

## The Oregonian

### Portland Police Museum director resigns amid controversy over storage of old police personnel files

*By Maxine Bernstein  
June 28, 2014*

The director of the Portland Police Museum -- a destination for school groups from around the city -- has resigned in a dispute with city archivists who removed most of the museum's historical records.

City Archivist Diana Banning said her office was alerted that the museum was storing old Police Bureau personnel records in a way that didn't meet city security standards. The records were accessible to the staff of the Portland Police Historical Society, she said.

As a result, officials from city archives, accompanied by Assistant Police Chief Mike Crebs and members of the Police Bureau's personnel division, removed many of the old records from the museum. The museum's exhibits are housed at the entrance to police headquarters, and its archived records were housed in file cabinets on the 16th floor of the Justice Center.

"One of the responsibilities the city of Portland Archives and Records Management Division has is to identify and secure city records stored in conditions that do not meet records storage and security standards," Banning said. "These standards can best be met by housing the records in our facility."

James Huff, who served as the museum's director for five years, said he enjoyed the position and worked well with the Police Bureau until the recent scuffle over records. He abruptly left the job in April.

"PPB treated me and the museum very well until my last month," Huff said.

The records seizure was sudden, he said, and involved police personnel files from about 1910 to the 1970s and "any papers, books or brochures that they deemed were or could have been property or printed by the city."

The seized records accounted for about 90 percent of the museum's archived paper records, he said.

Huff, who has helped develop a museum website and kept the museum's Facebook page active with historical accounts of past Portland officers, said he was disturbed that the seizure was done with "no coordination" with the museum.

"The result was that it was very uncomfortable to work there," Huff said. "To be clear, the museum had great support from the chief, officers and employees and the union."

While the city may have been working to follow the letter of the law, Huff said, "it was an insulting and unprofessional way to accomplish certain people's goals."

J.D. Chandler, a volunteer who helped Huff research and write the biographies of the city marshals and some police chiefs for the museum website, said the seizure of the museum records occurred when Huff was out of town.

"They left the 16th floor a shambles up there," Chandler said. "It was a confused mess."

Huff said he wasn't sure what prompted the city's action this year.

He said city archivists years ago toured the locked facility where the museum stored the police personnel records. "Their storage wasn't anything they didn't already know about," he said.

He said city archivists were concerned that museum workers -- who aren't city employees -- were handling the records. Donations to the Portland Police Historical Society and the museum help pay the salaries of the museum director and assistant director.

The museum also exhibits old police uniforms and firearms, as well as photos of former headquarters, police cars and chiefs.

Retired Portland police detective Dave Simpson, chairman of the historical society's board, said he believes the museum acquired the old personnel files when the Police Bureau moved three decades ago

from its headquarters at Southwest Oak Street and Second Avenue to its current location in the Justice Center. The records were going to be destroyed and the museum stepped in to preserve them, he said.

"They're supposed to be maintained in city archives," Simpson said. "Finally, they got around to pick them up."

He downplayed Huff's departure, saying he "retired."

Yet others on the board informed officers that Huff and assistant museum director Leslie Pool both resigned. The museum was closed to the public for about a month and a half.

In a June 19 email to all Portland police officers, Officer Scott Foster wrote about the museum's temporary closure and resignations. Foster serves on the Police Historical Society's board of directors.

"We currently have no staff working in the museum," Foster wrote. "We are currently working on resolving the situation and hope to have the doors open very soon." Foster wrote to officers.

He also alerted officers that the museum could no longer allow family members of past Police Bureau members to conduct genealogy/historical research for free. Anyone desiring such research must now contact city archives and pay for the research, he said.

The museum reopened this past week, with an officer's college-age daughter getting paid through the summer to turn on the lights and be there in case visitors come by.

Chandler said Huff, who has a degree in anthropology, did comprehensive research on the Police Bureau and did a great service for the community. "I was really sorry to hear that he had resigned, and I am very concerned about the future of the museum," he said.

Simpson said the historical society is looking for a new museum director. "We're striving to keep it going," he said.

## **Portland hits 100-mile street maintenance goal, officials argue more could be done with street fee**

*By Brad Schmidt  
June 30, 2014*

Portland Mayor Charlie Hales continued advocating for a street fee Monday, saying the city exceeded his back-to-the-basics pledge to maintain 100 lane miles of city streets while emphasizing that more money is needed to expand paving and preservation work.

The Portland Bureau of Transportation announced that it spent \$10.6 million repairing and preserving 103 lane miles of streets during the fiscal year that ends Monday. That's roughly double from the previous fiscal year -- thanks in large part to a sealant program that represents only a fraction of the costs.

"We want to show you that we're serious about taking care of the streets that we own," Hales said.

"The bad news," he added, "is we're not paving them anywhere near fast enough."

Hales and Commissioner Steve Novick, who oversees the Portland Bureau of Transportation, have proposed a street fee charged to residents and businesses. By the third year of the program, the fee would raise \$56.8 million annually for safety projects and maintenance work.

With additional money from a street fee, the city could pave, seal and rebuild 150 lane miles to 250 lane miles a year, said Leah Treat, director of the transportation bureau.

At a media conference Monday, Hales dismissed the notion that the city should charge bicyclists, Washington commuters or residents who drive vehicles with studded tires. Hales noted that even if the city charged an estimated 25,000 bicyclists \$200 annually for permits, that would raise only \$5 million, for instance.

"That's not a realistic way to solve the problem," he said.

Portland's auditor last year found that the city's roads are crumbling into disrepair. The audit reported that Portland didn't properly prioritize street maintenance and would need to spend \$750 million over 10 years to ensure the condition of streets meets the city's goals.

Portland exceeded its 100-mile target in large part thanks to a new fog seal program, which is cheap to use and helps extend the life of roads by about five years. City officials say the process costs just \$10,000 per lane mile; the city applied crack and fog seal on 53 lane miles, representing more than half of all preservation work.

Hales said he still plans to ask the City Council in November to approve a street fee package that would take effect July 1, 2015. In the meantime, the city has planned another 100 lane miles of maintenance work for the fiscal year that begins Tuesday.

Novick said he couldn't budget more work in the upcoming fiscal year because of "limits in our ability to move money around."

Should the city receive a financial windfall from higher parking meter revenues, Novick said, he'd consider putting more toward street maintenance.

Always quick with a quote, Novick reiterated that Portland is serious about maintaining city streets – ripping from, and ultimately flubbing the delivery of, a Dr. Seuss' "Horton Hatches the Egg" line.

"We said what we said, we meant what we meant," Novick said. "This government is faithful, 100 percent."

## **Portland street fee: Mayor Charlie Hales talks sales tax, arts tax, ballot measure in KATU interview**

*By Andrew Theen  
June 30, 2014*

Portland Mayor Charlie Hales' week of street fee discussion trickled over into Sunday night.

After hosting two town halls in as many days last week, drawing a combined 300 plus attendees, Hales appeared on KATU's Your Voice Your Vote on Sunday night.

Hales told KATU's Steve Dunn he's willing to stake his political career on the battle for paving Portland's streets. "I'm not willing to pass this problem on to my kids and your kids and our grandkids at a much higher cost than what we can barely afford to pay today," said Hales.

Commissioner Steve Novick and Hales have pushed to find more money for street safety and maintenance projects for months, holding public meetings around town. They've consistently said a proposed street fee on businesses and residents is needed to bring in \$50 million annually for safety and paving work.

Read more about the proposed fee, including how the city is calculating the fee for businesses, in The Oregonian's previous coverage.

Just last week, Hales put a proposed charter amendment to voters, which restricts how the city could spend the street fee revenue, on hold.

KATU's 20-minute interview included this exchange:

Dunn: "What are people more upset about? That they have to pay the street fee or that they don't get a say in it?"

Hales: "Let's be clear. The people that say, 'You should refer this,' oppose it. They want to vote no and I understand that they want to vote no."

Hales told Dun there isn't a majority of voters that support any one funding proposal.

Many residents at town hall meetings brought up the Arts Tax, the \$35 dollar charge approved by voters in November 2012. Hales told Dunn he's "still surprised" voters approved the arts tax. He credited that

measure's success to a solid crew of campaigners who worked for it. "Who's going to go out door-to-door for this new tax," Hales asked Dunn. "I'm not sure."

Hales said his "personal favorite" funding proposal is a sales tax. In previous interviews with The Oregonian, Hales said he preferred the street fee proposal.

"I think we're crazy in the state in the state of Oregon not to have one," Hales said to KATU of a sales tax. "It means we have to have high property taxes, high state income taxes and lots of little nickel and dime fees like this."

## **Portland parks bond: Public invited to town hall Monday to discuss \$68 million proposal**

*By Brad Schmidt  
June 30, 2014*

Portland Commissioner Amanda Fritz on Monday will announce specific projects that could be included in a potential \$68 million spending plan to help repair city parks.

Fritz is hosting a town hall Monday at Cleveland High School, 3400 SE 26th Ave., from 6:30 p.m. to 8:30 p.m.

Fritz, who oversees Portland Parks & Recreation, wants to extend taxes first approved by voters in 1994 to pay for parks projects.

The bond measure is set to expire next year. But Fritz wants to ask voters to keep paying the same rate -- about 9 cents per \$1,000 of assessed property -- for another 20 years. If approved, homeowners would pay about \$17.50 a year for a property assessed at \$200,000.

Portland Parks & Recreation has declined to release potential projects or funding allocations from the bond measure, estimated to generate \$56 million to \$68 million. But in a press release Monday, the bureau released some options:

- Replacing failing playgrounds
- Repairing swimming pools
- Reopening or stabilizing trails, such as Maple Trail in Forest Park
- Repairing the city's Mount Tabor Yard maintenance facility
- Repairing Pioneer Courthouse Square

## **People's Water Trust suspends campaign effort, won't refer measure to November ballot: Portland City Hall Roundup**

*By Andrew Theen  
July 01, 2014*

Round two of Portland's water wars won't make it to the November ballot after backers of the People's Water Trust decided to suspend their campaign effort this week.

Jonah Majure, chief petitioner of the all-volunteer grassroots effort, said the group decided to suspend the fledgling campaign and has instead turned its attention to the 2016 fall election.

The water trust backers had until July 7 to pull together 30,000 signatures to qualify for the general election. It would've been an uphill battle. Majure said the group had roughly 1,000 signatures in hand, but more supporters hadn't signed on yet. It wasn't enough, so they are bowing out. The Portland Mercury first reported the news.

The People's Water Trust emerged at roughly the same time as the Portland Public Water District, the ballot measure voters resoundingly turned down in May. That campaign called for an independently elected

board that would oversee rate making and other high-profile decision-making at the water and sewer bureaus.

The People's Water Trust was different. It would amend the city charter, adding restrictions to protect the water supply against adding any chemicals such as fluoride. The group also called for more transparency and accountability throughout capital construction projects. Here's a PDF of the proposal.

Majure said the trust lived in the shadow of the failed water district measure, despite offering what he said was a viable alternative.

He described the campaign as a false debate between the corporate polluters backed by big industry and the city, which was depicted as the good guy.

Majure said there was room for a third voice. The People's Water Trust raised less than \$4,000, and hadn't brought in any new contributions since late April. Now the group is planning to regroup, and build more momentum for 2016.

Majure said he believes the city had a brief wake up call from the dual challenges. But he said the Blue Ribbon Commission, announced last week, is largely made up of corporate interests and folks that "already have allegiances."

He also said the Citizens' Utility Board of Oregon, brought into the fold for a five year deal to serve as an independent watchdog, isn't granted any real authority. "It's not really reform at all," Majure said, "It's something masquerading as reform so they can pretend they're listening."

The campaign wasn't for naught. Nicholas Caleb, a Concordia University adjunct professor and one of the main authors of the People's Water Trust, ran for City Council. Caleb garnered 19 percent of the vote running against Commissioner Dan Saltzman despite entering the campaign in early March.

Majure said the grassroots group wants to build more members, and become increase it scope. "We don't want to be a one issue coalition" he said.

## **The Portland Tribune**

### **City taps a dozen for water oversight**

*By Jim Redden  
July 1, 2014*

Representatives of three organizations that have criticized the City Council's management of the water and sewer bureaus have been appointed to a commission that could recommend changes in their oversight.

Mayor Charlie Hales and Water Commissioner on Nick Fish announced the appointment of a 12-member Utility Oversight Blue Ribbon Commission last Thursday.

The appointment keeps a promise Hales and Fish made during the fight over the proposed Portland Public Water District on the May 20 primary election ballot.

They promised to appoint a commission to review the management of the Water Bureau and Bureau of Environmental Services and recommend needed changes if voters defeated the measure. It lost overwhelmingly.

The first meeting of the commission will be from 4 to 6 p.m. on July 15 in the Lovejoy Room at Portland City Hall.

One member who questioned the council's management of the bureaus in the past is Chris Little, a Portland General Electric manager who chaired a Portland City Club study committee on the measure. The committee issued a report adopted by the civic organization that recommended a "no" vote on the measure. But the report also criticized the council's handling of both bureaus. It said the Portland ratepayers had lost confidence in the ability of the council to manage the bureaus, in large part because of controversies over spending water funds on projects not directly related to the core missions of the

water bureau. The projects included the remodeling of the new Rose Festival headquarters, the experimental Water House that was later sold at a loss, and the public toilets known as the Portland Loos.

To overcome the problem, the report recommended the council create a water and sewer authority to manage the bureaus. It would consist of an odd number of board members appointed by the commissioner who oversees the bureaus. Although the council would continue to set policy for the bureaus, the new board would recommend annual rates that would either be approved or rejected by the council.

A similar member is Marion Haynes, vice president government relations and economic development at the Portland Business Alliance, which also studied the measure. Although the PBA remained officially neutral on the measure, it issued a memo that reflected many of the concerns in the City Club report, and also recommended a management change. It proposed changing the city charter to turn the bureaus into municipal corporations that would be managed by the entire council acting in the capacity of a board of directors, separate from their traditional duties. Rates would be set and capital improvements developed by a citizen advisory commission representing businesses and ratepayers. Four of the five council votes would be required to override the commission's recommendations.

Hales and Fish appointed Janice Thompson, a consumer advocate for the Citizen's Utility Board, a statewide ratepayer watchdog organization. The council has contracted with CUB to provide additional oversight of the bureaus, and Thompson is assigned to that task. Although CUB has not recommended changes to their management structure, Thompson criticized the council's handling of them when she testified at a May 22 utility rate hearing.

"The City Council has spent dollars from public utilities in ways that were not in compliance with the city charter," Thompson told the council.

The other members of the commission have experience in government, utilities and the environment.

They include: Chairman Dwight Holton, a former U.S. attorney for Oregon who serves as chief executive officer of Lines for Life, a nonprofit organization that fights substance abuse and suicide; Vice Chairman Issac Dixon, associate vice president for Human Resources at Lewis & Clark College; Barbara Byrd, secretary-treasurer of the Oregon AFL-CIO; Christine Chin Ryan, founder and president of Synergy Consulting Inc.; Rob Doneker, a registered professional engineer; Bill Gaffi, general manager of Clean Water Services, the wastewater and surface water management utility which serves more than 550,000 customers in Washington County and parts of Clackamas and Multnomah counties; Kendra Smith, a restoration ecologist with 21 years of experience working throughout the Willamette Basin; Brian Stahl, water division manager for the city of Gresham; and Lawrence Wallack, a former dean of the College of Urban and Public Affairs at Portland State University, who has more than 40 years of experience in various aspects of public health.

Kent Craford, a chief co-petitioner of the failed ballot measure, says the commission includes too many City Hall insiders, but he will give it the benefit of the doubt for now. Floy Jones, the other chief co-petitioner, said none of the members have actively dogged the bureaus for any length of time, however. She questioned why Hales and Fish hadn't appointed more vocal critics, such as Regna Merritt, a longtime Bull Run advocate.

The commission will convene in July and will present recommendations to the Portland City Council in a work session to be held in November. All meetings will be open to the public. The public will be invited to testify at two commission meetings.

The city has contracted with community engagement and planning firm Cogan Owens Cogan to facilitate the meetings and assist the commission in writing its final report.

Updates on the commission's activities and schedule will be available on Fish's website:  
<http://www.portlandonline.com/fish/index.cfm?c=65200>

## Willamette Week

### Mayor Charlie Hales Meets with Gas Lobby and Other Street Fee Opponents

*By Aaron Mesh  
June 30, 2014*

Portland Mayor Charlie Hales and Commissioner Steve Novick have been holding high-profile public meetings to talk with residents and businesses about reworking their plan for a "street fee" to fund transportation projects.

This morning, however, Hales met privately with some of the business lobbyists who first raised the specter of placing the street fee on the ballot, forcing City Council to delay passing the plan. Hales and Portland Bureau of Transportation officials met in City Hall with representatives of gas stations, restaurants, convenience stores, and groceries.

"We had a very pleasant conversation," says Paul Romain, a lobbyist for the Oregon Petroleum Association. "Nobody tried to kill each other."

Today's meeting comes after a new round of public hearings last week, where Hales and Novick again started trying to build public support for a street fee that would raise about \$50 million a year for street projects.

A Hales aide described today's meeting as a more detailed presentation on the PBOT budget. "It was an effort to ground everybody in the details of the budget—going through the minutiae of every dollar that comes in and goes out for transportation," says Josh Alpert, policy director for Hales. "From our perspective, we're on firm footing to roll up our sleeves and get into the nitty-gritty of how to make this work."

Within hours of Hales and Novick's May 22 announcement they would try to pass a fee without taking it to voters, business groups started organizing opposition. Later, Romain told city commissioners in a public hearing that opponents would refer the proposed fee to voters themselves. Romain says this meeting marked a better approach.

"If this were the first meeting you ever had on this thing, people would be looking at it a little differently," he says. "You didn't feel like people were sitting there with their arms crossed, saying 'hell, no.'" "We still may have a 'hell, no,'" Romain adds. "My clients always reserve the right to say, 'hell, no.'"

## The Mercury

### Portland Won't Vote on Its Water Supply for a Second Time This Year, After All

*By Dirk VanderHart  
June 30, 2014*

It appears Portlanders will be spared a second debate on the future of city's water system this year. The grassroots activists behind a proposal to give citizens more oversight over Portland's drinking water supply tell the Mercury they've suspended the campaign.

"We've been regrouping and presenting to major organizations for a 2016 run," says Jonah Majure, chief petitioner behind the Cascadian Public Trust Initiative. The campaign would have needed to submit nearly 30,000 valid signatures by July 7 in order to make the November ballot.

Announced in late October—just a few months after the now-failed effort to put Portland's water and sewer services in the hands of a new board—the trust was a novel idea. As the Mercury reported in

November, it cribbed notions from a newly viable front in environmental law. In short: If you didn't think Portland was managing its water supply in the public interest, you could sue.

But the proposal also contained a wish list of sorts for activists. It would have required a citywide vote before chemicals like fluoride can be added to the water supply. And it would have forced officials to keep fighting federal rules that have the city building costly new reservoirs on Kelly and Powell buttes, and preparing to close open-air reservoirs on Mount Tabor and in Washington Park.

According to Majure, much of the momentum for the proposal was lost to the fight against the Portland Public Water District, which was trounced in the May 20 election. The opposition to that effort was headed up by Mayor Charlie Hales.

"The PPWD debate confused a lot of folks and a lot of community organizations spent a lot of their energy working on Charlie Hales' (political action committee)," Majure says. He says his group will rewrite its proposal and resubmit it in coming months.

The decision to suspend the campaign means Portland won't have three votes on its water supply in just two years. In May 2013, voters rejected a proposal to add fluoride to tap water.

## **The Portland Business Journal**

### **Portland Council to vote on whether to legalize Airbnb rentals**

*By Alli Pyrah  
July 1, 2014*

The city of Portland will hear public feedback on Wednesday on proposed changes to the law that would allow websites such as Airbnb to operate legally in Portland.

The council is expected to vote over the next few weeks on whether to adopt the proposed amendments, which would allow short-term rentals subject to certain conditions. The proposed changes would create a new category of rental under zoning rules, "accessory short-term rental."

Residents seeking to let two rooms or less within their homes could apply for an over-the-counter permit, valid for two years. They would be allowed to let up to five bedrooms after successfully completing a conditional use review. Although subject to certain conditions, the new requirements would be considerably less onerous than the existing zoning rules covering bed and breakfasts.

Feedback received by city officials so far includes objections from disgruntled hotel owners and residents' groups, who complain that online lodging coordinators are not subject to the same taxes and restrictions as other vacation rental services. They claim that an influx of vacation renters will raise residential rents and create "stranger danger."

Portland has taken action against some individual cases when it has received complaints but Airbnb remains popular with residents seeking to earn cash by offering surplus space within their homes to travelers. After the company confirmed in March that it plans to open a customer service center downtown that would create 160 jobs, Mayor Charlie Hales negotiated a deal which would allow Airbnb and similar services to operate legally but would require them to pay the city's 6 percent lodging tax and the county's 5.5 percent tax.

In its report on the feedback it has received so far, the council says the amendments will not affect the affordability of publicly owned housing because the government agency Home Forward, which offers affordable rents to households earning less than 60 percent of the median metropolitan income, prohibits subletting in its lease agreements. Some private landlords include similar clauses in their leases.

The council also says there is no evidence that the proposed changes will increase speculative purchases of real estate or result in increased crime.

It is possible that the council could vote on the initiative on Wednesday but due to the volume of testimony, it is more likely that the vote will be scheduled for its July 16 meeting.

Real Estate Inc plans to attend Wednesday's meeting and will update readers later this week.