

The Oregonian

Campaign finance complaints dismissed against Portland Mayor Ted Wheeler, other city candidates

By Everton Bailey Jr.

January 21, 2020

The Portland City Auditor's Office says it won't investigate campaign finance complaints against Mayor Ted Wheeler, mayoral candidate Ozzie Gonzalez and city commissioner candidate Jack Kerfoot that allege they violated a voter-approved \$500 campaign contribution limit.

The office dismissed the complaints Friday because a Multnomah County circuit judge ruled the limit unconstitutional several months after it was approved by Portland voters in November 2018, said City Elections Officer Deborah Scroggin.

"The Auditor's Office intends to uphold the will and intent of the voters in implementing campaign finance restrictions," she wrote in a letter to Wheeler, Gonzalez and Kerfoot on Friday. "However, we will not be enforcing, investigating, or acting on complaints regarding provisions of the charter that are currently being litigated and have been held unconstitutional."

The complaints were filed in December by Ronald Buel, a member of political action committee Honest Elections Oregon, which pushed for the campaign finance limits. He said he believes the city should still enforce the contribution limits because the judge only deemed certain parts of the changes to the city policy to be unconstitutional.

Buel also filed a similar complaint against Multnomah County Commissioner Lori Stegmann in December. Tim Scott, the county's elections director, alerted Buel the day after receiving the complaint that his office also wouldn't investigate the claims.

Buel wanted city and county elections officials to fine all four campaigns for violating the campaign contribution limit measures. Honest Elections Oregon organized the Portland measure approved by voters in 2018, as well as a similar one that was passed by Multnomah County voters in 2016.

The Portland measure amended the city charter to limit individual or political committee donations to \$500 per election cycle in city races. The measure also limited campaign spending and required campaigns to disclose advertising funders and as well as impose other restrictions.

Multnomah County Circuit Judge Eric Bloch struck down the county rule in 2017 and did the same to parts of the Portland rule in June 2019, saying they violated the Oregon Constitution's prohibition on limiting free speech.

The decision on the county measure was appealed to the Oregon Supreme Court, which heard oral arguments in November 2019. A ruling is expected later this year and will likely impact the Portland measure. A city appeal of Bloch's ruling is on hold until the Supreme Court rules in the Multnomah County case.

Buel's complaint against Wheeler took issue with more than \$40,000 contributed in 15 cash and in-kind donations. Buel claimed Gonzalez, a TriMet board member, and Kerfoot, a retired renewable energy consultant, each have accepted four donations over \$500.

Kerfoot was initially campaigning for incumbent Commissioner Chloe Eudaly's seat on the council. City records show Kerfoot has since refiled to instead seek the position vacated by Commissioner Nick Fish, who died of cancer Jan. 2.

Buel told Scroggin in an email that he disagreed with the dismissal of the complaints and questioned what would happen if the Oregon Supreme Court reverses the lower court decision at a later stage of the election cycle.

Scroggin said Tuesday that Buel can appeal the decisions to the Multnomah County District Court.

Amy Rathfelder, Wheeler's campaign manager, said they are "happy to move past the matter and are focused on running a fair and accountable campaign."

Gonzalez's and Kerfoot's campaigns didn't immediately respond to requests for comment Tuesday.

Opinion: Portland needs a community-centered police contract

*By Rev. LeRoy Haynes, Jr. and Will Layne
January 22, 2020*

Haynes is chairman of the Albina Ministerial Alliance Coalition for Justice and Police Reform. Layng is the executive director of Portland Jobs with Justice.

We need a police force that treats all citizens justly without regard to the color of their skin. Over and over in Portland, we see police officers using excessive and deadly force and shooting unarmed individuals – especially people of color and those with mental illness. Over and over, we see police escape discipline for their actions. The upcoming contract negotiations between the city of Portland and the Portland Police Association, the union representing officers, provide a critical opportunity to create a more just community for all.

The unjustified 2003 killing of Kendra James, a young black woman, by Portland Police sparked advocates for social justice to actively engage in efforts to reform the bureau. Since then, the high-profile deaths of James Chasse, who died after two Portland officers and a Multnomah sheriff's deputy tackled and beat him, and Aaron Campbell, shot by a police sniper with his hands behind his head to comply with police orders, led to the U.S. Department of Justice investigation of the police bureau, followed by a federal settlement agreement that issued a reform order for the bureau. Since then we have seen some progress, but also stagnation and retrenchment in efforts to transform the police bureau into a 21st century community policing bureau that treats all Portlanders fairly and justly.

As longtime supporters of workers and unions, as well as organizers in communities suffering police violence, we are encouraged to see the increasing support among unions for reform of our criminal justice system. The September 2019 Oregon AFL-CIO convention encouraged union leadership on criminal justice reform and committed to work on initiatives that create fairness and justice for marginalized communities. Our efforts for community centered change in the Portland Police Association contract parallel similar efforts in places like Austin, Texas, where a community coalition worked together and won real community oversight over police.

Here in Portland, 27 different organizations united on key community demands in this year's police contract negotiations.

We need a contract that supports an improved system of civilian oversight. In deadly force cases, an independent civilian agency must have explicit jurisdiction to evaluate whether the officer violated bureau policies with the ability to compel testimony and recommend discipline of officers.

A new contract also must allow the city to hold officers accountable. The city must be able to fire officers who have used excessive force or exhibited racism or other oppression against Portlanders. Provisions in the current contract severely limit the scope of misconduct investigations and narrowly restrict how discipline is handled.

Police officers should be subject to mandatory drug testing for steroids and illegal substances. Currently, police have random drug testing but there is no process for testing after use of force incidents.

There are great moral reasons to support a community centered police contract. Trust and confidence are essential to effective community policing, yet the bureau's own polling shows that 71% of all Portlanders, and 85% of African-American Portlanders do not have a high level of trust in police. Alarm bells up should be ringing at the bureau that should drive real engagement with our community's demands in the negotiations this year.

As Portland Police Association President Daryl Turner recently indicated, because police officers are given legal authority to use deadly force, they should be held to a higher standard. The upcoming contract negotiations will be a test of what, exactly, the police association means by "a higher standard." We demand a community centered contract that will improve our police bureau and build trust in the community.

Willamette Week

What Bus Riders Want: We Hopped on the Most-Used Bus in Portland, to Ask How It Could Be Better.

*By Sophie Peel, Tess Riski, and Rachel Monahan
January 22, 2020*

This year, local governments are debating how big a bet to place on the bus.

Three days a week, Ivy Stamos rises at dawn and boards the most-used bus line in Portland.

Stamos, 25, and her fiance share a car. He prefers to drive: "He's from Texas," she explains. So she often takes the No. 72 bus, part of a 90-minute trip from her home in the Foster-Powell neighborhood to a job answering phones for Portland Public Schools on Northeast Marine Drive, near the the Columbia River.

Except the bus doesn't go that far. Its last stop is three-quarters of a mile shy of her office. She has to walk the rest.

"I don't usually carry an umbrella with me," Stamos says, "so I'm in my jacket trying to keep my head down, but also trying to stay aware of my surroundings so I don't get hit by a car. It sucks."

Portland needs more people to risk puddle-soaked socks and join Stamos on the bus.

Traffic congestion in this city is 10th worst in the nation, says data firm Inrix; drivers spend 116 hours a year stuck in white-knuckled fury. Carbon emissions from Portland transportation—planes, trains and those idling automobiles—rose 8 percent in the past three decades, even as

local leaders pledged to fight climate change. Most planners agree there's an obvious fix: Get more commuters aboard public transit.

This year, local governments are debating how big a bet to place on the bus.

In November, regional planning agency Metro will ask voters to approve \$3 billion in transportation spending, expected to come from some combination of payroll, income and vehicle taxes. The centerpiece of that spending would be a new light rail line to Tualatin—but hundreds of millions would go to what officials call "enhanced transit," including miles of dedicated lanes on Northeast 82nd Avenue to ensure the No. 72 bus isn't stuck behind cars.

"Metro is doing this because, fundamentally, people need to be able to get to work and school safely and on time," Metro Council President Lynn Peterson tells WW. "We also need to address climate change, reduce pollution, and plan for the new reality that this region is only going to continue to grow. The need is urgent, and the time to act is now."

Here's what the ballot measure won't do: run a bus any closer to Ivy Stamos' place of work. In fact, it won't add any additional bus service anywhere in the city.

Last year, officials with the regional transit agency TriMet advised Metro the proposed measure shouldn't attempt to add bus lines or extend any existing lines, in part because the agency doesn't have enough drivers.

The decision is sparking road rage among advocates who believe the only way to get commuters out of their cars and onto public transit is to make sure riding the bus is nearly as convenient as driving. "Light rail and automotive investments alone won't cut it," says Shawn Fleek, spokesperson for OPAL Environmental Justice Oregon. "Metro can solve for mobility, air quality, and climate goals only if council is courageous enough to push for the necessary increases in bus ridership."

Chris Smith, a member of the Portland Planning and Sustainability Commission who is running for Metro Council on a climate change platform, agrees the measure is insufficient. "We need to change policies to actually achieve reduction in greenhouse gas emissions coming from driving," he says. "We won't succeed unless there's a whole lot more buses."

TriMet says it does have a strategy, unrelated to the ballot measure, to add new lines and extend others. "People come out meeting after meeting, almost begging for more service," says agency spokeswoman Roberta Altstadt. "They want more service, they need more service. It takes coordination, it takes manpower. We're hiring 20 bus operators a week."

Metro says it lobbied the Oregon Legislature in 2017 for the money TriMet is already using for service expansion—and has a different goal this time. "We're asking the voters to make mostly capital improvements to allow the buses to move through traffic and get there on time," says Andy Shaw, Metro's director of government affairs.

Recent figures show just 6.5 percent of the Portland metro region's commutes were aboard public transit. Total bus ridership is flat, even as the city's population skyrockets. Most of the 10 most popular bus lines carried fewer riders last year than five years ago (see graph, page 17). In the past four years, the No. 72 bus that Stamos uses saw a 12.3 percent decline in weekly riders.

So this year, with a \$3 billion ballot measure at stake, perhaps the most urgent question in Portland is: What makes people want to ride the bus?

Over the past week, we asked that question to the riders on TriMet's most popular line: No. 72.

The bus travels from the industrial Willamette River harbor on Swan Island to the huge mall at Clackamas Town Center. Along the way, it passes the ice cream shops of gentrified Northeast Alberta Street, ducks beneath Rocky Butte and the Grotto shrine, and runs nearly the entire length of 82nd Avenue—a carnival of used car lots, Asian markets and weed dispensaries.

We rode the 19-mile route, over and over. Along the way, we interviewed more than three dozen riders, including nurses, students, security guards, can collectors, and a guy dousing his peanut butter and jelly sandwich with Tabasco sauce. (OK, to be honest: We left that guy alone.)

We asked the questions that have long surrounded TriMet: How important is a timely bus? Should public transit be free? Should the agency beef up its police presence? And most of all: What would make the commute better?

For Stamos, the answer is easy: "Having a bus that goes all the way to my work."

For others, the answers were more complicated.

We found that riders had varied and nuanced feelings about police, the homeless, ticket prices, and the daily hassles of a bus trip.

Far more than we expected, we found that people viewed the bus as an oasis—a place to decompress and reflect on their day. Most riders we met were the opposite of angry commuters.

Local governments would be wise to listen to them. If voters don't want to ride the bus, they're less likely to pony up billions for transit. And nobody knows what's working on TriMet—and what could make it better—than the people in the seats.

Yareli Razon finished an eight-hour shift at the cash register of Chompers Growlers, a Mexican American diner just off North Marine Drive. Then she waited for the bus. And waited.

"It's not normally on time," says Razon. "Sometimes it's a few minutes late, and sometimes it's more than 15 minutes late. I just want to get home already."

Her top priority for the bus: Show up on time.

TriMet has long battled a reputation for unreliable service. The agency is quick to point to its improved record: 90 percent of buses in the Portland area arrive on time.

But the chief reason buses still run late is something TriMet can't control: traffic.

As local officials try to get commuters out of their cars, their top priority is improving timeliness. In the past year, they've decided that means getting the bus out of car traffic. "If we could add more service all over the place and the buses were flowing, that'd be one thing," Altstadt says. "If we just throw more vehicles in an area that's already congested, those buses would be stuck in the same congestion as everybody else."

Last year, City Commissioner Chloe Eudaly unveiled a plan to dedicate more than 30 miles of road to exclusive bus lanes—mostly by using red paint to mark those lanes as forbidden to cars. This fall, city transportation officials picked 20 roads where bus lanes may be marked with red paint.

The Metro ballot measure also includes bus lanes. The streets picked for such "enhanced transit" avenues include Southwest Tualatin Valley Highway, Southeast McLoughlin Boulevard and 82nd Avenue, part of the route the No. 72 bus follows (see chart, page 16).

Passengers on the No. 72 say they'd welcome it.

"I'm all in favor of a bus lane," says Priscilla Gombach, who works at a Swan Island day care. Gombach, 26, says her commute hinges on a choke point near the Adidas campus in North Portland. (Eudaly's plan might help.)

"That's always where I'm thinking, like, 'Ugh, I need to get to work,'" she says. "I don't know how long I'm going to be, and then if I'm late, my pay is affected. I always worry."

Greg Romach, 47, who says he mostly uses the bus for trips to Starbucks, thinks quantity is more important than punctuality. He wants TriMet to run more buses on the most popular routes—even if one isn't on time, another will be right behind. "Almost like the MAX," he says, "where you don't even need to look at the scheduling, you can just show up and wait. And then in about five minutes or something, the bus will show up."

As for Drew Bolster, a Southeast Portland resident on his way to Clackamas Town Center, "I'd rather see a bike lane." Bolster, 41, rides his bike to work along Southeast 82nd Avenue—but he often has to ride on the sidewalk, because the bike lane either disappears or isn't wide enough to avoid brushes with cars.

John Morolt knows what it's like to be kicked off a bus. He says it's happened to him several times—always because he can't afford the fare.

Morolt, 21, a goateed Hawaiian native, works as a loss-prevention specialist at a Ross department store. Money's tight. He can't always afford to refill his Hop card—the electronic pass to board TriMet's buses and trains. "But the bus drivers are nice enough to let me on," he says.

Morolt is understandably receptive to the idea that public transit should be free. "Right now, of course, the bus is affordable," he says, "but if it's completely free, it'll be less of a worry for those who have to worry so much."

Free fares aren't on the ballot in 2020—except in an indirect way. The leading challenger to Portland Mayor Ted Wheeler, community activist Sarah Iannarone, has campaigned on a platform of eliminating paid fares on TriMet.

Other officials have also called for free fares—including Metro Councilor Juan Carlos González and state Rep. Diego Hernandez (D-East Portland). TriMet general manager Doug Kelsey has repeatedly dismissed the idea, saying it would reduce revenues at an agency that can't afford to give away its core service.

But TriMet itself renewed the public spotlight on fare prices last fall, with an ill-advised attempt at humor on its public service placards. The notices, posted in October, compared fare evasion to skipping out on a bar tab or mooching pizza. An online backlash ensued; the free-fare idea got a little more oxygen.

The policy remains so closely identified with Iannarone that one bus rider, a 23-year-old man from Gresham who called himself Isaac Isaac, brought her up unprompted. "She's not going to change anything," he said. "That's just crazy talk. That's false promises."

No other issue we discussed with riders proved so divisive.

Some people thought free transit was an obvious incentive to increase ridership. Others saw it as madness. A large segment of riders thought fares should be means-tested—free to those who can't afford it—adding to policies TriMet has now, such as a discount for the elderly and disabled called an "Honored Citizen" pass, and a "Youth Pass" for students.

"I would love free bus fare," says a Cully neighborhood baker named Michelle, who declined to give her last name. "If we're really interested in beginning the tasks of reducing our consumption, and climate change, and all those things that are causing us so much misery right now, then to make things egalitarian and accessible is really important."

"Hell, no," says Keith Smith, 55, a manager at DJ's Electrical Inc., who rides the bus to work and back each weekday. "Because if it's free, then everybody—John, Dick and Harry—is going to be riding the bus, all these bums and transients. It'll enrage society if they do it like that. It'll violate the people that are working, and the people that are not working and looking for a job, the high school kids. You'd fill this bus with a whole bunch of transients."

For most of the riders we talked to, the question of fare payment is closely tied to policing, poverty and race. That's because security on TriMet typically comes in the form of inspectors checking fares. And many people suspect those fare inspections profile the homeless and people of color.

Priscilla Gombach, the Swan Island day care worker, isn't sure she wants transit to be free. She worries people won't treat buses and trains with respect—they'll just trash the place. But she doesn't welcome fare inspectors, either.

"Let people just take the bus," she says. "If you're going to check everyone's ticket, you have to make it fair. You can't just randomly pick someone out of the bus. Like, why are you picking that person instead of everybody?"

We asked what was wrong with picking riders at random. "I mean, I'm brown," she replied, with a significant look. "I get it."

It's nice to think of the city bus as a melting pot. But it's more like a pressure cooker. The social tensions of a predominantly white city with a high rate of homelessness and untreated mental illness are on display.

Since May 2017, when Jeremy Christian killed two men who interrupted his racist rant at two black teenage girls, TriMet tried to shake an association between the MAX train and violence. The agency increased security—only to encounter backlash from people of color, who said they were more alarmed by the police than by the possibility of random attacks.

Several riders this week expressed a similar concern. "I sometimes don't feel safe on the bus," said 35-year-old Linnea Solvig, "but I think having a police presence on the bus would make other people feel unsafe."

Others shrugged off safety concerns. Tom Markley, 30, a line cook at Pizza Schmizza, who rides the bus 10 times a week for an 8-mile stretch of 82nd Avenue from Southeast to Northeast Portland, said the worst part of his commute was homeless people trying to talk to him on the bus. But he couldn't see the point of more cops: "It wouldn't help the homeless problem."

Most people said they regularly saw fights or distressing behavior on the bus. "Crackheads, talking to themselves," was how 14-year-old Naomi Williams summarized it. But few felt much alarm, or supported the idea of more security officers. It seemed excessive—especially with a bus driver around to decide who got on.

Michael Collins was among those who said he never felt frightened on the No. 72 bus. But he did feel uneasy at a bus stop once, when he met the Terminator.

"A gentleman introduced himself as the Terminator," Collins recalled. "He said, 'Do you ever feel like you were put on this earth to kill people?' I said, 'Not recently, no.' And then the bus came two minutes later, so it was OK."

Gabrielle Dorn struggled to think of the worst thing she'd seen on the bus.

"Actually, not much," said Dorn, 34, a hospital worker. "I've smelled a lot of drugs on people—like pot. But it's Portland."

Her response was part of a pattern we encountered on the No. 72. Most riders were happy. Many of them compared Portland's public transit system to that in other cities—San Francisco, Philadelphia and Washington, D.C.—and said here was better. Some said they couldn't think of a single thing they wanted to change.

Those responses bode well for Metro as it prepares to ask voters for a \$3 billion cash infusion for regional transportation. People who ride the bus like the bus. Their opinion matches those in TriMet's own customer satisfaction surveys. "Riders generally have a more positive perception of the job that TriMet does than non-riders," Altstadt says. "Non-riders tend to get their information thirdhand, so they don't have that perspective."

At the same time, there's a reason for local officials to be wary: No urgent need galvanized the riders we talked to. They didn't have a cause they rallied around. Certainly, they weren't inspired by the thought of a light rail line to Tualatin: Only two people mentioned it.

"I think everything's fine the way it is," said Konane Soto, 17, a student at the NAYA Family Center, when we asked him about bus-only lanes.

In some ways, that confusion matches the patchwork measure Metro has produced, which feels designed by committee. (It was.) But the complacency of riders suggests a momentum problem. Nobody we encountered riding TriMet is demanding change. Other issues, including the explosion of homelessness, threaten to crowd buses and trains out of the public imagination.

As Portland voters weigh the urgency of a huge transportation measure, the humble bus could use a few more evangelists. Portland may need more people riding the bus. But it's one thing to tell people they need something and another thing for them to want it.

Ivy Stamos sees that disconnect. "A lot of the people I work with, who take cars or ride their bike, whenever I tell them about my commute, they're always super-shocked and say, 'I'll never ride a bus because of A, B and C,'" Stamos says. "It's either they think it's dirty, or unsafe, or the people they encounter are untrustworthy, or they get grossed out about it."

She doesn't see it that way. "But also," she adds, "I've never had a car until two years ago."

82nd Times 5

Metro's planned transportation funding measure would dole out money to 13 selected roads as "corridor investments." Northeast and Southeast 82nd Avenue is one of those roads. Final design won't be complete until after the measure is referred to voters, because Metro plans to conduct an environmental review process as part of an effort to win federal funding for the project. But here are five ways the avenue could improve.

- \$200 million for bus lanes, traffic signals that give priority to buses, and other bus improvements.
- Up to \$251 million for wider sidewalks, better crosswalks, and more lighting to improve safety along 9 miles of 82nd.
- \$30 million to pave the road, fix potholes and add wheelchair ramps to curbs to meet a state of "good repair."
- Up to \$1.5 million to improve the 82nd Avenue MAX light rail station.
- \$35 million to widen Airport Way at the north end of 82nd.

Flat Tires

Fewer passengers ride the No. 72 bus now than in 2016. That's part of a larger pattern: Over the past four years, most of TriMet's 10 most-used bus lines have seen stagnant or declining weekly ridership. The agency says the exceptions—such as the No. 6 line, which runs up and down Martin Luther King Jr. Boulevard—benefited from added service and extended or adjusted routes.

Three of the City's Highest-Paid Employees Are Retiring—and Staying on the Job

By Nigel Jaquiss

January 22, 2019

Such double-dipping became legal Jan. 1 under the terms of Senate Bill 1049.

Three of the city of Portland's highest-paid employees notified the Public Employee Retirement System they intend to begin drawing their pensions this month.

Those employees are not going fishing, however—they will continue working the same jobs, at their full salaries, while also drawing their pensions.

Such double-dipping became legal Jan. 1 under the terms of Senate Bill 1049, the 2019 legislation that made modest cuts to public employee retirement benefits. (A PERS spokesman says pension payments for the three have not yet been calculated. But based on recent data, those benefits should be 40 to 50 percent of final salary.)

Prior to passage of SB 1049, most retired public employees could work no more than 1,040 hours a year for a PERS employer. But the state's unfunded PERS liability of about \$25 billion caused policymakers to re-evaluate.

The new thinking, pushed by the Oregon Business Council, is that it's better to have retirees come back full time. In that case, employers no longer have to pay into PERS to accrue pension benefits for them; instead, that money can be used to help pay down the unfunded liability.

Although Gov. Kate Brown supported the bill and signed it into law, she saw enough red flags to suspend implementation at all state agencies last fall. Liz Craig, a spokeswoman for the Oregon Department of Administrative Services, says the program remains suspended at the state level because of questions it raises about such issues as public perception and equity.

Those same concerns are bubbling up among city employees. Lt. Alan Ferschweiler, president of the Portland Firefighters Association, says he objects that the lucrative double-dipping opportunity, available at employers' discretion, is not being offered to firefighters.

"I don't understand why they would offer it to top wage earners in the city but they're not willing to offer it up to everybody," Ferschweiler says. "That's not fair."

Jen Clodius, spokeswoman for the city's Office of Management and Finance, says firefighters are not eligible because they have their own retirement system.

Here's who will retire—but keep working, for more pay.

Employee: Mike Stuhr

Job: Water Bureau director

Salary: \$222,000

Employee: Michael Jordan

Job: Bureau of Environmental Services director

Salary: \$225,000

Employee: Tracy Reeve

Job: City Attorney

Salary: \$225,000

Stuhr, Jordan and Reeve say they only retired because SB 1049 also capped the salary on which pensions are calculated to \$195,000, which would have cost them money.

“I would not have elected to ‘retire’ at this time (as I intend to continue working),” Reeve says in an email, “but for the passage of the PERS reform legislation.”

Sam Adams Chose a Cage Match With Chloe Eudaly. That Surprising Choice Will Have Fallout.

By Nigel Jaquiss

January 22, 2020

Here's who wins and loses—for now.

When former Portland Mayor Sam Adams announced Jan. 15 he'd challenge City Commissioner Chloe Eudaly in the May 2020 primary election, nobody was more surprised than the incumbent herself.

"I just don't think it's a good look," she told *The Oregonian*. "It doesn't make sense."

With an unprecedented four of five seats on the Portland City Council up for grabs, Adams had choices—and the path of least resistance appeared to be the vacancy created by the Jan. 2 death of Commissioner Nick Fish.

So when Adams decided to mount a challenge to Eudaly instead, most observers were flummoxed—and many young progressives shared Eudaly's displeasure.

Samantha Gladu, executive director of Next Up—the voter-mobilizing nonprofit formerly known as the Bus Project, is among those who panned Adams' decision.

"His economic development plans crushed and sterilized the city, and he sat by and did nothing for renters and communities of color as our housing crisis emerged," Gladu says. "Sam and Commissioner Eudaly represent two very different versions of old Portland, and only one of them is in line with the future our city deserves."

Adams' calculation broke with Portland's historical queasiness around challenging incumbents but was hardly without precedent. Eudaly won her seat in 2016 by upsetting incumbent Commissioner Steve Novick. But the pushback still makes sense: Adams' bid threatens years of gains by outsiders who have placed women in the majority at City Hall. Adams, who spent 20 years in City Hall ending in 2013, is the ultimate insider—and could wrest power back from people who just got it.

But Adams' decision also has its logic: Eudaly has made enemies among neighborhood associations, business groups and landlords. Those vulnerabilities offset the considerable baggage Adams lugs into his comeback bid.

If Adams makes Eudaly's path to re-election harder, he's also done many other candidates favors. Here's a brief run-down of the impact of his decision.

Winners

Mayor Ted Wheeler: Some advisers wanted Adams to challenge the mayor, who has struggled through his first term and is campaigning for re-election in low gear.

Loretta Smith and Sam Chase: Smith, a former Multnomah County commissioner, lost badly in a 2018 council race to Jo Ann Hardesty. Now she's the biggest name in the race to succeed the late Commissioner Fish. It's a similar boost for Chase, who's leaving the Metro Council after two terms, has worked in politics for 20 years but would have been overshadowed by the other Sam.

The business establishment: Landlords, developers and even some affordable housing providers have chafed at Eudaly's tenant-friendly policies. And the business community lost its longest-standing bridge to the City Council with Fish's death. Those groups now have the chance to regain an ally on the council.

Losers

Eudaly: Slow to file for re-election and hire a campaign staff, Eudaly appeared to be taking re-election for granted. Adams proved in a 2004 come-from-behind victory over Fish that he's a relentless campaigner, and now he has even more to prove.

Mingus Mapps: The former political science professor and onetime city employee aims to become the second black representative on the City Council, joining Commissioner Hardesty. His candidacy has been predicated on the anti-Eudaly vote, much as her 2016 victory depended on the anti-incumbent vote against Novick. Adams' entrance into the race means Mapps will have to develop a considerably more nuanced message than "Fire Chloe."

Young progressives: They've grown used to having a receptive ear on the City Council on issues ranging from the Joint Terrorism Task Force to tenant protections: Now they will have to prove they can organize. One possible beneficiary of their energy: Margot Black. The founder of Portland Tenants United and a Eudaly ally, she's running for Fish's seat, and could be an alternative for voters concerned about losing Eudaly's voice.

Portland Elections Officer Rejects Complaints Against Mayor and Others

*By Nigel Jaquiss
January 21, 2020*

The Portland campaign limits conflict with the state constitution's freedom of speech provision, a matter currently before the Oregon Supreme Court.

The city elections officer Jan. 17 rejected complaints alleging Mayor Ted Wheeler and candidates Jack Kerfoot and Ozzie González violated campaign finance limits approved overwhelmingly by voters in 2018.

The group Honest Elections, which put the limits on the ballot, asked city elections officer Deborah Scroggin to penalize the three candidates for accepting individual contributions in excess of the measure's \$500 limit. The Oregonian first reported Scroggin's decision this evening.

In a letter to Honest Elections' Ron Buel (a former editor at WW), Scroggin wrote: "The Auditor's Office intends to uphold the will and intent of the voters in implementing campaign finance restrictions. However, we will not be enforcing, investigating or acting on complaints regarding provisions of the charter that are currently being litigated and have been held unconstitutional."

The Portland campaign limits conflict with the state constitution's freedom of speech provision, a matter currently before the Oregon Supreme Court.

The Portland Mercury

Cameron Whitten Joins Race for Metro Council

*By Alex Zielinski
January 21, 2020*

LGBTQ+ advocate, racial justice activist, and one-time mayoral candidate Cameron Whitten has entered the race for Metro Council, the regional government that oversees Multnomah, Clackamas, and Washington counties. The seat, which represents Northwest, Northeast, and North Portland, is currently held by Councilor Sam Chase, who announced his run for Portland City Council last week.

"As our region has changed, growing inequality has become worse, our demographics have continued to change and diversify, and the challenges that we face today are not the same challenges that we faced before," said Whitten, in a Facebook video announcing his campaign. "I believe it is time for visionary leadership that can serve this entire region. Because of that, I am running for Metro Councilor."

Whitten, 28, is currently the director of the Q Center and founder of Brown Hope, a racial justice nonprofit that took heat from right-wingers (including FOX's bowtied darling Tucker Carlson) in 2018 for hosting a happy hour just for people of color.

Whitten began his local activism work during the Occupy Portland movement in 2011, where he camped in Jamison Square with fellow demonstrators for more than a month—and was arrested several times for refusing to leave. In 2012, Whitten ran for mayor (losing in fifth place to Charlie Hales) and embarked on a two-month hunger strike outside of Portland City Hall to protest what he saw lacking in the city's homeless services.

Whitten said that since his inaugural foray into politics, he's worked with many mentors and advisors who've helped hone his policymaking skills.

"I am ready to run," he said.

Whitten has collected several endorsements from local leaders, including City Commissioner Amanda Fritz, former state Senator Avel Gordly, former US Rep. Elizabeth Furse, and former mayors Tom Potter and Sam Adams.

Whitten will face at least two other candidates in the May 19 Metro race: former state Rep. Mary Nolan and local business leader Karen Spencer.

OPB

13 Candidates Seeking Former Portland Commissioner Nick Fish's Seat

*By Rebecca Ellis
January 22, 2020*

The number of candidates preparing to run for the Portland City Council seat left open by the late Commissioner Nick Fish continues to grow.

On Tuesday, Tera Hurst, the executive director of the clean energy coalition Renew Oregon, created a campaign finance committee to run for Fish's seat. Hurst had previously served as chief of staff for Portland Mayor Charlie Hales.

Dan Ryan, the former CEO of education nonprofit All Hands Raised and former board member of Portland Public Schools, and Nova Newcomer, the head of local nonprofit Friends of Baseball, have also formed committees in the last week to run for Fish's seat.

Deborah Scroggin, the city elections officer, said the office has been inundated with filings lately. The most recent ones for Fish's seat include Ronault L.S. "Polo" Catalini, a former coordinator for the city's New Portlanders Programs, which helps immigrants and refugees integrate into the city, and Jack Kerfoot.

Kerfoot, a Vietnam veteran and former renewable energy consultant, had previously been running for the seat on the council occupied by Commissioner Chloe Eudaly. But, he said last week's surprise entrance into that contest by former Mayor Sam Adams changed his calculation.

"I think Sam Adams has demonstrated the ability to be a capable commissioner," he said. "And, so, that's why I thought I would decide to fill the vacancy of the untimely death of Commissioner Fish."

That brings the number of people who have filed either with the city's elections office or created a campaign finance committee to run for Fish's seat to 13.

And there will likely be more to come. Candidates have until March 10 to file to be on the ballot for the May 2020 primary.