the city's maintenance and safety problem. The stakeholders committee had a lot of points of view, and many of those were listened to and the proposal was suggested. I can enthusiastically support today's proposal. It does not follow a pattern we in southwest have seen for a long time, and that is that we have often been promised more transportation help than we've actually received. My own neighborhood, in fact, was promised a south Portland circulation project seven years ago. When the tram was draped over us, that project was renewed about five years ago. Nothing has happened. The case has been convincingly made that Portland's transportation infrastructure is failing, and that the current sources of revenue are not adequate to do the job. I strongly urge each of you to face this problem squarely and courageously. This proposal is not perfect, but it's good. Don't let the former be the enemy of the latter. Thank you.

Betty Brislawn: My name is Betty, and I represent as the chair of elders in action, and we strongly support this. I was listening to the testimony today, I have some personal things that came to my mind. One of those is that in 1992 I was required by the health department in Multnomah county to have a car, and I drove all over the county every day. I bought a car that I think it cost me less than \$10,000. And I was living in Vancouver, and that first year my registration fee was \$1,000. We understood that it was going for roads and city streets and things, and understand there's a difference in the way we fund government in this state. But having to pay that all the years that I lived over there, I really find it hard to understand why people would look at streets, for example, I was example I was out on airport way the other day, and I spent 55 minutes in a traffic jam on airport way. And finally my car was overheating, so I managed to turn in the driveway and cool it off a bit. But I kept thinking about all the trucks and cars sitting there, and I waited until this was about quarter to 5:00, it wasn't until 10 minutes to 7:00 the traffic began to move freely. And look at the air pollution. That to me, people's health is so important. Working for the health department I saw that every day. And in my own case, I have COPD, and I'm restricted about walking and bicycling. I used to go mountain climbing, I can't do that anymore. And one more thing I wanted to say, thank you very much for the moratorium on SB 716. I parked here at 10 after 1:00 to be here for today and I parked in a two-hour parking spot with my handicap tag. If I had to leave to go move my car, I wouldn't be here right now. So thank you very much for listening to us. We're seniors, really, really need to have the safety of good transportation. Lots our seniors are staying home because they're afraid to be out walking or even catching the bus. Thank you.

Potter: Thanks for being here, folks. When you speak, state your name for the record. You each have two minutes.

Kathy Leathers: My name is Kathy Leathers, and I represent Leathers Fuel & Family-owned business in the state of Oregon. I would have to say that I'm here today because our company

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would support a statewide gas tax which we believe would be fair. But we cannot support a city street maintenance fee that does not treat in our ice all folks equally. It gives advantages to the competitors that are just outside the city of Portland. Our business which consists of gas stations and small convenience stores works on a very, very slim margin. In any tax or fee that ends up being added to us is base clis absorbed by us and not passed on to the consumer because i'm sure as you all know, we're a very, very competitive industry. In fact, one of the only ones that has to post our prices on the street. So you see them every day. We also feel that it's not equitable in the fact that if i, say, own a business and also live in the city of Portland, i'm basically or essentially being taxed twice. So to put this kind of in perspective from our standpoint, we work on basically pennies in our industry, and one of the sites that we have commissioner Adams talked to me on friday, and I said that I could not support this. By working on pennies, at a site, we were -- he was talking to me about an \$80 fee. That \$80 fee would amount to almost two cents of a scent on this one site. In our industry, that's quite a bit. So if I could ask anything today, it would be that the council go back and really look at a fee or tax that would be equitable to all. In other words, from our standpoint attacks that would eliminate the individual city and counties and look at the state as a whole. In fact, a statewide gas tax from our perspective. Thank you.

Paul Romain: Good afternoon, or it is evening? I can't really tell yet. I'm an attorney in Portland and I represent the Oregon petroleum association. We are in favor of a significant increase in the statewide gas tax. In fact, we've talked about 14 cents per gallon increase. We would support it. Again, the same reasons that ms. Leathers talked about. It goes across the board, it's fair, it's equitable. We pay it, we can pass it on normal business expense, and there's no competitive advantage or disadvantage. One of your staff people earlier on talked about, this is really a leadership issue, and she commended the commissioner. I commend him for bringing the issue forward, because it's about time. The problem is there's been a lack of leadership since 1993 when the tax went up. You're not restricted to using gas taxes only for street maintenance. You can use anything in your budget. And you have chosen over the years to not go for street maintenance. Basically where -- the question should be, have you spent your money wisely over the last 15 years? If roads are such a priority, why haven't you put more discretionary funds into those roads? You have a \$34 million surplus in your budget right now. Why are we not talking about that going into road maintenance? This is just a new tax. In addition, the administrative costs to the new tax are high. Businesses we need predictability about the only thing we can predict out of this is it's going to go up 3.5% every year. Businesses are lucky if their profits remain even stable. Let alone go upper year. The average pretax profit for a convenience store is about \$2700. A little more than \$2700. So all of these taxes, when you talk about \$100 a month, or \$1,000 a year, those are very, very significant to little people. And we can't just keep coming in. There was a parade of people, two hours of it, talking in support of this thing. If this, and if you all believe this is such a good thing for the people, and that they will support it, send it out for a vote. Consince us, not just the few members of this committee. The measure would go into effect even under your current measure in july. The made is may 20th. Send it out to a vote of the people and have the people debate it.

Leonard: I have a couple questions I need to ask. I was in the legislature in 1993, the gas tax. I was in the 1995 session, the 1997 session, the 1999 session and 2001 session when a coalition that I believe you are a part of opposed any gas tax increases. So i'm a little curious how today you're sight representing that you think this ought to be done on a statewide basis, and go down to salem and then argue, we don't need a gas tax. Odot doesn't spends their money right, so you kill it down there and come back up here and we try to respond because we haven't had a rate increase since 1993 to do something to keep the bridges from falling into the river and to keep the pot hills filled, to do something to try to synchronize the increasing number of bikers, of which I am reluctantly

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one, that tried to live coexistence peacefully with automobiles on the street and now you're sitting here saying, well, the legislature ought to do it. It feels like you want it both ways.

Romain: Commissioner Leonard, it's really a problem with old age, but memory is usually the second thing that goes. I did not start representing petroleum association until after the 2001 session. So I was never part of that.

Leonard: I said your organization. So your --

Romain: My organization --

Adams: Oregon pre petroleum disbloarks all I know is since i've been representing --

Leonard: I'm telling you the organization, along with the Oregon truckers association and other groups, you know this, you were there, fought the gas tax increase.

Romain: Commissioner Leonard, there is a coalition right now composed of triple a and the truckers who are supporting this. It's composed of big oil, it's composed of my group, which is little oil where the gas station and jobbers. Who are supporting the statewide effort. We are van gundy russly, we have been very public about it. We will go for a 14-cent, I can't be more specific -- on the condition that we don't have a local gas tax.

Leonard: What other condition?

Romain: That is it.

Leonard: Every session I was there, the representatives from your organization fought a gas tax increase. Through 2001. I read in 20053, 2005, 2007 session since i've been there, there has been a variety of other kind of opposition, including senator bruce starr's efforts to increase the registration fee. He was limited to what he could do to raise a certain amount, the bond for a maintenance project and -- also been tole the sellwood bridge that should have been on the list of items to be repaired, was focus order a group of lobbyists working on bruce starr's proposal to make sure the sellwood bridge did not get on the list as punishment to Portland. On pretty good authority i've been told that. I guess i'm -- I haven't been involved in this process. Other than to urge sam to do what he's done, to make sure he includes -- to listen and compromise. But I just find it just a little hard having my own experience in the legislature offul not you, your organization and the others that I alluded to fighting vigorously every session, any increase in the gas tax to the detriment of the safety of all the of the citizens of Oregon, but especially Portland. And now saying now you want to do a gas tax scprks have that happen, we wouldn't be here. Nobody wants to be here doing this, but we have a responsibility to provide a certain level of service. The other money pays for police, fire, parks, efforts to get people back to work, homeless people off the streets. So there's a lot of competition for the money that we have. We try to spend it as wisely as we can, but i'm just looking for some kind of middle ground where I can believe that you really want to have this kind of unified approach to do something about the dangerous highway and bridges in this city, county, and state. I'm sorry, I just don't buy it.

Romain: Commissioner Leonard, ever since I took over this organization after 2001, actually lobbying for them, we have subsequently in this last year taken over as executive director of the Oregon petroleum association, since 2001 we have been vigorous supporters of a gas tax increase. I have told the organization, they have basically said that's what they want. We would support that. We on have told that to every legislator who will listen. We have been vigorously trying to get it. We don't even want it phased in. We want it to happen immediately. Because frankly a phase-in is harder for us to deal within an immediate one. The amount of increase from our perspective can be up to 14 cents a gallon, because that's how much below Washington state we are. So I can't be any more specific than that. In addition, because it is additional money, new money, the current formula for distribution would also be subject to negotiation. If the cities got off the let's just rely on ourselves, the state will never do anything mantra, and go out there and actually work with to us try and get something, perhaps as in Washington state, the cities get I think nine cents a gallon, there's no reason why the cities can't get seven, nine cents a gallon. That's part of the negotiation

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process, you as you well know. So don't hang me with things that happened during your old time. You can hang me for --

Leonard: I never even brought up hazard. I'm not even mentioning that.

Romain: Yeah.

Leonard: Which would be a great place to be right now, as a matter of fact.

Romain: We don't want to talk about that stuff, do we?

Leonard: No. But i'm telling you, i'm just talking about my experience in the legislature. And my experience is really different than how you're portraying what you're willing to do. If what you're telling sme going to happen, i'll be the first to call and you say thank you. But I was so frustrated watching those debates. And watching what I consider to be people who should be supporting an increase in the gas tax. And as I said, the efforts since you've had the -- that organization as a client, the effort to actually as I understand very accurately, make sure sellwood bridge stayed off the bridges -- doesn't give me a lot of confidence next session that -- and I realize just a small part of a longer -- larger group of -- you may or may not be able to dictate what happens, but my experience is the city of Portland was left with the bridge that's on the verge of collapse because of some groups in the organizations that you work with sairks we don't want sellwood bridge on the list of bridges to be repaired, though it was the least -- had the smallest number on the scale of 1-100 of any of the bridgeses in the state of Oregon. It fries me a little bit to think of us -- the citizens of Portland paying because of the political machinations much what happens in salem with an unsafe bridge. And if you're telling me that that's changed and you're focus order making sure that we get a legitimate 14 cent a gallon increase, that's great news. But i'll believe it when I see it, paul.

Romain: Commissioner Leonard, just one last comment because i've gone a little bit beyond the two minutes. But bottom line is this. I know absolutely nothing about the sellwood bridge controversy. Absolutely nothing.

Leonard: To be fair, it wasn't your organization, this was the Oregon truckers association.

Romain: And I have absolutely no idea why they would do that or what --

Leonard: Punishment to the city of Portland for beeght city of Portland.

Romain: I live in the city of Portland, I live two miles from right here. I've been -- I love the city, I have never been part of anything like that. I would never. Again, on the gas tax. I don't know what I can do besides rip off my clothes and dan here naked, which is something you don't want me to do, to convince you that our organization has been trying. We tried in the '07 session to put together a coalition. It became very apparent both from the democrat and the republican side, they both share the blame, nobody was going to move on a gas tax. The democrats had just taken full control, did not want something coming out. The republicans had lost control, we're look for a wonderful issue to put the democrats on if they put it out there. In 2009 we now have people convinced, it's beyond -- senator metsger said in support of this proposal, there is going to be something that comes out. My job and the responsibility i've taken on is to basically try and convince those people who would normally listen to me on no taxes that this is something we absolutely need. And we want. But we -- I don't know how else to --

Leonard: That's great news.

Romain: This particular proposal, what you're talking about has absolutely nothing to do, this particular proposal -- all we're saying is, if this is such a good proposal, send it out to the people and let them vote on it.

Adams: With --

Saltzman: With all --

Sten: With all due respect, commissioner Leonard, I got both your points.

Leonard: But i'm not done.

Sten: Maybe paul should be.

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Leonard: I just wanted -- I realize there's a larger discussion, this is going to happen after this and some of us want to make sure on the record we get some things clear. The -- I think your point on the gas tax is fine. And it's actually great news. I hadn't heard it that clear before. So I appreciate hearing that. But that's my understanding as to why commissioner Adams dropped the gas tax proposal from our plan, because of some commitment to next session, address that issue. So that did -- this -- it is related to this proposal in that that's precisely why he was convinced to drop that part of this proposal.

Romain: And we told him, I told commissioner Adams to his face that we would be supporting it. We will be supporting it. If we don't support it or if it doesn't pass, I expect you to pass these local taxes. Absolutely. Because the state has its opportunity. But have you the perfect storm brewing, absolutely perfect storm brewing right now. I have never seen it. I've been around this process for a long time, and I have never seen it like it is today. Give it a chance to work out. Use your budget surplus to do what you need to do, but give it a chance to work out and then if i'm wrong, and I actually have been wrong once or twice in the past, then go ahead and do what you need to do. Thank you.

John Carroll: John carol, i've been here for 2:50, and it's been the best -- one of the best times i've had. This is been inspirational, just the conversation that you've had, and the comments that have been made by the public. To anxious one quick question, what the city of Portland is providing as leadership here, I want to thank all of you in anticipation of a positive vote for this. Our community around the country is viewed very, very positively because of the quality of life, the commitment to its citizens, its sustainability, and its environment. We are all talking about it appears as though we're talking about tree hugging and crazy environment, and a collection of those things. I am in 100% support of that. 1,000 support of it. But there's another component of this that we've not addressed, and I think it's a fallout, a direct result, a direct product of that, and this is an economic engine. Around country we have a reputation for attracting businesses and we -- attracting citizens. That want to come to a quality of life. This is a further demonstration of our city making a commitment to make it safe, and environmentally friendly. I cannot underscore that enough. My business is in the development and one commitment I made 10 years ago, I don't want to develop any more, build anything any more in the suburbs because the reality is you're not going to outrun the automobile. I think ought to put density where the infrastructure is there supported, and you're finding people want to live downtown. And this is an excellent step forward. I can commend new advance of the vote. Thank you very much.

Romain: I have some testimony from richard --

Potter: Could you give to it council?

Potter: Please state your name when you speak. You each have two minutes.

David Anderson: David anderson, I come here as a private citizen. Thank you, mr. Potter and commissioners. I'm a homeowner in Portland. It's totally paid for out in lents. I ride a bicycle, I own a car. I'm here in support of more bicycle lanes, safer bicycle lanes, and I can give you all kinds of anecdotal evidence of unsafe drivers you've heard them before, so I won't. I just want to let you know I support my proposal -- this proposal and i'm willing to pay a couple extra dollars every month in property tax for -- to support the proposal. I hope to silence some people who think bicyclists don't pay their way.

Kim Carlson: Good afternoon, my name is kim carlson, I live at 2442 northwest thurman street. I represent the northwest district association board and the nwda transportation committee in support of the proposed safe, sound, and green streets plan to enhance and maintain our city streets. Assist the process for obtaining public input was open and inclusive at every step. Commissioner add amounts and his staff clearly explained the current conditions, the consequences of delayed action, the costs involved and the funding ideas proposed. Three I patiently listened to rooms full of neighbors attending meetings in my neighborhood, and as we explored solutions throughout all of

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the city. Evidence of our input is embodied in the resulting proposal and I believe it -- as I believe it is for all Portland neighborhoods. In my five years of experience on the transportation committee, this public process is unmatched for its straightforward approach, successful outreach efforts. As it should this is a city council decision and on behalf of the nwda I ask each of you to vote yes.

Thanks.

Glen Zirkle: My name is glen, good afternoon mayor Potter, commissioners of the committee. Thank you for allowing this public hearing on the matter of such importance as a \$460 million new tax. It seems a tax of this magnitude should register as an item to bring before the voters. If the city as confidence as it portrays itself about the need for more public transportation, and safety, fund by a tax of this magnitude, my suggestion would be that you would submit it to the voters for their approval. Second thing I've noticed about this particular proposal was there's a disproportion at to this tax that is rather astounding. If it's a transportation tax, guised under the title of providing public safety, then why shouldn't the people who use the transportation avenues you are proposing pay for the use of that safety. I am not aware that bikes are paying any kind of a use fee. The disproportionality also exists in that this current proposal sun clear in that it won't have the effect of large multinational businesses paying small amounts of tax and small locally business operators paying large unfair portions of the tax. Businesses located along the transportation corridors already pay property taxes, already pay tri-met taxes, already pay Portland city revenue taxes, the taxes go on and on. This tax is a transportation issue, and a statewide increase in the gas tax which limits the use of the revenues for road use and upkeep is the proper place to work for an increase. The enactment after fair broad-based gas tax increase at the state level would bring in far more money than the band-aid that the special interest tax proposes. The state gas tax generates more funding, it's the fairest tax to enact and it's the most economical tax to straight. Thank you for hearing our testimony.

Parsons: We have nine more speakers.

Potter: Please state your name when you speak. You each have two minutes.

Nick Popenuk: Mayor Potter and city commissioners, my name is nick popenuk, I am formerly a candidate for mayor and currently i'll be a candidate for erik Sten's soon-to-be vacant council seat. And I am here today to oppose the transportation tax. Now I applaud the city's efforts, especially the Portland office of transportation, for acknowledging the lack of funding set aside for maintenance of our transportation system. Is it a serious problem. And maintaining existing infrastructure should be a top priority when the council makes budget decisions. However, proposing a new tax is not the answer to our problems. The office of transportation has 142 million dollar annual budget. And much of it is being spent on unnecessary projects. While critical transportation maintenance goes unfunded. I'm talking about pet projects like the 147 million dollar east side streetcar, and the \$45 million burnside-couch couplet. The city needs to show taxpayers they can use existing revenues wisely before they try to burden our families and local businesses with a \$420 million tax. The way I see it, there are four main reasons to oppose this tax. Number one, it puts an unfair, unnecessary burden on taxpayers. It is unacceptable to ask families to pay an additional tax for basic services while the government uses existing revenue streams for pet projects. Number two, it is bad for the economy. How do you expect our businesses to remain competitive if you keep sadding them with new taxes? Local business examples are the lifeblood of this city and government should be looking for ways to make them more profitable instead of bleeding them dry. Number three, Portland's roads are part after larger transportation system. It doesn't make sense to repair our roads and let the surrounding infrastructure crumble. We should work with leaders from around the state to find funding solutions that fix our entire transportation system, not just one segment. Number four, this fee is going to piss off taxpayers. Have you not proven to the majority of taxpayers this new fee is necessary. If the fee passes and residents and businesses see their utility bills spikes, they're going to be angry. And will severely limit our ability

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to pass more reasonable transportation funding measures in the future. No one is going to support Multnomah county's vehicle registration fee to fund the Sellwood bridge replacement or a modest increase in the statewide gas tax if they've still got a bad taste in their mouth from having the city cram this transportation tax down their throats. Thank you very much.

Pat Wagner: Pat Wagner, advise chair of the Linton neighborhood association. Northwest st. Helens road, u.s. 30 is a major freight route. It's a state highway, it cuts Linton, my community n. Half. Most of the dollars spent on this proposal is spent on freight movement. Please realize every dollar spent on pedestrians and bicyclists is spent on freight movement. Every dollar spent on public transportation is dollars spent on freight movement. Because it gets cars off the highways. But it is also the money spent on communities and family. My and -- Linton's bottom line is life. I hope you will support this proposal in usual Sam Adams' style this, proposal is fair. It's very fair. This is probably the last time I'll see you all together. As a city council. I want you to know it's been an honor to know and be acquainted with each and every one of you. So thank you. Please support this proposal.

Jefferson Smith: Jefferson Smith, east Portland resident. Three things to say. First is thank you to commissioner Adams and others. I'm pleased the commissioner Adams didn't recognize this was an election year, nor did his staff, or at least they recognized he wasn't run for reelection, so it wasn't a concern. But I think showing this kind of courage is what we need frankly and is a reason why folks like me would support candidates not why we'd run away. Second thing I'd say, my primary concern as an east Portland resident, I grew up in inner northeast Portland and some of the challenges that we're facing those neighborhoods when I lived there now facing neighborhoods where I'm living now, and I blame myself. I think they're probably following me. But would I ask people to look at their little maps, which are very handy. And if you look at east of 82nd, which is the line marked 22, red line marked 22 on the right-hand portion, the eastern portion of the map, you'll notice east of that there aren't very many blue and purple lines. Blue and purple lines represent where paving resources are going. The reason that there aren't a lot of blue and purple lines the arterials are in good condition. So the methodology that is being used to deal with only the very worst of the arterials aren't applying paving resource east of 82nd. I would say looking at the meth doll did I to see if there are way paving resources can get spent east of 82nd would be valuable. Either by as commissioner Adams has suggested, an expansive view of the definition of arterial and/or looking at historically underserved communities and seeing how we can lower the threshold a little bit for where we can best pave resource. The third thing, after hearing brother Romaine, my impression is the bargaining position of this body of this city will be improved by its activity on a local sales tax rather than hurt if it decides to act rather than wait for the legislature. I am quite confident there will be strong energy to preempt anything localities ought do. My impression is that is in part localities are willing to act -- they should not necessarily wait for such action.

Potter: State your name when you speak. You each have two minutes.

Matthew Denton: My name is Matthew Denton, I live in north Portland. Currently there's grass growing out of the street in front of my house, it's paved, but it's cracked and there's grass growing out and it's actually fairly green right now. But I don't want it repaved, because it slows the cars down in front of my house. There's several problems we need to look at. The population of Portland is going to grow, the land in Portland is not. Cars take a lot of room. There's climate change. Cars have made -- emit a lot of CO2. People still need a way to get around. One easy quick cheap way to get around is bicycles. In fact I ride my bicycle almost everywhere. 58% of the population of the city would ride their bicycle if it was safer, but, for instance, about six months ago my sister called me as she was riding the max train up interstate and she asked me if I was still alive. And I was, like, yeah, I am. And she told me oh, there was a bicyclist hit. And I'm like, oh. And that's the problem. Right now bicyclists die fairly regularly. We can make the streets safe, we

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haven't done it yet. This proposal goes a long ways to do that. So i'm totally in favor of the safety improvements of this proposal. I think those are great. We need to do that. And i'm willing to pay for it. I see no problem saying -- paying \$4.75, especially if it keeps me alive. I pay more than that for health insurance in case I get wounded. Thank you.

Matthew Pichio: Matthew, i'm a Portland resident. Mr. Mayor, commissioners, thank you for this opportunity to address you today. I moved to Portland from detroit, michigan n. March of 2000. And -- but I first visited Portland in 1987. I was immediately impressed with the city's livability and transportation options. I've got a lot of optioning I wouldn't have in detroit. Furthermore, detroit's transportation decisions caused damage tomorrow of its neighbors. The decisions of far-sighted planners in Portland de-- many other cities where mobility took precedence over community. Their decisions also facilitated the wonderful multimodal transportation system that we have here today. Safe sound and green streets addresses the very real need to maintain our existing transportation infrastructure. More importantly, it addresses the need to maintain and enhance community by providing families with safe means to get to work. Go to school, patron eyes local businesses or enjoy a weekend in the park. People want safe neighborhoods. We want to know the city is interested in preserving the character of our neighborhoods and the livability of those neighborhoods. Part of that process is maintaining the current network and ensuring the efficient movement of people and goods throughout the city. Another part is ensuring that children, the elderly, the disabled, all citizens can safely negotiate that network without fear, whether on foot, by bike, or on tri-met. Safe, sound, and green streets will go a long way towards addressing both issues. Some may balk at the cost. This proposal has a hefty price tag. But what is the cost of doing nothing? Poor roads increase congestion, increase travel time, collisions increase health costs, inefficient use of our network increases noise and air pollution. We don't see these costs as easily as we see a line item on a budget sheet. But they are there. Give yent option I would rather part with a few more dollars and continue to enjoy the wonderful community and wonderful mobility I enjoy today. I hope that you feel the same and I encourage and request that you support and approve this proposal. Thank you.

Barber: I'm bill barber, i'm a fiscally conservative north Portland homeowner, and I think this is money well spent. I really applaud you. I'm a long-time resident of Portland. I've been biking since the '70's. I remember when all the bike commuters knew each other by name. I also walk, I take the bus and max, and I still manage to put about 10,000 miles a year on my car for work purposes. And my lifestyle depends on the freight movement into this region. So I think this is a proposal that is very multimodal, very holistic. I also worked as a transportation planner for about 30 years, and if I had a dollar for all the charts that i've seen over the years showing the shortfalls and the deficits, the transportation needs versus the money available, I think I would be a rich man. Think you're being very brave in tackling this. One finally thought one area that hasn't again talked about is how this proposal also has some positive impacts on public health. When you look at encouraging people to bicycle and walk, you're encouraging healthy behaviors as many of you know, we are in an epidemic in this country in obesity and diabetes, for example, and so i'd say to stress the public health benefits as well. Again, great job, thank you very much.

Potter: Thank you, folks. Please read item 66.

Item 66.

Potter: Yes?

Saltzman: Before we move on, did I have an amendment to offer to the ordinance you just heard.

Potter: On 66?

Parsons: Yes, it is.

Saltzman: I'm sorry.

Potter: It's a nonemergency and moves to a second reading. Nonemergency. Which one is this?

Saltzman: I'm lost on the numbers.

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Keil: You want the definition to define the administrative costs.

Saltzman: I would move a definition of administrative costs. You all have it before you? It basically says administrative costless include all -- related to education, billing, customer services, accounting, collections, project oversight, management, and overhead pertaining to the street maintenance and safety fee program and shall be subject to the 10% limitations specified in subsection 17.21.220a.

Keil: We could also add it into the oversight one if you'd like to do that for clarity as well.

Potter: Call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded]

Adams: There are a series of overarching issues I wanted to go through if that's all right.

Leonard: We have chair wheeler here to testify on item 70, so i'm very sensitive to the fact --

Adams: Did you want to testify again?

Leonard: No, on -- this is a separate issue.

Adams: Oh, is that why he's here?

[laughter]

Saltzman: He just can't get enough of the transportation.

Adams: You're here for the animals? All right. I'm going to go through -- I will go through I promise very quickly. I'll run through these and some of the key concerns that have been raised. The u.l.f. Part of the oversight committee. We would allow them to make requests for u.l.f. Resources from the city council. The city council will be able to do what they want with that, but on an annual budget basis they would be able to make requests. In terms of making the fee structure, corky raised concern about making the fee structure complicated, the complication occurs on the back room operations of this. What the public gets, they want to bill for their charges. The business will get a bill for their charges. So we feel confident that we will be able to deal with the complications but make it simple for the public. We will track the lope, we will be continue to work to do green streets in cooperation with d. B.e.s -- the oversight committee, potential changes to that, very powerful group in this process, being able to make recommendations directly from -- directly to the city council. This is a program based on trips. The gas tax is contemplated as part of the solution here as well. It is a declining resource on a cost of service basis. In terms of paying for the problem out of the current city budget, the \$422 million backlog would consume almost the entire city budget. The -- in terms of adding another tax to businesses, this city council has reduced the tax burden on 9,000 businesses with reform. We've kept system development charges flat and we've increased the discounts for businesses outside the central city. We've worked hard time prove the permitting center. We've made steps to prove the business climate for the city and I believe it's consistent with that. And it's why it has business support. We talked about cell phones already. Curb extensions and a lot of the work we do represents somebody mentioned light rail and such. The bulk of the resources to fund transit come out of different pots of money. That can be complicate to the public. If I could wave a magic wand and make transportation funding resources -- we either take the transit resources or some other city gets them. We cannot do a bait and switch. In terms of the statewide gas tax, we estimate it would take between 24 and a 27% per gallon gas tax increase based on the existing funding formula. To begin -- start on us a program of digging us out of this 10 or 15 years. I don't see that happening and I don't see the formula being tweaked that much. I think to suggest otherwise is disingenuous. This is a predictable tax. Once it's in place. The -- it is predictable in terms of how much it would grow. I'm curious to talk to cathy leathers more how \$80 represents .20 of 1% increase on her pumps. I look forward to learning more about how that adds up. This is not a hand-picked committee. We invited representatives from the very stake holds to send representatives to the committee and I don't know everybody from triple a to elders in action, I don't know how you can get a more diverse committee than the one that was put together in terms of one of the testifiers talked about it should a gas tax, but bikes should pay.

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Those are two die medically competing thoughts, because bicyclists don't pay the gas tax. So you can't have it both ways in terms of discussing this. We've sought to I think this is -- as the state of Washington recognized, transportation is important just as we know the third most trade and transportation dependent region in the nation. I believe this is good for the economy, it creates jobs.

We have to take care of our own system and we've worked very hard pulling shows a majority of Portlanders likely voters do support this. And it is a question of leadership. The 19 street safety and maintenance fees that have been enacted across Oregon, that are in place in Oregon have been enacted. In terms of last point i'll make, in terms of geographic equity on the map, on your first map, you'll see up here in the upper right corner, by coalition area where the monies go by coalition area, and the largest -- the coalition with the largest expenditure is east Portland followed by southwest and given the relative poor conditions of east Portland and southwest, that's appropriate. Thank you for giving me a chance to respond.

Potter: This is a nonemergency, moves to second reading. What is the date for the second reading?

Parsons: Next wednesday morning.

Potter: Please read item 67.

Item 67.

Potter: Nonemergency and moves to a second reading, the same time. Please read item 68.

Item 68.

Potter: Resolution, call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded] please read item 69.

Item 69.

Potter: Resolution, call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Sten:** Aye. **Potter:** Aye. [gavel pounded]

Potter: Please -- we'll go to the 3:00 p.m. Time certain. [laughter] and please read the two items together. Is that ok, commissioner Leonard? To have them both read at the same time?

Items 70 and 71.

Leonard: We, if you'll recall at last budget year, we had discussions with the county about tentative discussions they'd made with respect to animal control services in the city, which included a proposal at that time to in addition to not following up on barking dog complaints or noise complaints, picking up dead animals. We've met, we've talked about it, agreed to sit down and have this discussion. We've had chair wheeler and I have had great discussions about this. I think they're really proactive and fruitful talks. This resolution you're look at here was in front of the county two weeks ago?

Wheeler: Yes.

Leonard: So I went over and testified on this resolution over there. He now is here today. What we're not wanting to do today is make a decision about this but we thought we need add more thoughtful process where we have folks from the city, from the county sit down and look at what would be involved in the city providing animal control services. Which would include the city retaining the license fees that are currently collected on behalf of pet owners by the county. And what the impact of that would be. The purpose of this is really simple. I think people in Portland care less who provides the service than a service be provided. And as our community becomes more and more dense and of course Portland is full of animal lovers, more and more animals, we have conflicts there. Has to be a way to sort those issues out. Clearly the county is focus order providing services that -- human service and jail services they're struggling to come up with the funds to meet. This is an area that I think we need to take an honest look at and see exactly who is the best provider of these service and what level of support needs to be funded to do an adequate

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level. And so chair wheeler, thank you very much. I'm sorry you had to sit here through the entire last debate, but I really appreciate you being here. Thanks.

Wheeler: Thank you very much. Commissioner Leonard, it was completely worth my time first of all. I was eager to hear what people were going to say about the green street measure. I also appreciate your support. It was worth the entire afternoon to be here to hear that.

Sten: You say that with a very straight face.

Wheeler: I can't tell you how much I appreciate it. Really, it helps us move the ball forward and I think it's an important statement, and I really truly do appreciate it. Commissioner Leonard, I want to thank you for first of all the partnership that we've developed in the last year. I think to be very frank about this in part I think this project and this relationship that's developed as a result of what we experienced last year during the budget process, and I think I can at least speak for myself and say i've learned from that experience, and this is a great example of how with can work together proactively and address our mutual needs particularly in this case around animal services. You are correct, the board fd county commissioner pass this resolution two weeks ago. We did it with the support of commissioner Leonard who came over and testified about his particular interest in helping us move this forward, and I just want to talk a little bit about what this resolution will do. It's going to create a joint committee of both city and county staffs who will work together, and mike oswald, the head of our animal services, is here as well to help us answer any questions. And we're also going to engage community partners to study the feasibility of how we provide animal services in the city of Portland. It's going to help us protect the health, the safety, the welfare of our citizens, I believe it protects our pets, which are very important throughout our area, but in particular in the city of Portland where we're known as one of the most pet friendly cities in the entire united states of america. It obviously with regard to some of the code enforcement and nuisance issues, it gets to the livability of the city of Portland and Multnomah county, and not unimportantly, we're going to establish a sustainable funding strategy for what we all agree is a very important service that we need to provide. Here's what we're not going to do. Commissioner Leonard and I are in full agreement on this. We're not going to reinvent the wheel. There have been several study groups in the past, and we don't need to go back and redo all of the work they've done. However, to honor that work that was done, much of which was never implemented, I think we owe it to those previous groups and frankly we owe it to ourselves to take a look at the recommendations of those past task forces and figure out how those recommendations fit into our current strategy. There are two task forces in particular. There was the 2000 since task force report, in 2000 there was a national animal control association assessment. And then of course there was also the county auditors report in 2001. Which is still entirely relevant today. So we're going to see which one of those recommendations are still feasible. We're going prioritize those recommendation, we're going to include specific recommend educations on how those prioritized issues should be funded. And then the task force which will meet for up to six months s. Going to report back to the city and the county in november of 2008. So we'll have an opportunity to see what those recommendations are and have a chance then to deliberate it, refine it, do whatever we need to do to actually enact it. So just in closing, I just want to say commissioner Leonard, I really appreciate this opportunity to work with you, again, i'm pleased to have spent an afternoon here partnering with the city of Portland, and I hope we do this far more often going forward. It's been a pleasure. Thank you.

Leonard: Thank you very much. We have staff here if you have any questions. Lori graham from the city, mike from the county, these are both two folks that either are experts or developing expertise. [laughter] they're happy to answer any questions.

Potter: The only question I had. Recommendation, is to ensure that when you're looking at the scope of work, either for the city or the county or combined, in terms of cost as far as program cost, I would like you to also look at the cost of enforcement of a program within the city.

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Leonard: That's intricate in -- that's actually probably what motivated this whole effort, was that. And the idea is. Lori graham is from the bureau of development services. The idea is, if this were to evolve to the point and the council would think it would be a good idea the services would be provided, they are currently involved in some animal control issues in terms of citing of the -- which is how I got involved in this sighting of the animal day care centers are becoming more and more prevalent in Portland, and the location sometimes of them right next to neighbors, it has caused some problems. And because of the two jurisdictions haven't approached this as well as it could be a way to resolve that.

Saltzman: I have only one point of order. I'm the animal control liaison.

Leonard: Be careful what you ask for.

Wheeler: I appreciate that tidbit of information and I will pass that along.

Leonard: Ted has forward some of the emails he gets.

Saltzman: It's buried in my portfolio assignment from the mayor.

Potter: There should a ceremony marking the transformation. Further questions of council?

Nothing? Further questions from the council? Was there any folks signed up to testify?

Adams: Corey, do you have anything to say? You're one of the few people left. Now we have two. Is there --

Potter: Do we have a sign-up sheet?

Parsons: It's out in front.

Potter: Is there anyone here who wishes to address this matter?

Leonard: We outlasted them.

Potter: Thank you, folks. Let's call the vote.

Adams: For your perseverance chair wheeler, i'm going to vote for this. Were you here almost all day. And i've thought about this issue very closely, and I think it makes a lot of sense to look at it. I'm glad you're leading it. Aye.

Leonard: Thank you again. For all the work and working with this. And we're working on other things as well together. So i'm really enjoying our developing working relationship on this and a number of other issues. It serves all of us. Aye.

Saltzman: I'm very pleased to support this. Although do you have a new bar to clear with the city-county task force. It's got to be 90 people. [laughter] aye.

Adams: Many different species.

Sten: Thanks to both of you for your work. It feels better than last year when we ran into this argument. Chair wheeler, it's terrific. Aye.

Potter: Thanks for your endurance, ted. I vote aye. [gavel pounded] please read item 71.

Item 71.

Leonard: This relates to something we discussed in the prior resolution. Lori can explain it if you like, or it's more a clean live up of language.

Potter: Do you have a 30-second version?

Lori Graham, Bureau of Development Services: I do. Mayor Potter, commissioners, i'm from the bureau of development services. It does two things. The first thing it does is in title 13 is our animal permit facilities is it increases consistency with the county's practices and the county is set currently with enforcing those regulations. We got rid of problems we create the earlier in life, we're cleaning those up. The second thing it does, it gives us an enforcement tool in title 18 that commissioner Leonard alluded to regarding noise in allowing to us look at permitted facilities legally permitted facilities that currently there's been some question about who to get there. This clearly gives us an enforcement tool. Was that quick enough?

Leonard: Outstanding.

Adams: Have you clarified, I have chickens in my backyard --

Leonard: It's against the law.

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Adams: If they make too much noise -- i'm not required to have a permit because I only have two -- not covered by this?

Graham: Not covered by this.

Leonard: But you can't have a rooster.

Adams: No rooster.

Graham: And only so many pot-bellied pigs.

Adams: 16 pot bellied pigs. Is that a problem?

Graham: You'd need a permitted animal facility, and if they were loud, potentially.

Adams: Don't tell anybody.

Potter: Further questions? Nonemergencies, moves to second reading. Thank you. We're adjourned until next week.

At 5:35 p.m., Council adjourned.