

Testimony on SB 10, April 1, 2019

Madame Chair and committee members, my name is Jane Cease, I live at 2625 NE Hancock, our home which we bought in 1967, on the corner of NE 27th and Hancock, two blocks north of NE Broadway.

I think this simple-looking little bill can destroy my neighborhood and others like it all over the state.

I think it substantially negatively impacts Oregon's stellar land use planning process and demolishes citizen participation requirements.

I think it voids long-standing state policies on land use, transportation and environment.

I think it takes away local control.

Looking back over the last 50 years, many of us in the House and Senate district where I served have labored long and hard to create a pleasant, viable, diverse part of our city.

In the 1970s we helped create the land use system we now have. We fought and killed the old Portland-Vancouver Metropolitan Transportation System plan that would have wiped out housing along Williams, Fremont and Alameda with the proposed Rose City Freeway, and along 39th Avenue (now Cesar Chavez), Burnside, & Hawthorne with the 39th Avenue Expressway. We pushed for more transit, and later for the MAX train line, instead. We got good frequent transit with bus lines along NE Broadway, NE Sandy, NE 15th, NE 24th, NE 33rd and NE and SE 39th Avenues and Division St.

The Irvington Community Association worked with city planners to plant more street trees, install better street lighting and helped older neighbors care for and stay in their homes in this diverse area. Our area supports diversity big time and has elected diverse leaders in the Legislature like Senator McCoy, Rep. JoAnn Bowman (now City Commissioner Hardesty), Rep. and then Senator Gordly, Rep. and now Senator Fredericks, and current Rep. Sanchez. We are proud of them and their work.

We are big-time supporters of affordable housing bond measures.

Senate Bill 10 takes away our city's ability to shape our neighborhoods and gives it to Tri-Met. (Don't get me wrong—I enthusiastically helped pass the Tri-Met legislation in 1969 when we were losing 5 bus companies in the region). But it gives a huge land-use decision to a non-elected board which designates where to locate frequent transit lines. If you have to give it to the transit district, then please pass legislation to mandate an elected board, or just transfer the transit operation to Metro, which has one of the best regionally cooperative transportation planning efforts in the state and an elected board, as well as land use planning expertise.

When this bill requires the density it does along those frequent bus routes here, we will for sure lose much of the leafy canopy along those lines in those neighborhoods; that doesn't help fight climate change. We all happily support the work of the Friends of Trees organization—this bill, to me, is an "Enemy of Trees" bill.

I have heard Senator Courtney say that people he calls "certified smart" can work together to get good things done. The goal of this bill is a good thing. Please gather together a bunch of those certified smart Oregonians and take some time, maybe by next session, to achieve the goal in a more sensible, fair way with good state policy for the next 50 years. Thank you for listening.