



**Ballots Go Out Friday**

Must be returned by  
8 p.m. on May 20

For more information, call Multnomah  
County Elections 503-988-3720

**Cinco de Mayo Fiesta**

Arts, music and folklore  
celebration opens Friday  
See story, page A6



# The Portland Observer

'City of Roses'

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## Week in The Review

### Remarks Anger Obama

Democratic presidential candidate Barack Obama said Tuesday he was outraged by the latest divisive comments from his former pastor and rejected the notion that he secretly agrees with him. See story, page A2.

### Court Approves Voter ID

States can require voters to produce photo identification when they go to the polls, the Supreme Court ruled Monday, upholding a Republican-inspired law that Democrats say will keep some poor, older and minority voters from casting ballots.

### More Democrats Register

Starting out the year with about 70,000 more registered Democrats in Oregon than Republicans, the advantage has grown to 153,587 with a surge of new voter registrations in advance of the Oregon May 20 Primary. Democrats gained more than 10,000 in just the past few days.

### Bill Clinton Visits

A gym in downtown Portland's Lincoln High School finalized a six-stop Oregon tour for former President Bill Clinton, who spoke to around 1,000 people Saturday about health, energy and education issues on behalf of his wife, as the school's administration tried to uncover a senior prank that made national news.

### Economic Pessimism Grows

Soaring gas prices and weaker job prospects made Americans gloomier about the economy in April, sending the Consumer Confidence Index down in April to its weakest point since just before the U.S. invasion of Iraq.

### GM to Lay Off Thousands

Sagging pickup-truck and sport-utility-vehicle sales have forced General Motors Corp. to lay off about 3,500 workers. The world's largest automaker by sales said Monday that the cuts were brought on by weak demand due to high gasoline prices and an economic downturn.

### Rose Garden Liable for Fall

A 43-year-old Vancouver woman who fell from a 42-foot balcony at the Rose Garden won \$2.1 million from a Multnomah County jury on Monday. Tammy Matson said there were no warning signs telling people not to sit on the ledge, while lawyers for Oregon Arena Corporation said no reasonable person would have used it as a seat.

### Squid Holds Mysteries

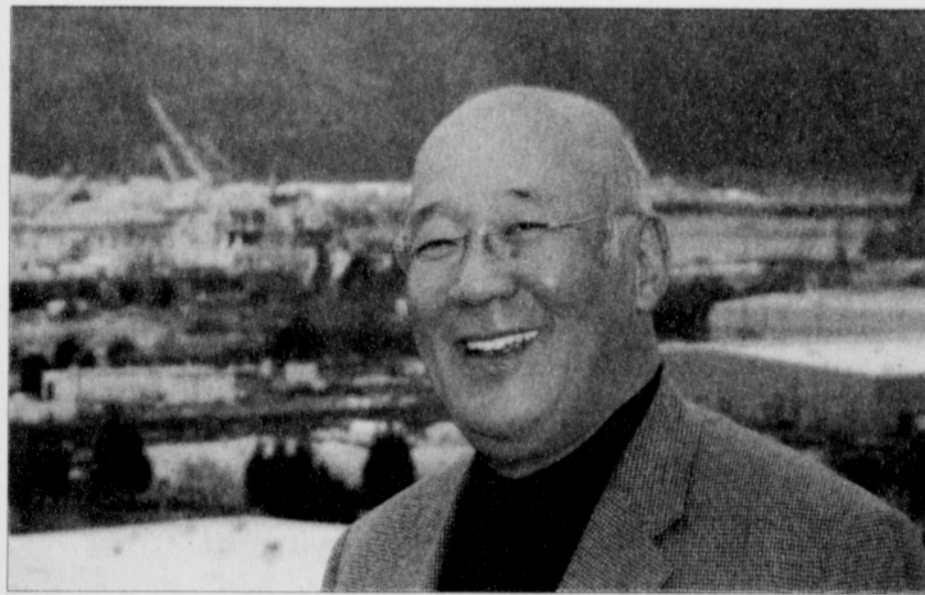
Scientists hope their study of a 1,089-pound, 26-foot long squid that would make calamari the size of tractor tires if cut up will help determine how the colossal creatures live.

# Mayoral Hopefuls Sound Off

Longtime business leader Sho Dozono and City Commissioner Sam Adams are the leading candidates for Portland mayor. The Portland Observer sat down with both last week to get a better sense of the issues.



Sam Adams, who grew up in subsidized housing, stresses economic justice.



Sho Dozono brings employment-boosting experience with various populations in Portland and abroad.

## Transportation commissioner turns attention to schools

BY RAYMOND RENDLEMAN  
THE PORTLAND OBSERVER

Sam Adams has been in charge of transportation issues during his four years on the City Council, but has widened his political efforts in the mayor's race to also focus on education and economic justice issues.

Citing a statistic showing 43 percent of 8th graders in Portland's public schools are not graduating high school, Adams would raise funds to support local schools, especially through programs like the Black Parent Initiative and the Native American Youth Association for populations hardest hit.

The money would come from increased taxes for the 1,000 largest businesses in the city, many of which have paid less than \$100 yearly, while some 13,000 small busi-

nesses would receive tax cuts.

Adams, 44, told the Portland Observer that he developed a sense of making tough choices while growing up on Food Stamps in the small coastal town of Newport.

A gas tax that hasn't been adjusted for inflation since 1991 has left the Portland transportation department in a state of growing crisis, according to Adams. When making tradeoffs within the financial limits, he prioritizes safety over potholes and congestion, preferring to pay for crosswalks and traffic signals rather than paving. His proudest accomplishment is the large reduction in the number of pedestrian/bike injuries per 1,000 as the population most vulnerable to cars has doubled.

The result of 21 town-hall meetings

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## Diverse background leads candidate on jobs crusade

BY RAYMOND RENDLEMAN  
THE PORTLAND OBSERVER

Sho Dozono has a diverse background that he hopes to use as mayor to bring more jobs to the city through an economic-stimulus plan and his role as a worldwide ambassador to bring new industries to Portland.

The candidate has already led coalitions on the grassroots level to raise tens of millions of dollars in emergency funds for Portland Public Schools, and internationally for the victims of 9/11 and the tsunami that struck Southeast Asia on Christmas Eve of 2004. Dozono, 64, points to his deep roots in advocating for the city to argue he'd be most effective in creating partnerships.

Born in Japan, Dozono moved to Portland at the age of 10 and attended public schools on the eastside, then spent his late 20s and early 30s teaching social studies and Japa-

nese at Grant High School.

Troubled by the white flight from the inner city during the 1970s, Dozono worked for much of the '80s on the Metropolitan Human Relations Commission, which Mayor Tom Potter brought back last year as the Human Rights Commission. Dozono sees such civil-rights work as key to the advancement of the entire city.

The first person of color to chair the Metropolitan Chamber of Commerce (now called the Portland Business Alliance and chaired by African-American businessman Sam Brooks), Dozono would be Portland's first mayor of color.

"I'm running to break down those barriers," he says. "I can't say that I can walk in the shoes of an African American—it's

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# Tough Road Lies Ahead for TriMet

## Balancing diesel prices with commuter services

BY RAYMOND RENDLEMAN  
THE PORTLAND OBSERVER

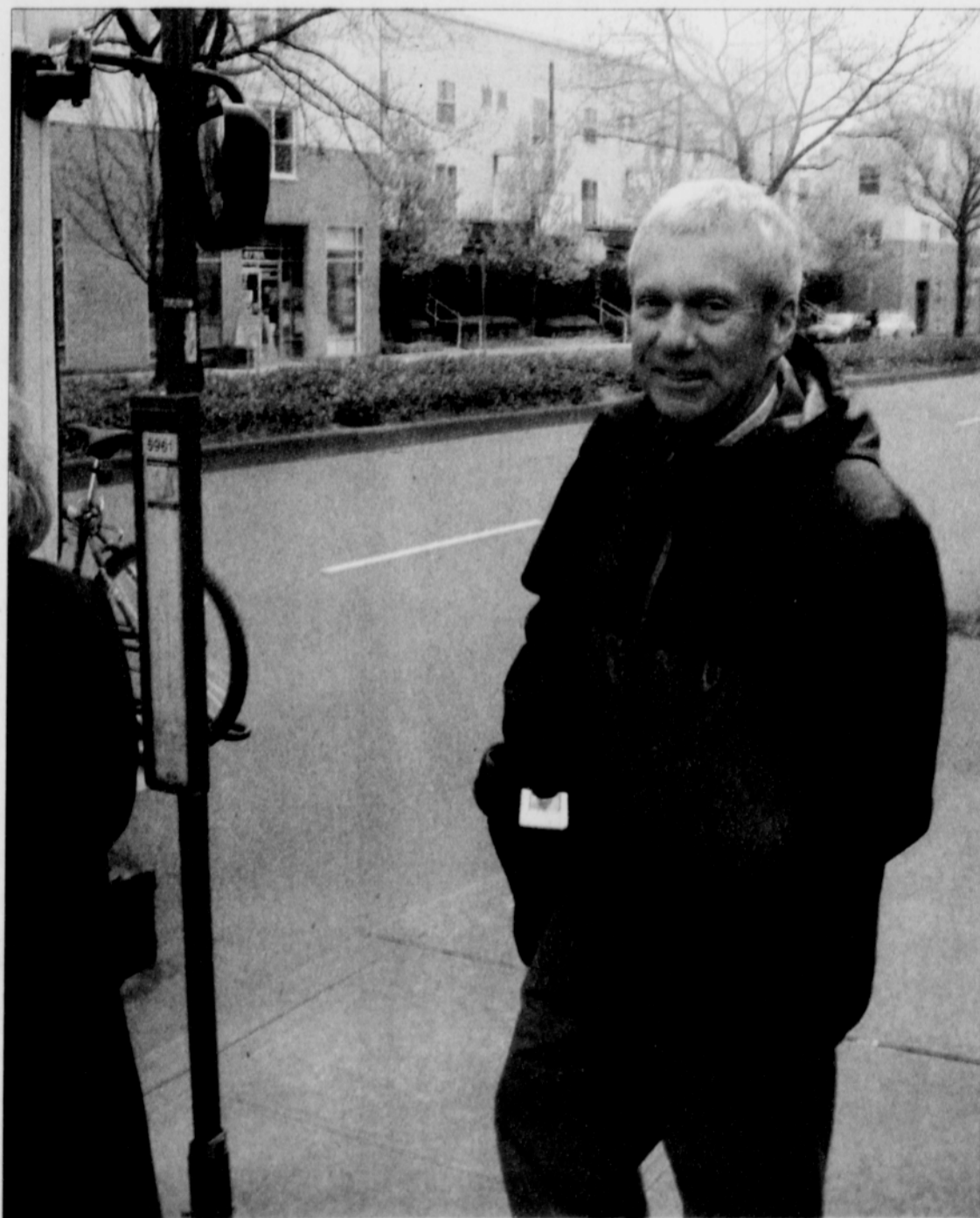
TriMet will need additional sources of funding or a miraculous slowdown in the rise of gas prices to offset a looming crisis for the region's public-transportation system giving nearly 100 million rides a year.

Already, capacity nears a breaking point during the rush hours, and the agency has been forced to put off buying extra buses and trains to keep up with increasing demand.

"We're getting a little bit behind because of the tight economics," Fred Hansen, TriMet's general manager, told the Portland Observer.

The problem has become crystal-clear for the largest buyer of diesel fuel in the state at 6.5 million gallons per year, an amount which exceeds an average week of the Willamette River's flow. TriMet budgeted for \$2.31 a gallon for the fiscal year's bulk diesel price, but the tax-free, per-gallon cost has already surpassed that figure by \$1.34 due to the particular demand for diesel worldwide, the dollar's weakening compared to other currencies, speculation and the ever-smaller amount of fossil fuel left to pump.

The solution, although temporary and unpleasant, is a larger-than-usual increase in the fares



TriMet General Manager Fred Hansen catches the Line 6-Martin Luther King Jr. Boulevard bus south on-route back to his office from a meeting at the Portland Observer.

this September. Hansen isn't yet sure just how much more than inflation's five cents increase TriMet will call for, but he expresses confidence that the amount will be less than the 25-cent hikes going through in metropolitan areas around the country.

Finding ways not to cancel routes constitutes a major concern because ridership, spurred by even higher jacks in auto-gas prices, has increased citywide by a few percent each year for decades. Other areas, like the Interstate Yellow Max and 6-Martin Luther King lines serving north and northeast Portland, have seen more than double the city's average passenger increase lately. Frequent-service bus routes, which come at least every 15 minutes and constitute more than half of ridership, have remained at 16 of more than 90 lines for more than three years because of funding constraints.

"Buses are really important currently because they make up about two thirds of the trips," Hansen says.

Reliance on the diesel-based bus system will decrease, as Hansen predicts that next year's completion of the Green Line Max through downtown and along I-205 to Clackamas will reduce the system's tilt toward buses to 55 percent. The proposed Max line to Milwaukie, crossing the Willamette on a new bridge near OMSI, will also help the ratio, but that change isn't slated until 2015.

The agency has an enviable

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