



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **3RD DAY OF MAY, 2006** AT 9:30 A.M.

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

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

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

COMMUNICATIONS		Disposition:
541 Request of Bruce Broussard to address Council regarding Portland Schools (Communication)		PLACED ON FILE
542 Request of Richard L. Koenig to address Council regarding ongoing negotiation of settlement claim (Communication)		PLACED ON FILE
543 Request of Paul Phillips to address Council regarding November 29, 2005 Daily Journal of Commerce article (Communication)		PLACED ON FILE
544 Request of Charles E. Long to address Council regarding broadcasting City Council on public radio (Communication)		PLACED ON FILE
TIME CERTAINS		
*545 TIME CERTAIN: 9:30 AM – Accept a \$940,850 subrecipient grant from the Oregon Office of Emergency Management for pre-disaster mitigation fuel reduction work for wildfires at Forest Park, Powell Butte and the Willamette Escarpment (Ordinance introduced by Mayor Potter) (Y-5)		180103
*546 Accept a \$3,000,000 subrecipient grant from the Oregon Office of Emergency Management for pre-disaster mitigation work on Conduit Trestles at Diack and Sester Ponds (Ordinance introduced by Commissioner Leonard) (Y-5)		180104
*547 TIME CERTAIN: 10:00 AM – Authorize a labor agreement between the City and AFSCME Local 189-2 for terms and conditions of employment of represented employees in the Local bargaining unit in the Bureau of Emergency Communications (Ordinance introduced by Mayor Potter) (Y-5)		180105

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CONSENT AGENDA – NO DISCUSSION

Mayor Tom Potter

Bureau of Planning

- 548** Approve annexation to the City of property in case number A-1-06 at the intersection of NW Miller Road and NW Cornell Road (Second Reading Agenda 512)
(Y-5)

180096

Office of Management and Finance – Revenue Bureau

- 549** Amend contract with Poorman-Douglas Corporation for lien billing and mailing services (Second Reading Agenda 513; amend Contract No. 33691)
(Y-5)

180097

Police Bureau

- *550** Amend a contract with Westaff to continue to provide a background investigator for the Police Bureau at an additional cost of \$111,650 (Ordinance; amend Contract No. 35701)
(Y-5)

180107

Commissioner Sam Adams

Bureau of Environmental Services

- 551** Authorize change to the repayment term of Oregon Department of Environmental Quality Clean Water State Revolving Fund loan from the date of first disbursement to the date of first payment (Ordinance; amend Ordinance No. 177898)

**PASSED TO
SECOND READING
MAY 10, 2006
AT 9:30 AM**

- 552** Authorize a contract with the lowest responsible bidder for the SE 36th & Woodstock Sewer Reconstruction Project No. 7910 (Second Reading Agenda 518)
(Y-5)

180098

- 553** Amend contract with The Wetlands Conservancy to extend the term of the agreement and provide for additional compensation to protect and enhance water quality and ecosystems (Second Reading Agenda 519; amend Contract No. 35339)
(Y-5)

180099

Commissioner Randy Leonard

Water Bureau

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554	Update City Water Code to be consistent with current Bureau of Water Works practices and applicable State of Oregon regulations (Ordinance; amend Title 21)	PASSED TO SECOND READING MAY 10, 2006 AT 9:30 AM
555	Authorize agreement for acquisition of Glenneva Mathey property in the Bull Run watershed at a cost not to exceed \$350,000 (Ordinance)	PASSED TO SECOND READING MAY 10, 2006 AT 9:30 AM
556	Authorize annexation petition for a parcel of City property at 12350 SE Powell Blvd (Second Reading Agenda 525) (Y-5)	180100
Commissioner Dan Saltzman		
557	Authorize an Intergovernmental Agreement to contribute \$250,000 to the Portland Schools Foundation to study opportunities to improve the efficiency of Portland Public School District No. 1 operations (Ordinance)	PASSED TO SECOND READING MAY 10, 2006 AT 9:30 AM
558	Authorize an Intergovernmental Agreement to contribute a \$125,000 collectively to Centennial School District, David Douglas School District, Parkrose School District and Reynolds School District to increase the efficiency of school operations (Ordinance)	PASSED TO SECOND READING MAY 10, 2006 AT 9:30 AM
Parks and Recreation		
559	Amend Intergovernmental Agreement with Oregon Department of Transportation for Springwater Corridor Three Bridges improvement project (Second Reading Agenda 526; amend Contract No. 51912) (Y-5)	180101
Commissioner Erik Sten		
Fire and Rescue		
560	Apply for a \$650,914 grant from the Department of Homeland Security to upgrade fire station facilities for Portland Fire & Rescue (Ordinance)	PASSED TO SECOND READING MAY 10, 2006 AT 9:30 AM
*561	Authorize Intergovernmental Agreement with Portland Community College for 12 Lead Electrocardiogram training (Ordinance) (Y-5)	180102
REGULAR AGENDA		

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562	Accept bid of Tice Electric Company for the Lead Cable Replacement for Twin Ornaments Project for \$736,150 (Purchasing Report - Bid No. 105024) Motion to accept the Report: Moved by Commissioner Leonard and seconded by Commissioner Saltzman. (Y-5)	ACCEPTED PREPARE CONTRACT
563	Accept bid of Parsons RCI Inc. for the NE Sandy Blvd Resurfacing and Streetscape project for \$4,692,374 (Purchasing Report - Bid No. 105111) Motion to accept the Report: Moved by Commissioner Sten and seconded by Commissioner Saltzman. (Y-5)	ACCEPTED PREPARE CONTRACT
564	Accept bid of Triad Mechanical, Inc. for the Columbia Slough Wastewater Pump Station Improvements project for \$800,271 (Purchasing Report - Bid No. 105116) Motion to accept the Report: Moved by Commissioner Adams and seconded by Commissioner Saltzman. (Y-5)	ACCEPTED PREPARE CONTRACT
Mayor Tom Potter Office of Management and Finance – Bureau of Technology Services		PASSED TO SECOND READING MAY 10, 2006 AT 9:30 AM
565	Authorize an Intergovernmental Agreement with the Housing Authority of Portland for participation in the Integrated Regional Network Enterprise (Ordinance) (Y-5)	
Commissioner Sam Adams Office of Transportation		180106
566	Assess benefited properties for improvements in the Portland Streetcar Phase 3 Local Improvement District, Portland State University to RiverPlace (Second Reading Agenda 509; C-10002) (Y-5)	
Commissioner Erik Sten Fire and Rescue		36406
567	Direct Portland Fire & Rescue to move forward with the relocation and construction of Station 18 and the acquisition of apparatus (Resolution) (Y-5)	

At 10:58 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,
OREGON WAS HELD THIS **3RD DAY OF MAY, 2006** AT 2:00 P.M.

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

Commissioner Leonard arrived at 2:13 p.m.

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

	Disposition:
<p>568 TIME CERTAIN: 2:00 PM – Amend the Transportation System Plan and Comprehensive Plan to incorporate the City Freight Master Plan (Ordinance introduced by Commissioner Adams; amend Ordinance No. 177028)</p> <p>Motion to accept amendment to the Freight Network Map Amendment for the street classification change in NE 103rd Avenue couplet with NE 102nd in Gateway and System Improvements List to the Burgard-Lombard improvement project near Terminal 4: Moved by Commissioner Sten and seconded by Commissioner Leonard. (Y-5)</p>	<p>PASSED TO SECOND READING AS AMENDED MAY 10, 2006 AT 2:00 PM</p>

At 3:57 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 broadcast. The text has not been proofread, and should not be considered a final transcript.] * * *

MAY 3, 2006 9:30 AM

Potter: Good morning, this is the Portland city council. Before we begin, the main part of our council meeting, we always begin each week by asking the question, how are the children? Because we know that when the children are well, when they're well educated, when they have a full stomach, when they have a roof over their heads, and caring adults in their lives, that our children are going to be healthy and grow into good responsible adults. So each week we have an expert that comes in and talks to us about issues around children and youth. And we have a very special expert guest today, and her name is margot new. Could you come up please? Margo is 10 years old, she's in the fourth grade at ainsworth, and she is into synchronized swimming, science, math, space exploration. She has a dog named bruiser and her favorite holiday is st. Patrick's day. The next place she wants to visit is tokyo and ireland. This is a very diverse young woman. She's got a lot of different interests. Thank you for being here today. You tell us what you want us to know, please.

Margot New: I'm a fourth generation Portlander -- i'm a fourth generation Portlander, and my grandfather earl broadfish worked for Portland for over 25 years. People want to live, work, and move to a strong city. And if we don't do something about the schools soon, people will start moving out of Portland. Our schools need help. Schools are closing and classes are getting bigger because schools don't have enough money. Some schools that are still open do not have art, music, and p.e. We need more than reading, write can, and arithmetic. So I was thinking that the city of Portland could help the schools by providing a space to have an all-Portland public schools fund-raiser. It could raise millions. All the Portland public schools classes could make a project like an art project or a service project, and maybe get some of the supplies at schoolhouse supplies. The project that the kids would make would be sold at the fund-raiser. All the Portland public schools would split the money evenly. This could happen once a year, every year. Maybe even more than once a year. It would solve -- it wouldn't solve all the problems, but every little bit helps. If Portlanders work together, we will build a strong community.

Potter: Thank you, margo. Let me ask you a question. What's your favorite class at school?

New: I like basically all the classes.

Potter: All the classes?

New: Most of them.

Potter: Somehow I kind of figured that. Thank you for being here today. And I want to thank your parents for being here -- bringing you too. Have a great day. Let's give her a hand, folks.

[applause] [gavel pounded] city council will come to order. Karla, please call the roll. [roll call] [gavel pounded]

Potter: Please read the first communications.

Item 541.

Potter: We seem to have a theme going, bruce.

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Bruce Broussard: My brother. My twin, according to Randy. Mr. Mayor, commissioners, I'm Bruce Broussard. As you know, recently the supreme court just struck down the repeal process, and now it seems as though the Portland public schools are going to have to be looking at and facing some 60, some 70, some say \$80 million, if you will. And that's going to have quite an impact on some of the goals that they have placed. We're still struggling, if you will. But I think I have a solution. I was here once before, and I left the council a tape. And on this particular tape a gentleman by the name of Don Jeffries, who at one point was the Portland public schools legal counsel, he now sits as the secretary on the civil service board. And he's a very fair person, and he's a good mediator, but he was part and parcel of coming up with the decision that in fact the custodians should be reinstated during that particular time that we were having this issue between the school board and the like. And so I say that we don't have to worry about spending more monies coming from the school board to fight this issue with lawyers that are going to be charging the school district quite a bit of monies. I think I would hope that Mr. Mayor and your folks would maybe look into this and look at the possibility of working with the civil service board to talk to this issue. They know this issue totally. Some of those custodians just want to come back and be with the kids. Some of them have died, as you know, some of them have lost their homes and the like, but they've lost all their future and the like. That has to be resolved. But I really feel it's -- fits going to save Portland monies, and that's one of the things we're stressed with, and continue to motivate those surrogate parents, which is the custodians, I think we need to look at the civil service board. It is the structure that could really resolve this issue and save this city a great deal of money and focus on the classroom and the kids. So please, I left this tape several weeks ago, hopefully Karla can make that available to your office, and hopefully the other commissionerless look at it also too. Thank you for your time.

Potter: Thank you, Mr. Broussard. Please read the next communication.

Item 542.

*****: Good morning, Portland, city council, and mayor.

Potter: Good morning. I want to advise you that last time you were here I think you used rather inappropriate language. Remember there are children here today, so do not use that kind of language today.

*****: It's a hiring and training policy issue.

Potter: Remember what I said.

Richard L. Koenig: My name is Richard Koenig. Chief Foxworth's actions speak louder than his words. Even though his words are not fit for this forum. The actions of his bureau reflect the attitude of the chief. Chief Foxworth doesn't have a problem with using bureau computers to express his sexual fantasies as much as the city has a persistent problem with police hiring and training policies, which happen to be the basis of my claim. Last week I asked you gentlemen of city council if you might have any objections to adding the act and omissions of Chief Foxworth as an example of inadequate hiring and training policies to my claim. Would you folks like to express any objection to characterizing his attitude as an example of the city's policies, which are the basis of my claim?

Potter: Please proceed.

Koenig: Thank you. Hearing none, I'll take it that we're agreed. This week is the anniversary of the police shooting death of one of Portland's young mothers, Kendra James. Had police training encompassed the words of wisdom from the Washington supreme court and our own attorney general's office, which wrote an opinion concurring with the court, Kendra's mother would now not be left to raise her grandchildren. In the attorney general's opinion of August 28, 1929, we were told that even Hertz rental cars are not vehicles subject to the motor vehicle laws because they don't go out with drivers for hire. The car Kendra James was killed in was a rental and the police knew that when Kendra and her friends were pulled over in a, quote, routine traffic stop, closed quote. A year

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later another citizen who was not a driver for hire was pulled over and killed. Within 23 seconds of the stop being initiated. This is a police hiring and training policy problem. Two sections of law after the section that says an officer commits false swearing if he doesn't have grounds to write a traffic ticket, is the section that says who the police do have the authority to stop and detain. Or -- o.r.s. 153.039 says an officer has the authority to stop and detain any employee, agent, or representative of any firm, corporation, or other organization when the officer has reasonable cause to believe that a traffic violation has occurred. When officers don't even know that the provisions of the vehicle code comprise title 59 of business regulations part two, that's an egregious training policy problem. Thank you, gentlemen.

Item 543.

Paul Phillips: I'm paul phillips. I read parts of this paper from the d.j.c., april 12 and 19, and today i'll finish it. Plaintiffs use little-known theory to win against construction firm. The trail highlights companies increased efforts to minimize on-the-job injury reports by natali white, nolan news wire.

I'll jump down to the fifth paragraph from the end. Basically where I left off. We've all heard of aiding and abetting in the criminal context. But i'm embarrassed to say I didn't even know it existed in the civil context. That was a quote. Said abourzek. I'm not sure how to pronounce that. It's not really an exotic theory, and it's recognized by the restatement of torts. I'm not sure why it isn't used more, simply says that if the party gives substantial assistance or encouragement to another party in the commission of a tort, they can be held libel for the tort. In this instance -- that was a quote -- he wanted to hold the construction company and not the insurance company, which had settled earlier, responsible for preventing his client from collecting benefits for work-related injury. In this case we had an employer that vigorously got involved with calls to the insurance company, asking them to deny the claims and the workers' compensation case. He said they even hired a lawyer to get the insurance company to deny the claim, and they offered to let their attorney represent the insurance company in the case. Basically they wanted their own hand-picked hit man. That was a quote too. He said large construction companies are more likely to get lucrative contracts if they can show a cleaner safety sheet. The case was hubbard versus hills material company, seventh judicial court, circuit pennington county, south dakota. That was a \$5,065,000 judgment claim against the company. And i'll like to comment about this, the 17th of this month. So thank you.

Potter: Please call the next communication.

Item 544.

Potter: Good morning, mr. Long. Please state your name when you speak. You have three minutes.

Charles E. Long: Charles e. Long, I live in Portland. I was born in Portland. I think televising the city council proceedings is a great public service, and I certainly appreciate it, as many of us do. It helps to involve the public even though in the indirect way. However, I feel that this broadcasting should include radio, because radio reaches many areas of the community that cable t.v. cannot possibly do. Radio can be anywhere, and even in your ears. You plug in to a radio program that you can listen to on -- right in your ears while you're driving, and while you're on the bus, while you're traveling. Many people cannot -- don't have access to cable t.v. because of its inherent limitations. Radio, on the other hand, can be used -- you can listen to it even in an office or working area where your mind is not particularly engaged in the work, but you can listen to the radio also many people do not have cable access, and therefore they cannot watch the proceedings on television. Therefore, I would appreciate if you would consider having the proceedings on a public radio. The logical station would be kboo, which is a community-based and eclectic station. I think that would help to serve the community better. Oh, before I leave, I wanted to mention the suggestion to Karla or whoever is responsible for setting up the program, the t.v., that you have a -- an audio agenda of the day's proceedings listings, especially important issues that might come up

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and the time certain, and play that audio just before the televised city council hearing starts. That would help the public. Thank you.

Potter: Thank you, mr. Long. Move to the consent agenda. Do any of the commissioners wish to pull any items from the consent agenda? Any citizens here wish to pull any items from the consent agenda?

*****: I'd like to pull 580.

Potter: Please pull 580.

*****: I believe that's 550.

*****: [inaudible]

Potter: Please call the roll.

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

Potter: Aye. [gavel pounded] please read the 9:30 time certain. And please read 545 and 546 together.

Item 545 and 546.

*****: We're here for 546.

*****: We have representatives from -- for 545 as well that will come up and talk.

Potter: Why don't we address 545 first, and then we'll go to 546.

Shawn Graff: Mr. Mayor, council, i'm the director of Portland's office of emergency management. The water bureau, b.e.s., Portland parks and rec, Portland fire, Oregon emergency management and fema are all here today to come before you to ask you to approve the two ordinance that's will bring about almost \$4 million in these hazard mitigation grant funds, 545 and 546. This is a culmination of a project that started three years ago with the city bureaus were working together to create a hazard mitigation plan. A great example of what we can do when the bureaus work together and partner with fema and o.e.m. The approval of that plan paved the way for these grant mitigation funds to be available to us. Specifically we have two grants, the first one is the urban wildfire fuel load reduction project, and if I could have dean marriott, david mcallister and fire marshal clum come up to give specifics on that ordinance.

Potter: Good morning, folks.

*****: Good morning.

*****: Good morning.

Potter: Who is first up?

Dean Marriott: I'll go first. Mayor, members of the council, dean marriott, environmental services director. I'm here to talk about the fuel load reduction grant. As has been mentioned, we've been working now and will be working with the office of emergency management, fire, and parks on this project. We'll be bringing together our experience with our revegetation crews, the people who do watershed revegetation work to remove invasive species and replace them with native species. This will be an effort to protect our watershed health while at the same time minimizing the risk of damaging wildfires. We're happy to participate in this team effort and look forward to doing so. While i'm here I just want to say thank you to margaret from my staff, who's been very helpful in giving this grant moving.

Dave McAllister: Mr. Mayor, members of councilman, dave mcallister, city nature manager, Portland parks and recreation. As dean has said, this is a cooperative effort, and we're very happy to be participants in this project. This grant provides both for project planning in natural areas and on the ground fuel reduction projects. The fuel reduction projects, as mentioned, will occur in several of our natural areas, forest park, powell butte, and along the willamette escarpment, which will include oaks bottom and mock crest. The kinds of fuel reduction strategies we're going to implement will include the removal of these combustible nonnative vegetation. We'll be initiating some prescribed burns in these areas, and designing and planting fire resistant landscapes to reduce the fire risk in the future. As many of these projects go forward, we're going to get some ancillary

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benefits out of that. There is a very extensive public involvement process, and we see through this the opportunity to engage the public, the broader discussion of how you would reduce fuels and the risk of fires on their own private property. So I think that's a very encouraging aspect of this project. We are going to link this to environmental education programs in our natural areas, and our volunteer programs, which also are going to leverage some of the efforts that we're already doing through this project grant funding. And finally, I think it's just going to broaden our view of natural area management in the city through parks and recreations, and we're very happy to be a part of this project. Thank you.

John Klum: Good morning, mayor, council, John Clum, Portland fire and rescue. I'd like to first state that this is in my service to the city, this is an excellent example of the interbureau, interagency collaboration that I've actually been exposed to. All these partners should be commended for their efforts, getting everybody to the table to reach a common goal to the benefit of the city. This will allow us to take the positive steps to help minimize the effects of urban interface fire. Not only will it improve the livability conditions, but it also increases public safety as well as firefighter safety, because there's a couple key components that fire will get a benefit out of that. Eradication of the invasive species in my opinion is the single most proactive measure you can take to allow nature itself to assist in wildfire mitigation. Taking that step there will reduce the fuel loads in those urban interface areas, thus requiring less resources and it will end up being a safer situation for both the public and the firefighters. The city, it's just a matter of time that we experience a wildfire. It's just how extensive that wildfire will be. Portland area has a history of wildfires, 1951 forest park lost 2400 acres. Since then, we have over 20,000 citizens in the periphery area of the urban interface in the area covered by this grant mitigation, and we're looking at over 8,000 structures with an estimated value of \$2.5 billion. So these proactive steps are going to -- are really going to reap benefits in the long run. The disaster mitigation plan the group prepared too will allow a mechanism to the city to recuperate post-disaster funding, which is a key thing. Help with FEMA and Portland office of emergency management has been critical on that. From fire's perspective, the public education outreach, as well as the controlled burns allowing hands-on training for our firefighters to develop those one-on-one skills to where when we do have a significant incident that they'll be better prepared to help step up and mitigation and hopefully lessen the effects of the fire. But lastly, I'd like to say that this is an important step, and I emphasize that this is a step in the right direction, and what we would hope to see out of this is further dialogue concerning fire prevention, fire resistant construction practices and also fire resistive landscaping plans to go along with the interface development. I appreciate your time. Thank you very much.

Potter: In sort of layman's language, what are you folks going to do up there?

Klum: Basically there's designated areas where they have actually done models to where we can go in and control some of the invasive species by actually burning it. And doing so we'll be able to not only eradicate the evasive -- invasive species, but we can also employ hands-on skills with our own trainers to reach some of what we call red card certification through -- for the wild land interface that are required for them to fill in key roles during a wildland interface fire. Portland is a leader in structural firefighting. I would put them up against any department. But the infrequency of the interface and the size of Portland, we do not get as many opportunities as other jurisdictions within the state when the conflagration act is initiated to deploy other wildfire land fires within the state. This allows us local access so we can actually develop those skill sets so we can build on them, and actually work with this to develop Portland fire and rescue's internal wildfire management program, so to speak, to where we can get the fire stations the urban interface better prepared so they can take the lead and allow chief officers to get hands-on experiences to get open - - designating certain personnel and build upon their incident management skills.

Adams: When I was up at Sandy's office for earth day, there's a new invader in town, I noticed it was in the "New York Times," science section yesterday, garlic -- I think it's garlic mustard. It's

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apparently in the "new york times" they mention there were issues of -- there might be issues related to fire combustibility, so i'd ask you to look into that.

Klum: I will. Thank you.

Leonard: And i'm focused on powell butte. We have some plans up there to ramp up the management of it, because it needs more resources that have been allowed. I also am aware that the term mitigation can sometimes include getting rid of underbrush and not necessarily exclusively nonnative species. And I guess I want to be assured when you say nonnative species we're talking about blackberries and those kinds of materials. And you're not talking about underbrush that's -- that would typically from a firefighting point of view be considered to be fire load that could contribute to the spread of a fire, but is part of the natural landscape of powell butte that we do not want to get rid of.

McAllister: Commissioner Leonard, that's exactly right. As you know, there is a lot of invasives on powell butte.

Leonard: The only time i've ever gotten poison oak in my life is powell butte.

McAllister: We'll get right on that one. [laughter] hawthorne, there's an invasive hawthorn up there as well as some of the other invasive fuels, the one-hour fuels, which are the most critical to fire spread. And it's been several fires up there in the past. We've put out several in the years past. Powell butte will be undertaken in the second year of this three-year grant, that's when the activities will actually occur on the ground. Planning will start -- planting will start in the fall for creating what we're trying to do objectively in terms of replanting with natives and looking to get rid of those invaders that are fire hazardous.

Leonard: And I certainly know that john nosy agree with his assessment of the Portland fire bureau being one of the best in the nation, but I was one of those few who actually got some wildfire and firefighting experience in 1990 or 1991, when we had the fire in the gorge. And I remember being struck with, as all of my Portland firefighter colleagues were struck with, the completely different behavior of the fire in the forest versus a house fire. So when I hear you say we're going to have controlled burns on powell butte, I have to tell you, a chill goes up my back. I'm sure you're thinking the same thing in terms of preparing ourselves for the worst possible scenario if you actually start a fire up there to be prepared, but i'd like to hear what that was that you thought through.

Klum: Well, commissioner, if I understand your point being, it -- when the control burn is, scheduling is going to be a key issue. The controlled burns i've had experienced in the past is that there's certain conditions, whether it's a go or no go. A lot of it has to do with relative humidity, wind direction, having the area protected, having the fire break around it, and have all the resources in place to offset anything.

Leonard: The worst case scenario.

Klum: For the worst case scenario. And it will be closely monitored, and it will be planned to where we can either go -- the actual day of the actual weather conditions change. I feel strongly with the preplanning component of this that we can assure the public that they will not get out of control, to the best of our abilities, but I think that working together with everybody involved and doing the preplanning component is one of the key factors of that.

Leonard: So the reason we're doing the burn is to provide a drill for fighting crews, or is -- for firefighting fools, versus using some type of herbicide or shovels to dig this stuff out? Is it more efficient to burn it than using these other methods?

Klum: I can't speak to the efficiencies of a controlled burn versus herbicides, perhaps my colleagues can chime in on that particular thing. I think that the experience we were able to get from those controlled burns, it's my understanding that they will be closely monitored, closely regulated, adequately planned, it gives us that opportunity in a controlled atmosphere to actually experience the fire, wildland fire conditions to help better prepare our firefighters. One of all of our

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concerns in Portland fire and rescue is the high risk low frequency type of events. And this gives us a snapshot of what to expect if we did get a significant fire, specifically in the forest park region with all the infill that we have, both above and proposed inside the linton hillside, some of the other things were key access issues, that will give us an opportunity to reinforce the key safety element that's are specific to the wildfire type of firefighting that most of Portland firefighters don't get a lot exposure to.

Leonard: I understand that. My fear is that to make it a realistic scenario you have to make the fire large enough to begin demonstrate in the behavior that makes it a wildland fire, which then by its nature becomes kind of uncontrollable. And this is just a part of me that's raising a red flag, so I would feel much more comfortable if dave mcallister, sean, and you could sit down and have an honest discussion about this and see if that -- I understand the need for practicing, but is that the most appropriate place to do it, given the challenges of powell butte hills, and all of that, and the frightening possibilities if for some reason we lost control? Because I do know there have been times, as you do, when controlled burns have gotten out of control. And I can't even begin to calculate the devastation that that would occur. Not just in property loss, but in community perception of us. So i'm just feeling it's important to raise this red flag and have all of you discuss it thoroughly and feel as though you can assure the community as close to 100% as you can that you can control the burn.

Klum: We can do that. The last thing we want is a crown fire.

Leonard: Oh, I know that.

Graff: I'll work -- I know I don't have all the experience a lot of the firefighters do, but did I spend seven years as wildland fire and have done many controlled burns.

Leonard: So you know what i'm saying.

Graff: I know exactly what you're saying.

Leonard: Wildland fire by its nature to practice it is out of control. And if you have a controlled burn you're not really getting the practice you need because you're not observing as dangerous as they are.

Saltzman: I guess I just want to jump in here, I guess to me the pimp, correct me if i'm wrong, the controlled burn is to get rid of vegetation that could contribute to wildland fire, and not so much to be a training exercise for firefighters.

McAllister: I think --

Saltzman: I know it can be both, but if we're going to tilt the scale, are we going to tilt the scale towards making sure it's a controlled burn that -- with minimal chances of becoming out of control, as opposed to a training exposure?

McAllister: The beauty of this project is trying to get it leveraged from as many bureaus as we can on this, and I certainly think that we're bringing the expertise of b.e.s., we're trying to manage our national areas better, and we're looking for the opportunity interface with fire and provide them some types of training, although certainly fire is pretty darn good at eradicating some of these species of concern, and as an alternative to using herbicides or other conventional sources in a more cost effective manner.

Saltzman: How many controlled burns and what acreage, just very generally? Are we talking five to 10?

McAllister: That's going to be part of the planning. I would say at least there will be at least one in the mocks crest area, one at least in oaks bottom, one to several at powell butte, and I think we're talking about two or three in forest park. All of which will be done really systematically after we thoroughly assess this, which is part of what the grant is designed to do.

Saltzman: Acreage per fire is probably what, 10 acres? 20 acres? We're not talking more than that, are we?

McAllister: Yes.

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Saltzman: Ok. Thanks.

Potter: Other questions? Thank you, folks. Who's going to speak to the second emergency ordinance, 546?

*****: [inaudible]

Potter: Please sit down. Please sit down. Thank you. Please.

*****: [inaudible]

Potter: Gary, would you escort the lady out, please?

Graff: David schaff from the water bureau. We'll discuss the conduit trestles project, which is 546.

David Schaff: I'm david schaff, the acting director of the Portland water bureau. As you probably know we have three conduits which bring water from bull run to powell butte and our in-town terminal reservoirs at mt. Tabor. On a hot august day you can get 210 million gallons a day through those conduits. Over the course of the 30-mile trip from the watershed to mt. Tabor, their size varies, but they range in size from 44 inches to 66 inches in diameter. They vary from 52 to 95 years old. They are our primary source of drinking water for about 800,000 Oregonians. Unfortunately in several locations these pipelines are above ground, and they are vulnerable to landslides, river scour, treefall, earthquakes, flooding, and other hazards. The bureau has been undertaking a series of projects to reduce this vulnerability. The project for which fema will be providing funding, is a seismic upgrade at two locations where the supply conduits cross stream channels on trestles. The water bureau has identified these two sites as the most vulnerable in our system. The primary goal is to minimize service outages and shorten restoration times for water service in future earthquakes or flood events. The first project is called die action -- die expound ---- diack pond. When I was out there friday, you could actually walk out and stand on the three conduits and look upstream to the dam. This project will encase the conduits in an embankment armored with gabions. I had to ask what that is, it's a wire cage filled with rock which is a blanket which will lie over the conduits and then be covered with fill. So that if the dam gives way, the gabions will protect the conduits for the length of time the pond above stream would drain. The stream will also be routed beneath the embankment in a culvert, and we will also be building large vaults to install flow meters and dechlorination piping. This is just down the high from our lusted hill facility. At sester pond, the second location, two of the conduits cross each other. You can barely, maybe crawl between the two conduits, they're literally over each other. At the base of a large irrigation dam. So you are looking up at the top of the dam as you're standing there at sester pond. When I visited the site -- [sneeze]

Potter: Bless you.

Schaff: Excuse me?

Potter: I said bless you. Somebody sneezed.

Schaff: You could see water leaking from the dam under one of our pipes. So it is a situation where we want to move the pipes, we're going to reroute the pipes downstream of the dam under the stream below the scour depth and harden those pipes with concrete encasement. And when I was there, I was struck by the fact that you could stand there, you could put your hand on the pipe and you could feel it move. You could see it move. You could see it rock in the trestle. And that was on a slow day with 80 million glance going through the pipes. So -- gallons going through the pipes. We're going to move them, we're going to bury them, encase them in concrete so should that dam fail, they'll be protected and the source of our water will be protected. So this \$3 million grant provided by fema will be a huge help in reduce our vulnerabilities to natural disasters, and the water bureau would like to thank fema for providing it.

Potter: Thank you.

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Graff: Two of our partners in both of these projects are Oregon's office of emergency management and fema region 10, and they're both here, ken murphy from o.e.m. And karl cook from fema would like to address council.

Potter: Can you folks please come forward? I want to thank you folks for being here.

Ken Murphy: I just want to tell you how proud I all of of Portland and the work that the bureaus and all of the numerous people that it takes to put these types of plans together. And I forgot for the roared, ken murphy, Oregon officer -- these do take a lot of of people a lot of the time, a lot of effort, through every channel at the city and the state and the fema level to make sure that we're making -- [alert tone]

Murphy: This is a coordinated monthly test of the emergency alert system through broadcast stations in the greater Portland vancouver area, including clackamas, columbia, Multnomah, and Washington counties in Oregon and clark county in Washington. Equipment that can quickly warn you during an emergency is being tested. If this has been an actual emergency, official information would have followed the alert tone. [alert tone]

Carl Cook: Carl cook, i'm the mitigation director for fema region 10. We handle Washington, Oregon, idaho, and alaska. I wanted to particularly say some words regarding something that the people before me have talked about, and that's the collaborative nature of how Portland works. As ken said, mitigation is the idea of trying to prevent damage before you have an event. We administer a number of programs that try and do that, most of them through Oregon emergency management, one of them not the flood insurance program. And Portland should really be recognized as a stellar community in the area of mitigation. Here's where it gets kind of harder than in most communities where you try and thank the various people who do the work. Because Portland does have such a collaborative nature with the way your city council is structured, I usually hesitate to try and name names because i'll always leave somebody out because they're there are at least three or four different bureau directors working together. But it's the -- the system seems to have worked for you all the way from earl blumenauer, with the flood -- some of the flood legislation that he's pursued, you heard from dean marriott, dean's been working on projects like this in the environment and flood projects for as long as i've been around, and that's quite a while. The Oregon emergency management folks are the people who take the money directly from fema and then distribute it to the cities that are successful with their grant proposals. Ken murphy, abby, dennis are the best in the northwest, and some of the best in the country at doing that. And as ken mentioned, you got a good portion of the money of 800 communities that were applying, Oregon got 3% of the money. So you really got more than any in terms of percentage, any community in the northwest. You should be commended for that. Also, Oregon emergency management agency has made sure that in the state of Oregon, because you have an enhanced mitigation plan, which is more than most states in the country, you get 20% of the figure, whatever disaster figure you get in a presidentially declared disaster as opposed to 7.5%. So Oregon is in much better shape. I'd like to say that what I think gets you there, though it's more difficult to thank all the people that do the good work here, is the perseverance. This isn't the first time i've been down here. I've been coming down here for 20 years saying the same thing, and what's paid off for Portland is that your staff persevere, they're thorough in what they do, the collaboration that's been mentioned over and over again, and I can't think of a community i've worked with that does it the same way and does it so successfully. So whatever you're doing, Portland, keep it up, because it's really working as far as mitigation is concerned. Thanks.

Leonard: I just want to know what a guy with all your experience and professionalism is doing working for fema.

Cook: Well, that's an interesting question, but I think i'll probably let that one ride. [laughter]

Leonard: We're happy to have you here.

Cook: Thanks.

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Potter: Other questions from the commission? Thank you, folks, for being here. I understand after we vote we're going to have a signing --

Graff: Yes, sir.

Potter: Questions from the commissioners? Is there a sign-up sheet?

Moore: We had one sign up for both. Gail snyder.

Potter: Good morning. When you speak, please state your name for the record. You have three minutes.

Gail Snyder: Gail snyder, i'm the executive director of friends of forest park. Thank you for having me here. I'd like to add my support for the fuel load reduction grant. I'd like to lend the support of friends of forest park as an organization, but let you know that I have personal interest in that grant, one of parks and recreation staff has asserted that forest park will burn on october 2. He's not saying which year, he's an arborist who knows very well how unhealthy the park is currently. I'd love to see him proven wrong. So i'm thinking of this grant as the prove fred wrong anticonflagration grant. And I think it's a great idea. So thank you.

Potter: Thank you very much.

Adams: On a specific day, huh?

Saltzman: October 2.

Potter: But not a specific year.

Sten: If it burns that day i'm getting the arson investigator out. [laughter]

Adams: I wonder if he also predicts earthquakes.

Potter: Any other folks to call?

Moore: That was all who signed up.

Potter: We'll first vote on item 545. They're both emergency votes.

Adams: I want to thank everyone involved with putting this together. Specifically fema, my portfolio of bureaus, and look forward to the continued -- growing the continued partnership to get it done. It's good to see the leadership of p.o.e.m. Here, and the benefits of having them here are demonstrated by this early work to keep and pull people together. So thank you all. Aye.

Leonard: With just the one note of caution of really talking through the controlled burn, tie agree, this is a really good preventive measure to take. Aye.

Saltzman: This is really, really good work. I'm really impressed with the cooperation going on between federal, state, and city, but also among the various city bureaus. It's critical that we do all we can to avoid what everybody seems to think is inevitable in a wildland fire. We have a lot of great areas with people now living in those areas, and we don't want to see that happen. If it does happen we need to be prepared to revegetate with the right way, so it's a great comprehensive strategy, and I just want to thank everybody for their involvement. Pleased to support it. Aye.

Sten: I also want to thank everyone at fire, b.e.s., fema, good work. I think we will think it through, and I wanted to particularly welcome our new director sean to town, and if you don't mind me saying, it appears you've already found the right touch we needed between -- we need somebody in charge but you've also got the Portland, everybody collaborate rates constantly, and you seem to have joined that culture quite well while still setting clear direction. Well done and welcome to Portland.

Adams: Medication is on its way.

Sten: Aye.

Potter: It's hard to follow-up on some of these comments. I do want to thank everybody. Our federal partners at fema, the Oregon office of emergency management, ken murphy, he's been a very good friend to have at the state level. When we were preparing for katrina ken murphy was here almost daily assisting us with these and helping coordinate that. And I appreciated your leadership, ken. I think this is another example, you know, when we look back at katrina and afterwards people were saying what could have been done to reduce or prevent what happened in

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new orleans, and they talk about the levees and the dikes there, this is the equivalent for Portland. Our forest park is the largest indoor park in the united states, and it's a natural park, which means there's a lot of trees. And with those trees come possible hazards. And I appreciate what the state is doing, our bureaus in terms of trying to mitigate the future effects of any possible hazards up there, at powell butte and other locations. This is what I think good government is about, how we work together to try to prevent these kind of disasters in our communities. And I think it's a great example, and I appreciate everybody's efforts. Aye. [gavel pounded] please read item 546.

Potter: Please call the vote.

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

Saltzman: This is also critical infrastructure work. Appreciate the large grant. David, please stop standing up for -- on the pipes. Aye. [laughter]

Sten: Aye.

Potter: Aye. [gavel pounded] [laughter] are we having a signing ceremony? How shall we do that, and who do you want to sign it, myself or --

*****: [inaudible]

Adams: That was good.

Potter: I thank you folks for being here. Thank you for coming down. Presenter it. Sean, thank you very much. Appreciate it. I won't mention your nickname.

Adams: What's his nickname?

Potter: You didn't read "the tribune" yesterday. I don't want to embarrass it so I won't repeat it.

Adams: I read the story, I missed the nickname.

Potter: He's pretty embarrassed about it. Let's move to the 10:00 a.m. Time certain.

Item 547.

Potter: Good morning, folks.

*****: Good morning.

Potter: He who snoozes loses.

Yvonne Deckard: All right. First of all, I want to -- for the record, yvonne deckard, I have with me today patrick ward, who is our labor relations coordinator that took the lead on the contract. But first of all I want to start off by thanking council this year for its leadership and direction that allowed b.h.r. to settle four labor agreements before their expiration date, which would have been june -- which will be june 30 of 2006. This is the last of those four agreements. Secondly, I really want to thank susan and her bargaining team and the effort they put in. I want to give special thanks to celia and commissioner Leonard for indulging me on councilless days and sitting with me and helping to strategize truly how to bring a very difficult bargaining session to fruition. So thank you, commissioner Leonard, and celia is not here today, she at the bureau working diligently again. So i'll call her later. As I stated to the council on march 29 when I brought forth the resolution to create a staffing and retention work plan for that unit, b.o.e.c. Is really faced with critical issues. Really being able to ratify this labor agreement is another critical step in the resolution of these issues as well as representing continuous and positive movement in resolving those critical issues, thus facing that bureau and these issues that we are looking at. Once again the terms of this agreement is that it's a four-year contract beginning july 1 of 2006 and expiring june 30 of 2010. It calls for a c.p.i. wage increase of 2.8% in the first year of this contract, and in the following -- each of the following years a wage increase of c.p.i. with a floor of 2% and a ceiling of 5%. On health care benefits, the city once again shall contribute 95% of the total vision medical and dental rates as adopted by council and employees will contribute 5%. The level of benefits shall remain the same for the duration of the contract. Boec, the labor union has also agreed over the following -- of the four years of this contract to -- has committed to work with the city on health, wellness disease, management, and strategies and programs to improve enrollees' health and moderate medical and drug plan increases, to work within a joint labor management framework to help craft a wellness

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program. They've committed to working with the city in a multiyear joint health and wellness strategy that is aimed at reducing once again our self insured health care costs trend increase by 3-5% over these four years. They are also making great efforts in committing to -- committing to educating their members on matters of health, wellness, and disease management as well as health care costs. They've committed to working with the city to produce an annual work plan on wellness and to wellness and health care cost mitigation. They're working collaboratively with the city and the bureau to identify changes and work processes systems and other requirements that could result in cost savings and efficiencies to help offset fixed costs in the bureau's budget. And they also are agreeing to work with the other lay board organizations and the city council and employees to meet three times annually to discuss programs and review progress to date. So this is important for council to know this union has signed off on a four-year health, wellness, disease management strategy. We work collaboratively to achieve this agreement, and we look forward to working long-term to resolve the health care cost containment as well as other issues facing this unit as it relates to staffing and retention. So I recommend that this -- at that time that council ratifies this agreement. The labor union actually ratified the agreement about two weeks ago. I'm here to answer any questions you may have.

Potter: We must not have any questions.

*****: I like it.

Adams: Good work.

Leonard: Very good work.

Potter: Do you want to make any comments?

*****: No. It was through the work of the commissioner's office and Susan of AFSCME 189 that helped bring this agreement together.

Leonard: I'll say a couple things in lieu of speaking when I vote. I think it's fair to say in the past nearly four years since I've had the bureau we've had eras that would be best characterized as waxing and waning in terms of improving the atmosphere at BOEC, and I would be less than honest, and I know that everybody that helped on this would probably have to acknowledge we're in a period of wane. And it is not pleasant. But the -- I want the council to understand that one of the basis for some of the tension is some very specific direction that our office is giving BOEC. We work really hard, and as I'm sure all my colleagues would agree with, to make sure employees work in the safest most healthy environment possible. But we never forget that our job at 9-1-1 is to answer phone calls and dispatch emergency equipment, and late last year given the frustrations of the budget and whatnot, I directed that managers begin answering 9-1-1 calls, up to and including the director. So that if we have people on hold, I am just intolerant of that happening. And that wasn't met with open arms. And that is an example of some things that are tough for an organization to adopt because it's different, and it breaks the model. But sometimes in government we have to be willing to do that. It has spilled over unfortunately into some of our relationships with organized folks, but Susan was wonderful. She's the representative for AFSCME, and I don't think we'd be sitting here with this agreement without Susan. It would be a tragic not to acknowledge the depth of her commitment and service and ability to really bridge labor and management together and she is just been selfless. And I deeply appreciate having a person like that to work with. You two have been fabulous, and without your commitment and service and willingness to be flexible and not take things personal, that's allowed us to have this agreement. Celia and Lisa working together, again, have cognizant of the fact we have a specific mission at the 9-1-1 center, and as easy and straightforward as that sounds, sometimes that gets lost in the noise, but they have remained focus on that. And we have hired a consultant who is working with everybody at 9-1-1, including our office, to address some of the historic cultural issues that I could most fairly describe as dysfunctional between employees. And I am very focused on changing that so that people come to work don't feel picked on, people do their jobs, and that's all in all saying we have some issues, and

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creative process to talk about those in this agreement that's going to be very challenging, it's going to require the patience all of you have demonstrated to get there. It's going to require a lot of patience on my part. But I'm committed to getting there. I meet regularly with the union folks for breakfast and the management folks and always try to remember what our mission is, but listen at the same time to our concerns. But I think we're getting to where we need to be, but this was the most challenging collective bargaining agreement I've dealt with since I've been here. And I'm really grateful it didn't spill over into something more that would require council to intervene. The service you all provided, the management folks at Boec provided, and Susan really reinforced in me how important it is for all of us to work together. Because if any one of us would have done something different, this thing would have fallen apart. So thank you very much.

Potter: Further questions to these folks? Thank you. Is there a sign-up sheet?

Moore: There was, and no one signed up.

Potter: Is there anyone here who wishes to testify on this matter? Please call the vote. Emergency vote.

Adams: Good work. Thank you. Aye.

Leonard: Aye.

Saltzman: Good work. Aye.

Sten: I've been in a very different place on negotiations. Good work. Aye.

Potter: I want to thank B.H.R. and local 189, too. The intensive effort that was made on this, being a former police officer, I can appreciate the kind of stresses that occur out at Boec, and the fact that much of this agreement is about improving the health of the people there is really good, because I think that will lead to more productive employees as well as happier employees. So good work, everybody, this was the culmination of a very long effort and I appreciate the leadership of commissioner Leonard's office. I vote aye. [gavel pounded] thank you. For the regular agenda, please read the first item.

Item 562.

Potter: Please proceed.

Christine Moody: Good morning. Members of city council, Mayor Potter. Christine Moody, the purchasing manager in the bureau of purchases. I'm filling in for our bureau director. While he's out of town this week. This is recommending an award on bid number 105024 for lead cable replacement for twin ornamentals for the bureau of transportation. Tice Electric Company in the amount of \$736,000 -- \$736,150. Pdot along with our bureau identified five divisions of work for potential minority women and emerging small business participation. The result on this contract is 57% -- 57.3% MWSB contractor participation. I'm going to pause here and turn it back over to council if you have any questions.

Potter: Are there any sign-up sheets?

Moore: I didn't put them out for these three.

Potter: Can I ask for a motion to accept?

Leonard: So moved.

Saltzman: Second.

Potter: Call the roll.

Leonard: Yes.

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

Potter: Aye. [gavel pounded] please read item 563.

Item 563.

Christine Moody: For the record, Christine Moody, I'm the purchasing manager for the bureau of purchases. Before you is the purchasing agent report recommending an award on bid number 105111 for northeast sandy boulevard resurfacing and streetscape project for the bureau of transportation, awarding to a local firm, Parsons R.C.I. in the amount of \$4,692,374.35. Pdot

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identified eight divisions of work for potential minority women and emerging small business participation. The result on this contract is 23% mwsb subcontractor participation. Are there any questions on this?

Saltzman: How come we only received two bids? It seems like this would be something that would -- we would receive a lot more bidders for. Street resurfacing paving.

Moody: I have the project manager, Brett Kester, here to answer any questions of technical questions.

Saltzman: It just seems --

Moody: I'm not sure why we only received two bids on this particular project.

Saltzman: Ok. That's all right.

Adams: Because the construction industry is busy.

Saltzman: Thanks.

Potter: Do I hear a motion to accept?

Sten: So moved.

Saltzman: Second.

Potter: Please call the vote.

Adams: I want to thank folks in my bureau and also in purchasing for the mwesb participation. And I appreciate it very much. Aye.

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

Potter: Aye. [gavel pounded] please read item 564.

Item 564.

Christine Moody: Christine Moody, bureau of purchases. Last one today. Before you is the purchasing agent report recommending an award on bid number 105116 for Columbia Slough wastewater pump station improvements for the bureau of environmental services. Again, we're awarding to a local firm, Triad Mechanical in the amount of \$800,271. The result on this contract is 9% mwsb subcontractor participation. Any questions on this one?

Adams: This is -- I worked with the bureau personally on this one, this is a very specialized task, and our ability -- would I have liked to have gotten more mwesb participation, but we got as much as we -- we got as much as I think we can get.

Potter: Other questions? Thank you. Do I hear a motion to accept?

Adams: So moved.

Saltzman: Second.

Potter: Please call the roll.

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

Potter: Aye. [gavel pounded] please read the next item.

Item 565.

Potter: Is there staff here to discuss this? This is an agreement with the housing authority of Portland for participating in our IRNE program, provide high bandwidth secure telecommunications. This is a nonemergency and moves to a second reading. Please read item 566.

Item 566.

Saltzman: This was the one I mentioned last week that I'm going to recuse myself from voting on.

Potter: This is a seconding reading -- second reading, vote-only.

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

Potter: Aye. [gavel pounded] please read item 567.

Item 567.

Potter: Commissioner Sten?

Sten: I just wanted -- this is the plan that's been in the G.O. Bond for some time, but I wanted to just quickly point out to the council that I think this is the first step in implementing some of the

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changes that were recommended through the service delivery study, and we have since this started amped up the conversation with the tualatin valley fire and rescue. My sense is the -- argues for moving forward on this. I think we would move forward on this even if that fell through, but it will be much stronger, so I think that's where we're headed. John klum is here in case there's any questions, but I didn't want to give any sense we were not moving forward on what we thought. But I think they recommended, and I think it fits into a more cost effective and quicker response strategy, and we don't want to slow down any further on moving on station age. -- 18. So this would implement what was a little bit put on hold last year for the service delivery study, and I think it all fits n I can get more detail if the council will be interested.

Potter: Further questions from the council?

Saltzman: I have one question. It's not about this being the right thing to do, it's about the design of the facility, the new facility. I've met with a lot of neighborhood emergency teams in southwest, and they have mentioned -- shown me, and I know we've shared those with commissioner Sten's office some design that's are being used, particularly in hurricane prone areas, they're almost like geodesic domes, facilities designed to withstand earthquakes, whatever, but also to be a point where we could possibly use for distribution to neighbors of food supplies, perhaps even short-term shelter opportunities if we do have a major earthquake, we tell people they should be self-sufficient for at least 72 hours. We know that's not going to necessarily be the case with everybody, so the extent -- fire stations, police stations are really out there in the community, is that a design element we can look at in the new fire station 18 design?

John Klum: Actually, commissioner, we have a little bit of information on the dome type of design. It's preliminary right now, and what we intend to do is we will reengage this station 18 advisory committee, which this group was representative of seven of the neighborhood associations, and actually worked through the process over an eight-month period evaluating 20 sites to find the site where it's at right now, which is exactly where tridata --

Saltzman: It's not with the location, the question is about the design and possible multifunction purpose of a fire station in a real emergency.

Klum: And my point being that when the -- that will be one of the subjects of the initial discussion when we reengage, is to actually look at what type of design best suits the community's needs, so that discussion and dialogue will take place.

Saltzman: Can you include the southwest neighborhood emergency team?

Klum: The southwest -- the net team over there?

Saltzman: Yeah, they have sort of a committee of net people that meet, and we can --

Klum: I shall.

Saltzman: I think on a regular basis. That's where this issue was raised to me, and they are in that neighborhood, and it would be nice to get their perspective.

Klum: I shall do that. Actually, the one individual that broad forward the information, the preliminary information on the dome was an active member of the station advisory committee, so i'll make sure --

Saltzman: That's who i'm thinking of.

Klum*: I'll take care of that.

Saltzman: Great.

Potter: Further questions? Thank you, chief. Please call the vote. Is there a sign-up sheet?

Moore: No.

Potter: Please call the vote. [laughter]

Adams: Keep it down, people. Aye.

Leonard: Aye.

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Saltzman: I'm fully supportive. I want to make sure we're designing something that could have multipurpose uses in an emergency and serve neighbors who we may not be able to serve through other more traditional service delivery routes during emergencies. Aye.

Sten: I also want to thank again commissioner Saltzman and Leonard. It was their budget review that helped us take another look at the broader picture, and I think we're better served for it.

Thanks. Aye.

Potter: Aye. [gavel pounded] that's the last item on the agenda. We're recessed --

Moore: We have the pulled item.

Potter: Please read item 550.

Item 550.

Moore: Amend a contract with westaff to continue to provide a background investigator for the police bureau at an additional cost of \$111,650.

Potter: That was pulled by mr. Koenig. He is not here.

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

Potter: Aye. [gavel pounded] now we're recessed until 2:00 p.m.

At 10:58 a.m., Council recessed.

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2:00 PM

[roll taken]

Potter: Please call the item on the agenda, please.

Adams: Today is an afternoon of firsts. Today we get to consider the city's first transportation -- we get to consider the city's first great master plan, which will amend the city's transportation plan, otherwise known as t.s.p. During this process back in 2002 of putting together the city's t.s.p., it was recognized the need for a better understanding and a better strategy for freight-related issues. In order to ensure Portland's transportation network can support the projected increase in demand for freight movement, bounds freight mobility needs with community impacts and other transportation modes, take advantage of economic opportunities and changes in the global economy by capitalizing on Portland as inherent geographic advantage and existing multimodal freight transportation system. I want to underscore this is a freight strategy. Meaning that it does deal with the needs of marine, rail, air, highway, and pipeline. As a result, what is before us today is the city's first freight master plan that will become part of the t.s.p. Plan, known as the transportation system plan, and the comprehensive plan. We have a lot of plans in the city. Portland prepares these plans in hopes they are successful. This freight master plan is comparable to the success of the bicycle and pedestrian master plans. The freight network is defined for the first time in a comprehensive and coherent fashion. Which helps both freight and neighborhoods and this plan identifies it needed key infrastructure investments to address deficiencies and bottlenecks. The list of projects in the freight master plan provides direction for the city's capital improvement budget, and state and federal grants. In fact, tomorrow I head off to Washington, d.c -- actually late tonight, but tomorrow i'll be lobbying in Washington, d.c. And friday to get more of those transportation grants with our business community. At this time it allows new street projects to be viewed through a freight filter for street design considerations. An example of that is the reconstruction project on naito, an example of where that didn't happen as part of the normal planning process is interstate avenue. But will not overrun pedestrians or bicycle needs. This is about keeping everyone safe and keeping freight moving. Why are we doing this? Not only is it the smart thing to do, but for the economy of Portland, given we're the fourth most dependent economy in the united states on trade and freight-related activities, this isn't a nice to do, this is a must-to-do. One out of every nine jobs in Portland are related to the transportation and distribution business. Which is the third highest, as I said in the nation for economic dependence in the freight secretary, to or fourth, depending on which list you're using. Why is the freight master plan needed? Or first. It's one of our top ones. The comprehensive plan and the transportation system plan will be updated as part of our consideration of the freight master plan today. We have a couple of amendments and when we get closer to the point of ending today's conversation, i'll introduce those amendments, therefore they're technical in nature and don't change the substance of the proposed strategy. This is a nonemergency, so we don't vote today, we take testimony today and we'll actually be voting next week. So with that, mr. Mayor, we've got a few invited guests to come up and testify. John is going to spend about 10 minutes going through the actual plan, and then we'll hear testimony from ann gardner, who along with gary ikeman, were fantastic cochairs of this process. The freight committee is -- it seems like hundreds are members of it, but it's like 50? 30. But they are so powerful.

Saltzman: It seems like 50.

Adams: And ann and gary have done a great job of not only facilitating the meetings in a way they're productive, but also making sure all voices are heard. John is going to walk us through a quick summary of what this freight strategy is all about. [no audio] global gateway. Portland's multimodal freight transportation network makes a competitive gateway for international domestic trade. As a transshipment center, more goods are moved through Portland than are consumed in

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Portland, and international trade movements are growing by about 3.7% per year, and domestic freight is growing at a rate of 2% per year. Portland is a west coast freight hub, several modal routes converge in Portland, highway, railroad, marine. This graph sort of indicates the relative tonnage of freight that's moved through Portland, in addition to the rail truck and maritime modes, there's also -- Portland also of course has international airport and the olympic pipeline. Portland freight hub serves thousands of acres of lands and we also receive quite a bit of rail movement from seattle that chooses to use the columbia river route rather than over stephens pass, Washington. Freight is growing. As you see by this graph on the top, which indicates a great growth by mode. Currently we have about 260 million tons of freight that moves through Portland, and that's expected to grow to 522 million tons by 2030, so it's going to more than double. The value of the freight is estimated to be 827 billion dollars by the year 2030. Truck is the predominant mode and continues to be into the future. The truck share of the freight moved in Portland is about 63 multiple sclerosis currently -- 63% and is expected to grow to 72%. So we have before us the freight master plan, and the idea is to produce a plan that proactively addresses and manages the movement of freight through the city, and as commissioner Adams indicated, this now joins the other master plans we have for bicycle and pedestrian master plans, so that we have some detailed plans on how to address these different modes. The freight master plan is within a policy framework of various nested policies, different levels of government. Federal, state, regional, noteworthy of I -- I think is the regional transportation plan of which the Portland freight master plan must be consistent with. And the regional transportation plan will be -- will soon begin its update with Portland having a freight master plan in place. It happens to provide productive input into that plan. This graph shows the kind of major themes of our plan, planning approach, and I think this graph is -- tells more about the plan than just about any other in that this freight master plan is based on three themes -- mobility, livability, and economy. Because we realize it requires addressing all three for the freight master plan to be successful. It addresses freight mobility, how we can move freight through our system, but we also realize that livability is a key component. And part of livability is to be able to build successful main streets and centers, and be able to get goods delivered to those centers so the residents of nearby residential neighborhoods have access to these goods and services without having to travel far to get them. And then as commissioner Adams indicated, that freight is a major component of our economy. The plan consists of several elements, which are listed here. I'll go through each one briefly. The freight plan has a freight policy, so we are preparing plan amendments, comprehensive plan amendments. We'll be amending policies and objectives in goal five, economic development, goal six, transportation, and goal 11b, public rights of way. This is maybe a little difficult to see from afar, but I just want to be able to highlight that there is a freight network map that is part of the adoption, and our freight network map has a street classification system for streets in the city, and what this indicates here is that we have basically a hierarchy of different types of streets throughout the city, and then each street has a different emphasis or a blend of emphasis as you move from higher order freight street to a lower order freight street. For example, a priority truck street, the second one down, are the types of streets that serve our industrial areas, so there is a priority activity for heavy freight and lesser for goods delivery and services. Whereas as you move down to the truck access street, which would be more like commercial main streets in Portland, such as hawthorne, belmont, woodstock, streets like that, the emphasis is more on goods delivery and not heavy freight, as well as services. The plan lays out a philosophy for truck-street design. Street design is not being part of the action being adopted. That's the next step for us. But it kind of lays out what our strategy is and philosophy is, what -- basically our street design will be tied to land uses and adjacent land use, so in areas where it's clearly an industrial area, there's more of an emphasis to design for trucks, whereas within neighborhood commercial areas it's more like accommodate trucks, trucks are more of a visitor delivering goods and not a predominant mode. In implementing the plan there are

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infrastructure improvements that are listed in the plan. We have it by each of the freight modes. Our primary responsibility is in the area of streets, bridges, and system management which would be like civilization system, to make movement of freight and truck moment in industrial areas more efficient. But the plan does -- is a multimodal plan and includes all modes. Also, we have in the plan various programs, actions, and strategies. We've listed a few here, there are many more. But some of the follow-up work would be to complete a comprehensive signage program of where there are truck signs now and where they should be. We want to upgrade truck loading regulations and we also want to monitor conflicts so that our transportation safety and livability hotline will be a resource for citizens to call in if there's an issue with the freight or truck movement. I want to also touch briefly on our outreach and public involvement. Our Portland freight committee, which ann gardner will speak about a little bit too, is kind of our key resource in helping to prepare the plan. We also conducted some open houses and workshops. We had workshops at the beginning of the plan to take in ideas, and we had a couple of open houses to share different levels of plan development. We had many community presentations, we particularly met with neighborhoods that had a history of freight issues, such as st. Johns and cathedral park, arbor lodge, kenton, brooklyn, we met with other neighborhoods as well. We also met with our pedestrian and bicycle advisory committees to get their feedback on the plan. Also, as part of our outreach, we reviewed all neighborhood and community plans to -- and if there were any issues with freight we wanted to address those through our master plan. We also prepared a website for users to have information. We also did inventory of complaints that we've received over the last few years to see if there's some issues we need to address as part of the plan. We have a couple of amendments, I would call them more technical in nature, oversights, and we'll introduce those at the end. But in gateway, northeast 103rd avenue is a one-way couplet with 1 hundred second and we only included 1 hundred second, so we want to add 103rd. And also an important project which provides access to terminal 4, is the burgard-lombard project, which was part of the st. Johns truck strategy, and st. Johns town center and lombard main street. So our next steps, plan adoption by city council. This will lead to amendments to the transportation system plan, and then we begin plan implementation. I also wanted to say the record is here in the room and located in a box to my right. It's available for you or the public to review if you want.

Adams: Thank you, john.

Ann Gardner: Thank you very much, commissioner, mayor. I'm ann gardner with the schnitzer steel, and I really have to say it was a pleasure to serve on this committee, and I had the honor of being the chair. Just to reflect back, i've talked with you a little bit before about this, when the city first approached us and said we -- they'd like to create a freight advisory committee, I think there was some concern would anybody come. But the city did such a great job in inviting folks from all the modes, and making sure that we had the opportunity to really communicate among ourselves and with members of public agencies, that as sam said, it did seem like there were 50 members on the committee. We meet the first thursday of the month in the lovejoy room and if you don't get there early, is standing room only. And you asked us to help create the freight master plan, and we did that, but it may come as a disappointment for some folks to know that those of us in the private sector just really can't spend two years just writing policy. And so we took the opportunity at each of our meetings to have an educational component to study what the various modes, the issues, for instance, with rail and barge, and there were ah-ha moments at all of our meetings. And we also took the opportunity to comment on a variety of projects that were coming -- that were under development and review by the city to give you one example, our members spent quite a bit of time working with the folks in south waterfront to make sure the turning radius and the curb extensions and the placement of street trees would in fact work for the movement of trucks into that district while it's under construction and moving forward. So we're delighted to have had the opportunity to participate on the committee and to bring forward the freight master plan. We feel the body of

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work that's been developed, particularly the technical memos will be very useful moving forward. But furthermore, the relationships that members of the private sector and the freight community have made with each other and also with the many public agencies that participated in the development of the freight master plan, and that includes of course pdot, the principal author, but also Oregon department of transportation participated, metro, the port, Portland development commission, federal highway administration participated with us, as did Portland state university. And we see now with this document that it's a living document. As I look at it, mr. Mayor u. I was reviewing it a few moments ago, and I realized we're silent with respect to the emergency preparation we need to do for the freight community. And that's one of the first things we should be paying more attention tomorrow but technically it's sound, I think it's well thought through, it's a great point of beginning for subsequent discussions. It's really going to be helpful to metro as they do their freight master plan and the state of Oregon is also preparing a freight master plan that will be completed by 2008. I would be remiss if I didn't extend a very sincere appreciation to the many staff at pdot who worked with us. Steve gerber was first staff person, deana platman, john gillam, laurel wentworth, and there are many others. So we really sincerely appreciate the opportunity to participate with the city in developing this plan, and would encourage you to adopt it today. Thanks.

Adams: Thank you. Paul?

Paul Schlessinger: Mayor Potter, commissioner Adams, and the rest of the council, thank you very much for having me here today as chair of the planning commission for Portland. I am not part of this vast group of people behind me, and last night I was described as a bureaucrat for the first time, which came as somewhat of a surprise to me. The hat i'm wearing today, though, is planning, and what is in front of you today is one of many steps that this city needs to, number one, pass, and number two, more importantly, keep in mind that it is a living document, as both john and ann have said, and also commissioner Adams. But it's an ongoing process. Pdot, john gillham brought it to planning, rightfully so, to add to a very public and open discourse. Planning commission looked at it also, had two open meetings dealing with it, and did take further public testimony on the plan. Let alone our own review of the plan. A few things, and it's been said, but worth repeating, and my own take on it. Not only is this a transportation plan, but it is economic development. In the plan it goes into a lot of detail of what Portland is about, and how it can be successful, not just in the local market, but in a global market. It is one of a few cities in this nation that have multiple interstates coming through, let alone other freeways and highways. A deep water port, an airport, and a train system. This is rightfully called a freight master plan. Not only does it deal with the trucking industry and all of that many issues with that, but also dealing with marine, train, and air transportation. And I think that's a key issue that we as bureaucrats, elected officials, planners and all really need to take into mind as we look at that. A lot of -- not a lot, but a bit of discussion amongst the planning commission was, is this really a freight plan, or is this just dealing with trucks? And rightfully so, it is a freight plan. It looks, granted at trucks and at road systems, but it also looks globally also. The livability and sustainability of this city and this region, without this economic driver, our livability and sustainability would be negatively impacted. So again, this plan and hopefully plans into the future really do need to look at it and look at it globally, which I feel this plan does. As commissioner Adams opened up, this gets added to a t.s.p. and a comp plan, and a c.c.t.m.p. plan, and on and on and on. Again, living documents that have been passed before, living documents that do need review, and especially in light of the freight master plan coming before you, and changing the transportation system plan, the comprehensive plan, and also the central city transportation management plan. These are ongoing and need to be looked at. Especially in light of your conversations and debate on budget. A side note dealing with the cctmp. I would implore you there are dollars there for further review of the cctmp, specifically with this freight master plan coming --

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Adams: Do you have a definition of that acronym for the four viewers at home watching?

Schlessinger: Central city transportation management plan. You also need some oxygen after you say that, because it is that long. With that being brought up, it is definitely the plan that really covers practically everything that somebody would want to know about transportation dealing with the city center. Both east and west, and all that that is defined. It deals with freight master planning, and a lot of other issues. Dealing with streets, and I won't go into a lot of detail knowing there's a lot of people that want to testify, but one of the key areas that the planning commission really dealt with once we got past trucking and how many axles and turning radiuses, and all of that, determining street classifications, and this does get into boring detail, but very important detail, detail dealing with the safety of streets, dealing with multiple issues and multiple transportation using and sharing these streets. We need to look at freight districts, central east side, north and northwest Portland, and how freight deals with this. So again, further review, this is a living document, and again, reminding in this budget time period making sure that there are adequate dollars for funding for continued work. Just to en-- in closing would want to make a comment as i've made before in front of you, and I think it's vitally important specific to the freight master plan, and has been voiced by ann gardner also, that it wasn't just pdot working on this, that odot, metro, p.d.c., federal transportation issues, private and public, and the one also bureau that I would add that hasn't been said by either john or anne, the planning bureau.

Adams: Never heard of 'em.

Schlessinger: Yeah. I keep hearing that. I keep hearing "we've never heard of 'em." in lack of a transportation commission, and i'm not advocating one more commission, but planning commission transportation issues do reside at our doorstep. A letter dated in march -- dated in march recommending your passing of this plan, I would again recommend verbally here along with a letter that we passed on to you passage with the amendments so noted by john gillham of this plan, and not to put it on the shelf, but to continue the work. One other thing to add to it, as I said in my opening comment, i'm not part of the freight committee, but I did partake in two or three of their meetings, and will attest to ann's testimony that if you were not there early, number one, you lost really good seating, you lost coffee, and bread and all of that, but putting the humorous side to bear out this is an important issue by attesting to the packed room at a very early time on a thursday morning, and a continued packed room. I would also hope that this committee continues with their work, that just to come and pass this plan is one step in hopeful many steps to continue to ensure proper freight movement in this city and this region. Thank you very much.

Adams: Thanks, paul. Next up, steve kuntz and soren garber.

Potter: Can I ask john a question?

Adams: Fire away.

Potter: I was looking at exhibit d, which has the major system improvements on it, and I didn't notice i-5 and i-84. Is there a reason for that?

Adams: This is a plan -- this plan deals with the last mile. It does not deal with what the regional plan will deal with or the state plan, so we deal with the streets and roads at the city of Portland is responsible for, the metro plan will deal with everything that connects those local streets and roads, and that's why it's so essential that the work of the metro and the state follow on this discussion. So these are the improvements that need to happen in the last mile.

Gillam: The emphasis is on the last mile, but actually project h8 is the lloyd district rose quarter, which is the interchange area you're referring to. So we do have the -- some of the major regional highway projects in our plan, even if they're not our direct responsibility. So that's in the plan.

Adams: And we didn't seek to solve them necessarily, so there isn't a funding plan for that intersection, because we only dealt with the arterials. The system we own.

Steve Kuntz: Steve kuntz, economic development planner for the planning bureau. I'd like to briefly share paul's hat as a bureaucrat and add to some of his overview of the planning

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recommendations, a few comments from planning staff in support of the freight master plan. I'll focus on three points. First that this plan is timely and due. As global trade continues to grow rapidly since the early 1990's, Portland role as a west coast trade gateway and Oregon's distribution hub has expanded. We feel not only in expanding jobs and shopping opportunities, but also in the projected doubling of freight moving on Portland streets in the next couple of decades. Given that context the office of transportation has done an impressive job at directing attention to the freight system and immobilizing the freight community to participate in the project. Second, planning bureau staff has participated throughout the development of the plan, many from the planning bureau have had a look at it and we've made recommendations for sill many changes that were adopted -- incorporated into the plan early on. Pdot staff had a couple of meetings early with area planning team at the planning bureau looking at how the plan would affect various parts of the city, characterizing those discussions I think the plan has done well at balancing or striving for a sense of balance between planning for freight movement in the industrial sanctuaries on the commercial corridors of the urban centers, as well as supporting livable neighborhoods. And I also had the pleasure of working on the plan with -- as a member of the Portland freight committee, particularly i've spoken up for the recommendation for coordination of planning for industrial land and economic development freight mobility because the three are interdependent, and I think the plan has made important progress on that issue. My third comment is that the work of freight planning in the city is not done here, particularly for multimodal planning. A variety of interjurisdictional projects are underway, including the working harbor reinvestment strategy, the airport master plan will be getting underway soon, the columbia crossing and delta park improvements to i-5, the corps of engineers channel deepening and the columbia and willamette dredge materials management plan, and others. Weaving together these various planning efforts for the city's multimodal freight system is an ongoing task, and an important economic development opportunity for the city. Thank you, and pats on the back to the authors to deana, and john, and soren.

Soren Garber: Soren garber. I'm a transportation consultant. I think i'm here just in case john doesn't know the answer to a certain question. But one thing that hasn't been mentioned, when I hear people talk i'm curious about what they -- what's this going to cost me, and one thing that should be mentioned is this project is financially, or the plan and its strategy is financially constrained. It does not look for any new revenue sources, does not commit to any new revenue sources. I wasn't sure that was going to be told in the testimony this coming afternoon.

Adams: We do have in the next five years in the city's capital improvement budget for the office of transportation, \$50 million programmed for moving forward various freight projects, some mentioned in the document itself. So that's not enough, but that's what we have available right now.

All right. As we open it up to testimony, unless council has questions, I wanted to also acknowledge jim francesconi former city commissioner, who was city commissioner when this master planning process got underway, and deserves credit for taking the leadership to initiate it. And now we're open for testimony.

Gary Eichman: My name is gary eichman, for the record, commissioner Adams, I am vice chair of the committee, not cochair, and anne is definitely the boss here. [laughter]

Adams: Sorry.

Eichman: She lets us know that from time to time.

Adams: Sorry, anne. Your majesty.

Eichman: I also get to be president of Oregon transfer company. And i'd like to start with just a small bit of history. Oregon transfer company is one of the oldest condition usually operating companies in the state. Originally founded in 1868 as Portland hack and dre company. That's basically a cab, what you'd call a taxi these days.

Adams: We'll give you a little more time, sorry.

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Eichman: 1868 was three years after the end of the civil war. It was the year that Grant was elected the 18th president of the United States, and interestingly was one year before the first transcontinental railroad was completed. Original stockholders of the company included several prominent Portlanders, Ben Holladay, W.L. Halsey, who was president of Oregon Transfer Company, and Messrs. Weidler, Corbett, and Flanders. I'm not sure we have a record for number of streets named after people associated with their company, but it's probably close. Today Oregon Transfer provides public warehouse services, also sometimes known as third-party logistic services to a blue chip roster of national and international companies, primarily in the food, grocery, and beverage industries. Our service area includes all of Oregon, Washington, Idaho, western Montana, and increasingly we're serving northern California and Nevada out of our Portland hub. We have approximately 120 employees, most of whom are teamsters, and our warehouses now have a total slightly over 1 million square feet, allocated in the Portland metropolitan area. I'm here today as an advocate for the freight plan, and this is kind of a 30,000-foot view, and you've heard some of these points before with the previous speakers, but I will make them again because I think it's important. The plan is a result of several years of very diligent work by the Portland freight committee. The committee composed of a diverse group of individuals representing literally all modes of freight service providers, shippers, trade associations, and businesses involved in freight activities, as well as public agency representatives from local, state, and federal levels. It's important to note, this has already been said, but this is not the truck master plan. While it's generally true trucks are responsible for the last mile of the supply chain, the plan is truly multimodal in its scope, incorporating rail, waterway, barge traffic, air, pipeline, and intermodal disciplines. In other words, the plan considers the entire freight supply chain. Along with freight mobility improvements, the plan is a strong advocate for livability improvements. Careful consideration was given to reducing community impacts, resulting from freight movements, while at the same time ensuring that goods and services we depend on are accessible. Perhaps most importantly the plan is about promoting a healthy economy. A functioning multimodal freight system is essential for a sustaining and expanding economic development. The freight master plan provides the necessary guidelines and filters for managing this growth. I recognize in the importance of the movement of freight. I ask you for your support and thank you.

Tracy Ann Whalen: Thank you, Mr. Mayor, commissioners. Tracy Ann Whalen, the property traffic manager for Esco Corporation, and have been in that position since 1981. Esco was founded in Portland in 1913, and is still headquartered here. We employ approximately 800 people here in the Portland location. In 19 -- in 2005, we shipped approximately 34 million pounds of -- from the Portland facility and that was in 21,000 shipments. There was a like amount of freight that came inbound to support that manufacture. The transportation infrastructure is key to any successful manufacturing business. The ability of freight and commuter traffic to come together safely and efficiently is of great importance. And that's why we need a solid plan. The city transportation bureau established street designators many years ago. The freight master plan formalizes and raises the visibility of these vital routes, and provides a guideline when the various planning departments are considering renovation projects throughout the area. Commercial access to industrial areas throughout the city is vital. But so is access to retail outlets. Trucks of various sizes can be seen everywhere throughout the city delivering anything from groceries, clothing, to small clothing shops, and restaurant supplies. Whether these are small or large outlets. Freight master plan helps keep the awareness of these needs to the planning groups as they're looking at possible renovation and remodeling. Just this morning I was contacted by a consultant working on the old Centennial Mills facility on Naito Parkway. He wanted to meet to discuss the potential development and any implications as far as freight are concerned. I don't think this would have happened prior to the Portland freight committee becoming established and so forth. So being up front on any discussions is very important, and I support the freight master plan and ask your adoption. Thank you.

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Chris Monsere: Good afternoon, mayor Potter, commissioner Adams, members of the council, my name is Chris, I'm a research professor at Portland state university, and a key faculty member in Oregon's new statewide university transportation center. My research area is at p.s.u. include freight, safety, and traffic operations. I also teach graduate level course in freight transportation and logistics and have attended a number of the Portland freight committee meetings. I wanted to make a brief statement to indicate my support of the city's proposed freight master plan. As on many issues, the city is leading the transportation field by developing all freight transportation plan that balances mobility, livability, and economic health. Many cities or even states for that matter have yet to understand how critical it is to the region's health to include freight as a stakeholder and lodge-range transportation plans. The work of the Portland freight committee engaging leaders from private industry, government agencies, and concerned citizen is a model for other cities and states. While we won't be building any of the projects identified in the plan, Portland state university is currently working with pdot and other regional partners on a number of research projects with relevant links to the freight master plan, including efforts to improve freight data collection, study the reliability of the transportation system, evaluate truck priority at signalized intersections, and forecasting travel times on key roadways. These projects will help pdot implement and measure the plan's success, so finally, the new federal funding available from the university of transportation center about \$16 million over the five years, will help these collaborations grow. So I appreciate the opportunity to speak to you this afternoon, and urge you to adopt the freight master plan.

Potter: When you speak please state your name. You have three minutes.

Chris Smith: Chris Smith, 2343 northwest petty grove street. For purposes of our new lobbying registration ordinance, sharing my own opinions this afternoon. And I apologize, I'm going to leave right after my testimony because I have to pedal my bike across the river to chair a meeting. I want to encourage you to adopt this plan. I believe it is a good first step. The clarification of the network is very important, both to freight and to neighborhoods to have that clarity, and I think the designations have been made in a way that is sensitive to neighborhoods. I do want to ask you to think a little bit out towards the next steps, because I believe frankly that's where this will get tricky.

When it comes time to design the street -- adopt the street design guidelines, I think that's where we will begin to see issues where neighborhoods will have a lot of opinions about how to deal with trucks for local delivery and what that means to street design, so please be paying attention as that process happens. I think the biggest challenges are really at the regional level, as we try and move goods and services, and I think the correct way to frame the question is goods and services, not freight. On our road network trucks account for about 7% of trips. I have seen studies that suggest that trips involving the movement of goods and services amount to 30% of all trips, and that includes everything from van deliveries to bicycle messengers, and those all power our economy, and when you think about all of them, but as we're concerned about that in what will certainly be an area -- era of increasing congestion, and if you haven't read the congestion study yet I encourage you to do that, it raises important question, but it also tells us even if we spend billions more dollars we'll only slow the rate of increase of congestion, we can't turn it back. I think it behooves us to develop strategies that allow the movement of goods and services selectively, give selective priority to those, if trucks are only 7% of the traffic, building a new freeway lane mile that will be 93% used perhaps by single occupancy vehicles is not a very efficient strategy. We're going to need to be very selective and smart about how we do this to keep our economy growing, even while we preserve the livability that's made this region -- that's so important to us -- to us in this region, and I ask for your attention as we move forward. Thank you.

Greg Madden: Greg Madden, I'm the president and owner of madden fabrication in northwest Portland. I'm also the current president of northwest industrial neighborhood association. Niña has -- we're made up of 400 businesses in the northwest industrial sanctuary with thousands of jobs and

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employees work manage manufacturing, distribution, and warehousing. The district is served by rail, water, and pipeline access, make our area very unique to the city, and also to the state. And it helps to connect Oregon to the global marketplace as well. All of our businesses rely on the transport of raw materials -- raw materials, components and finished products. Everything we use at some point in time are classified as freight. When the city began the freight master plan, niña was front and center hosting a kickoff at montgomery park and several companiesn have been involved throughout this development. Niña supports the accomplishments to date on this plan, and feel it is the foundation for all the plans that are to follow. We also wish to thank the city for supporting the plan and continuation of a development and a system to move freight and commerce more efficiently throughout the city. Thank you very much. And I also would like to say that niña is also involved with emergency evacuation plan and emergency planning, which I hope to bring forward to this commission as well in the near future. And the freight master plan has -- is instrumental in that as well. So thank you.

Cameron Vaughan-Tyler: Good afternoon, mayor and commissioners. Cameron von tyler, representing the Portland business alliance. The alliance would like to express its support for incorporating the newly developed freight master plan into the city's transportation system and comprehensive plans. This is an important step in ensuring that goods move in through and out of the city efficiently, supporting quality jobs, a vital economy, and a livable community. Like the bicycle and pedestrian master plan that's came before it, the freight master plan provides a framework for decision making. Because our economy is largely transportation dependent due to Portland's role as a gateway to global and inland domestic markets, it is critical that city policies and projects provide for freight mobility. This plan recognizes the role of freight in our economy, and provides implementation, direction to ensure that freight needs are fully addressed where appropriate, and balanced with other modes and neighborhood concerns where there are competing interests. A recent study, the cost of congestion of the economy to the Portland region, quantifies the relationship between investments in transportation infrastructure and the region's economy. In comparison with other u.s. Metropolitan areas of similar size, Portland's competitiveness is largely dependent on the region's role as a gateway and distribution center for domestic inland and international markets. As a member of the city's freight advisory committee, the alliance would like to express its appreciation for the process through which this plan was developed and your dedication to including it. The freight advisory committee was a largely private sector group with expertise and freight mobility and goods movement across many different modes. Along with the excellent work by city staff and consultants, the knowledge of these various individuals involved in distribution, logistics and wholesale trade industries ensured the plan supports and can be supported by the freight community. Again, the alliance appreciates the collaborative effort that resulted in this important piece of work and we look forward to working with the city to help implement this plan.

Greg Manning: Good afternoon. My name is greg manning, I reside at 7238 southwest capitol highway. I'm speaking on behalf of krieg, which is the commercial real estate economic coalition, as well as the national association of industrial and office properties. Both our organizations applaud the development of the city of Portland's freight master plan and urge the council to approve the necessary amendments to the transportation system plan and the comprehensive plan. Our members rely on an efficient freight system not only for their own real estate and development activities, but also for the recruitment, retension, and growth of traded sector tenants who are critical to our region's economy and employment base. No building can be built and no business can operate without reliable shipping and receiving of freight. One of our region's top competitive advantages for employers is access to air, marine, and highway infrastructure. But if our undeveloped industrial areas do not have adequate site access, this land will not be brought online for new jobs. The city is to be commended for producing this first ever citywide freight plan. It is

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the culmination of over two years' work by city and private sector experts, including shippers and haulers from rail, barge, truck, air, and pipeline businesses. Analyzing all transportation modes, the plan calls out system bottlenecks and inefficiencies and identifies opportunities and specific projects to enhance mobility. The timeliness of the plan is highlighted as we just heard, by the Portland business alliance's cost of congestion report, published in december 2005. This report warned that without additional development, our region will suffer significant economic losses, as increasing traffic congestion overwhelms our current transportation system over the next two decades. Research for the freight master plan indicates that freight volume alone will double by 2030, as the Portland region grows. The investment to complete and implement the freight master plan is an investment in our regional economy's future, helping ensure that Portland will hold its position as a competitive gateway for domestic and international trade. The plan will serve our city, our region, and our state with improved freight mobility, benefitting all business sectors and the jobs they create. Naiop and creic recommend that you adopt the plan and proceed with implementation. Thank you.

Linda Braden: Linda braden, the intermodal hub managers for the railway in northwest Portland. I'd like to thank the city of Portland for understanding and implementing -- sorry, i'm not used to speaking in public.

Adams: You're doing great.

Braden: For understanding and implementing actions that will help with our congestion at the intersection there on highway 30. As a result of your help, we will be able to increase our rail intermodal velocity without hindering the traffic on u.s. 30. So on behalf of our customers and bnsf, i'd like to thank you for your efforts.

John Trumbull: Good afternoon mayor, councilmen. Commissioners. My name is john trumbull, i'm with union pacific railroad. Gary took my thunder, because I thought we were here before they were. [laughter] it looks like they beat us out. Anyway, railroads experience a lot of congestion also, and we have just very limited places to bring trains in and out of the city of Portland, and so we're working hard with the Portland freight committee to try to make things fluid as possible, you know, whether it's reducing the number of road crossings or adding additional track space so we can meet and pass trains. We go into the port of Portland with a lot of trains, and so we move a lot of goods in and out of the city, so we appreciate your efforts with this committee, and we thank you and hope you can pass this so we can work on for years and years yet to come. Thank you very much.

Potter: Thank you folks.

Bruce Halperin: Bruce halperin. I am a member of the Portland freight committee and i'm here to speak in support of the freight master plan. I'd like to make three points. First, the staff involvement from pdot has been wonderful. Pdot has supported the freight committee with great people who have worked very hard to make all of this happen. Just as importantly, pdot has strived to internally better understand and address freight movement issues. Second. The Portland freight committee has been a big success, you obviously heard about that today. It has been very productive with today's plan just the most visible example of our activities. The committee is also taken a strong role in speaking for freight issues in the city and in the region. The committee has members from a broad base of businesses and represents users of all freight modes. A fun range of governmentam agencies also participate, so we really do produce a public-private cooperative effort. I think the city council should strongly continue to support this committee. My third point -- freight is not a truck car issue. Freight is not a truck livability issue. These are false dichotomies, and let me say why. Our economy is the production and sale of goods and services. A few goods are now electronic and travel by wire, but most goods and products still have a physical dimension.

When these goods are moved, they are freight. Facilitating this freight movement benefits Portland businesses and benefits Portland residents. Efficient freight movement facilitates Portland's role in

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the national and world economies, and facilitates the delivery of products to Portlanders. The harder it is to move product, the more expensive that product becomes and the more difficult it is to sell. The harder it is to move product, the harder it is to provide good service to customers. Therefore, the harder it is to move product, the harder it is to do business. The increased cost of inefficient freight movement is a cost borne by Portland businesses trying to sell their goods to the country and the world, and a cost borne by Portland consumers when they purchase something they want. I would like to close with saying that the Portland freight master plan is a good first step in acknowledging that a major way to implement our economic development goals is to promote efficient freight movement. Thank you.

Bridget Wiegart: Good afternoon. My name is bridge, i'm -- bridget, I manage freight and multimodal planning at metro. I am submitting a letter from rex burkholder, chair of the joint policy advisory committee on trees. He sends his apologies for not being here, as he's out of the country. Metro is pleased to endorse the adoption of the Portland freight master plan. Geographic advantages in previous investments make Portland metropolitan area a global gateway and regional freight hub, which you've heard a lot about today. Portland's economy has grown up around its good multimodal transportation access. As a result, our regional economy has a high proportion of transportation dependent industries that rely on a smooth functioning freight system. Metro recently collaborated with the Portland business alliance and the port of Portland on a study which examined the cost of congestion to the region's economy. The study completed by a leading national economist found that without significant increases in transportation investment, the economy will lose about \$844 million a year within 20 years. With freight movement expected to double over the next 20 years, there is a need to proactively address increasing mobility needs. I want to commend the city for taking the initiative to develop the first freight plan in the region. Metro participated in a process with great interest. The master plan appropriately focuses on trucks which are the work horse of freight movement and provide the first and last mile connections which are the city's purview, however, it also recognizes the importance of good connections to rail, air, marine, and pipeline terminals, as well as to industrial and employment districts. We are also pleased that the master plan recognizes the funding challenges facing transportation and the need to incorporate system management and operations strategies and maintenance of the existing system into the plan. In addition, the plan is notable for its excellent public participation process, which actively engaged the private sector through the Portland freight committee. The freight committee is a model of public-private partnership. I want to acknowledge the hard work of the committee chair ann gardner and all of the members who committed many, many hours to the effort. As a region's m.p.o., metropolitan planning organization, metro has reviewed the proposed changes to the policies and the freight classifications and found them to be consistent with the regional transportation plan. Metro is currently embanking on a regional freight plan as well as an update of the regional transportation plan. The recommendations developed in the Portland freight master plan will be fold in addition these regional planning efforts. Again, we congratulate the city on the completion of the Portland freight master plan and recognize its importance in improving freight mobility not just for the city, but also for the region and the state. Thank you.

Bob Russell: My name is bob russell, president of the Oregon trucking association. The Oregon trucking association is a statewide trait association representing the trucking industry. We have approximately 800 members. Across the state. However, we operate about 85% of the heavy trucks in Oregon, as well as a lot of the lighter vehicles. A few years ago when commissioner francesconi came to us and proposed creating the Portland freight committee and asking us to being on a freight master plan, we had a certain amount of trepidation. As commissioner Leonard knows, most of our efforts have been spent with the legislature and at the state level, and we have not often worked with local government. But I can tell you that the experience has been incredibly rewarding. This has been just an outstanding experience not only for myself, but a number of my

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members also participate on the Portland freight committee. The other day I was talking to one -- it was some time ago, I was talking to my members, and we were talking about some of the transportation projects that were being developed in the area. We were looking at the interstate bridge and we have the columbia river crossing task force that's starting to work on that project, and we just sort of started finishing up the delta park e.i.s. Process, and he said, you know, this is great.

We're really making some key investments in our transportation infrastructure. But what's the plan for the rest of it? And sort of the bad news of that -- at that time was that I had to tell them there was no plan. But as of today, we have the beginnings of a strategic freight master plan in the city of Portland, and I think -- in the -- master plan in the city of Portland. The point that was made earlier I would like to reiterate a little bit, and that's that transportation and its importance to the economy. Certainly there is no economy without a transportation system, and a sound multimodal transportation system, including all of the modes, rail, air, water, pipeline, and truck. But that's only a part of the picture. Transportation particularly in Portland is also an economic sector in its -- of itself. Because we are a gateway for freight moving throughout the country and quite frankly, throughout the world. So not only do we support the economy, but we are very vital economic piece of the economy. When we started the Portland freight committee and the freight master plan, there were a couple things we wanted to accomplish. We wanted -- looked at this as an educational effort, where the private sector to learn from the public, and vice versa. And we also wanted to incorporate the consideration of freight transportation in the city's planning efforts. And I think that we have begun that process, both of those goals will be ongoing, and we hope to continue them in the future. And I am about out of time and I want to thank you very much and urge you to support the freight master plan.

Potter: Thank you folks.

Lenny Anderson: Mayor Potter, commissioner Adams, members of the council. Lenny anderson, i'm the project manager of the swan island transportation management association. This is rah project supported by the 12 largest employers on swan island, and dedicated to moving freight by creating and promoting transportation options to swan island employees. This is an active freight project. Today better than one in five, or more than 20% of the people on swan island do not drive alone to work. They use transit, they bike, they walk, they ride in some of my clark county van pools. We've increased service on all those areas, we've added sidewalks, and so on, and so forth, and when you look in the technical data behind this study you'll find going street is not now congested. And going street will not be congested according to the projections in 2020 or 2025. Iconically I was personally excluded as a member of voting -- a voting member of the Portland freight committee. If you're scratching your head, I continued to scratch mine. I hope that this strategy as we go forward is data driven, there's a lot of data that's been collected, but I think a key measure that we're still lack can, we have it but it's not in here, is what chris smith mentioned, the percentage of vehicles that are freight or freight-type vehicles, because it represents a huge opportunity, the one we've captured on swan island. For instance. And the other one that jumps out is the odot data that half of our congestion is incident related. It's stunning, but that's what odot assures us. We still lack a lot of data, and I won't take time for that, but ironically I was on the governor's task force for the trade partnership, there was no truck data for those decisions. I think the master plan as it goes forward, and I assume you'll adopt it, needs to focus on maintenance and management. Transportation system management, but also transportation demand management. That's where the real progress can be made. And I think swan island demonstrates that. Weight restricted bridges are the maintenance one that really jumps out for us on swan island with one road, and the number one seismically challenged structure in the city. I think the interface between industrial neighborhoods -- industrial areas and neighborhoods are critical, and as well as integrating with the regional plan at metro. Let me just finally say that as the advisory committee goes forward, I really want it -- you to direct it to be inclusive and not exclusive. It should have

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neighborhoods represented on it, so issues can be hammered out at the committee level. And it should look at programs that do reduce single occupancy vehicles, which is the -- has the great impact on the movement of freight and should not exclude that viewpoint and that perspective. Thank you.

Chris Hammond: Good afternoon. For the record, my name is chris hammond, and I represent central eastside industrial council. I'm here today to support the adoption of the Portland freight master plan. We're confident this plan will help our city to manage the movement of goods produced by our industries and consumed by our citizens. Everybody in this room is a freight stakeholder to some degree. The health and vitality of even our neighborhood communities has a freight component to it. Neighborhood livability is based in part on the ability to bring or move the goods and services into and out of the areas that serve our customers. The freight master plan provides a documented framework to organize freight movement and recognizes the equal importance of freight movement to that of pedestrians, bicycle, and vehicular movement. If we as a city are to continue to grow, we must be able to accommodate all forms of movement. Our district continues to grow in vitality with many new commercial and industrial firms locating within our district because our district's ability to move and connect goods and customers here and elsewhere. In closing, I strongly urge you to vote for the adoption of the Portland freight master plan.

Randy Evans: Good afternoon. My name is randy evans, i'm with the Portland development commission within the economic development department, and the liaison to the freight committee for p.d.c. It's been mentioned that this is a -- an organic document and I think you're all aware that urban renewal areas are organic beans in and of themselves. The projects and development that's occur in these areas are constantly going through review and changing, and as such, the freight document is a reference point to looking at those. Also, as the city's economic development agency supporting this document goes forward in supporting the distribution of logistics industry, one of the city's target industries. I'll point out executive director bruce warner submitted a letter to your offices yesterday afternoon supporting the plan, and i'd like to read a paragraph from that letter. "as the city of Portland's urban renewal and economic development agency, we understand the need for comprehensive planning regarding transportation. The freight master plan is an important step in adding the comprehensive plan policy in addition to creating a workable street classification system. The Portland freight master plan does not require any new source of funding. It does, however, set the stage for further dialogue regarding future infrastructure improvement that's would benefit Portland's distribution businesses and transportation network. As both a development and economic development agency, the freight master plan works as a critical document in our planning efforts within the -- within Portland's urban renewal areas." thank you.

Adams: Thanks for your help on this.

Lee Johnson: Thank you for the opportunity to speak in favor of the Portland freight national plan. I'm lee johnson, president and owner of jet delivery systems inc., and senior partner and owner of bajar enterprises. I'm a Portland freight member committee member, a past president of packa, Portland air cargo association. I volunteer for these positions because I care deeply about Portland and want to provide a business person's perspective for those individuals who make decisions about how to invest our money. My businesses are located at northeast 112th avenue in Portland on 11 acres in a 60,000-square-foot warehouse building that meets all of the t.s.a. Security standards. Adjacent to i-205 and airport way in the city of Portland, in Multnomah county, in the state of Oregon, and in the united states. And therefore, I get to pay taxes and operate under the regulations of all of these agencies. Jet was established in september 1, 1977, so we've been in business almost 30 years. We employ about 99 employees, who are truck drivers, dockmen, clerical employee and mechanics. Jet provides l.t.l., which is less than truck load, express services to the three major west coast gateways. San francisco, Portland, seattle, tacoma. We truck high value, time sensitive cargos as well as others to accounts like h.p., intel, i.b.m., sharp, siltronics, formerly vaker, wafer

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tech, adek, northwest airlines, united, southwest airlines, wah chang, tektronix, all of this overnight.

We have locations in eugene, Portland, san francisco, seattle offices. We use about 65 pieces of power and about 45 trailers. Locally we operate downtown, regionally, beaverton, tualatin, gresham, vancouver, camas, including residencies and lift gates, and we also use 53-foot trailers if required. The Portland freight master plan is a flexible plan to establish routes that are friendly and safe for freight trucks to use with assurance in making freight deliveries safely and on friendly routes. The f.m.r. Recognizes the important assurance in making freight deliveries safely and on friendly routes. Everything needs-to-delivery by truck and trucks are called upon to make deliveries to homes, businesses, to your friends, to you, in shipments of freight in all sizes. Many of these need lift gate delivery and now they're starting to use two-man. We in the truck business want to be working and driving safely on friendly streets on minimum congested streets. America is like no other country. We buy, we consume, and in conclusion -- [laughter] this has been a great experience for me. I've learned a lot about this city that I did not know when I think I knew everything, and i'd like to say that I think this is a good beginning, and we intend to support this. Thank you for your time.

Bob Short: Good afternoon. I'm bob short, i'm from glacier northwest. We are the largest supplier of ready mix concrete, sand, gravel, and cement in the city, in the region, and in the pacific northwest. We're probably not ordinarily thought of as transportation company, but a lot of what we do is moving stuff in out and through the region. We are a multimodal company, probably the first phase you see of us is large blue and white trucks with barrels that go around. We also move material by barge, by international ship, and by rail. So we have a great stake in all of the many of the modes that are incorporated in the freight master plan. I am one of the hoards of members of the Portland freight committee, and it's been a wonderful experience, and i'd like to commend the pdot staff and others with the city for the tremendous amount of work they've done in putting this together. I'd also like to commend the council, and particularly commissioner Adams and former commissioner francesconi for taking a lead on this and for bringing the freight issues to the floor. As commissioner Adams stated, this is the first time we've had a freight master plan. It's really the first time that freight issues have been incorporated into the -- into many years of city transportation planning, and it's important I think not only for our economy, but for our quality of life that issues of freight have a place at the table. It's not really an exaggeration to say that everything in this room or everything in this building was freight at one time. In fact, the building itself was freight at one time. So it's something that is vital to us all, not just as an economic development, but an issue of all the products that we consume every day. Somehow have come to us as part of the freight system. Also, we've moved in the last decade or so in an increasingly competitive global environment, and the cost of congestion, the cost of transportation, the cost of moving goods in, out, and through our region is becoming increasingly important. And this freight master plan provides a blueprint for doing that as effectively and efficiently as possible. Thank you.

Richard Swennls: Mr. Mayor and commissioners, my name is richard swaness, i'm a member of the committee. I have approximately 50 years experience in the transportation of domestic and imported automobiles. I'm retired and consequently i'm considered more a historian than anything else. In the pacific northwest 50 years ago, automobiles arrived three and four at a time in boxcars of 40 feet in length. We loaded them in terminals in pacific 0, spokane, seattle, Portland, and delivered them to the dealers. With the completion of the interstate highway system, and the continuing development of super sized transport equipment during the 1960's and 1970's, intermodal traffic began to involve -- evolve like capitalizing on the inherent advantage of each mode. Some mode of railcars loaded up to 15 vehicles per car. Airlines had super jets that would handle 50 to 75 cars. Special roll-on and roll-off ships were developed handling hundreds of cars and other wheeled equipment. The shippers took advantage of each modal carrier's particular input. High value freight preferred airlines where speed was essential. Rail had an advantage in

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bulk freight, and general freight were cost and speed were not as much of a factor, and handling of automobiles rail captured most of the shipments exceeding 250 miles. We handled everything under that. Since most freight shipments require a delivery to or from various intermodal terminals, this is the function of the truck, as has been mentioned earlier. This is an evolving process which reflects the continuing innovation and improvements made in equipment, operations, and infrastructure. The master freight plan has been carefully constructed by all these people that have been mentioned. And representatives of the modal carriers. It reflects freight mobility today, which is crucial to our economic welfare, and also suggests improvements for the future. I support this plan. Thank you.

Jan Frost: Mayor Potter, commissioners, Jan Frost, I am a board member on the niña, on niña, northwest industrial committee, and also a member of the freight committee. Here today I'm representing Harris transportation account. -- company. We are a petroleum transportation company with over 200 employees, and I probably can't compete with Oregon transfer, but it's a family business that started in 1929 here in Portland, Oregon. The freight master plan is a result of diligent research by highly qualified individuals. This plan is the start point from which we build the action items to reach our common city goals. The three themes of the master plan are mobility, livability, and economy, and as I look at those three, I look at mobility and economy being essential to our livability. In our business as I talk to our drivers that work within the metro area, the constant message is that the traffic congestion is getting worse every day. They tell me the biggest reason they are contemplating getting out of the industry is due to this congestion. Lack of freight routes and congestion deteriorate the entire freight industry from employee wages, to company margins. Rates and pay are mostly based on time and miles, and during -- when we have congestion, just deteriorates. This is not an industry that can be outsourced. Harris transportation delivers fuel to all communities within the metro area, the local retail gas stations on the corners of the communities, the gas stations in Fred Meyer, Safeway, Costco, Albertsons, the local communities rely on these stations to have supply at all times. It's imperative we have freight routes designated within the city that are designed for mobility, not only for the movement of goods, but for the safety of our citizens. I've given a lot of thought to this and I cannot think of a better place to live than Portland. But along with the beauty and the building of our city for livability, we must put our economical needs in the forefront for our future if we want to build and maintain a regional, national, and global competitive edge. Harris transportation, niña support this master plan, and I thank you for your time.

Jerry Grossnickle: Jerry Grossnickle, we've been here since the 1880's, and we're not quite sure of the year, depends on which great aunt you talk to. I have participated with the freight committee in the development of the freight master plan. Not because I have any particular expertise in surface transportation issues, but precisely because I represent the tow boat industry. I am past chair of the Columbia River tow boat association and member of the Oregon freight advisory association, committee as well. If you look at the freight master plan, you'll see on the front page the -- a picture of -- the very first picture you see is a barge being pushed by a tow boat. And a barge tow. This is a pretty good hint that the freight master plan recognizes that moving freight in Portland is a multimodal effort. I got involved with the Portland freight committee because I was seeking city support for an industry effort to deal with navigational safety problem with bridge option. Not only did the committee provide the forum to discuss this issue, but the members also voted to support our efforts to go after some federal dollars. And the committee also included a description of our problem in the freight master plan. So when I -- when I was asked to participate on the committee, I said yes. This is the only forum that I know where the tug and barge industry has a voice in the city's transportation planning. Why should we be part of that freight planning effort? My company moves rock, sand and gravel, into the city. We have in our fleet a self-offloading gravel barge that moves 8,000 tons per trip. That's about 600 truckloads. The S.D.S. Company that barges for Ross

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island bring about 2 million tons of rock each year, supplying much of the concrete and asphalt rock for the Portland area for construction projects of all kinds. We offload at the river facilities of Portland's major sand and gravel conestoga middle school, including glacier, ross island, morse brothers, rinker, pack rock. This is a business that is destined to grow. As fuel prices increase and Portland sources of gravel become increasingly distant, and as the Portland area grows, the street will need to rely more and more on the inherent efficiencies of barging to get its rock. We have staked our future in this business and the sand and gravel companies are making major investments in riverside facilities. The other barge companies that serve Portland area are tidewater line, shaver, and foss. These companies bring in about four to 6 million tons of grain each year to the Portland area, and in addition have transported about up to 50,000 containers from upriver. To terminal 6. To finish up, I recommend that the council accept this freight master plan and I believe it is well advised to adopt it. Thank you.

Scott Bricker: Thank you, mayor Potter, commissioner Adams, members of the council. Scott bricker, I am the policy director for the bicycle transportation alliance, and also representative, the interests of the willamette pedestrian coalition, so the bikers and the walkers of the city. I also regularly attend the Portland freight advisory committee meetings and sit in the back and chat bike messenger jargon. I sit on t.pac, metro's transportation policy committee, and am being requested to sit on metro's freight advisory committee to create their regional freight plan. So i'm definitely involved with these issues at a local and regional level. I'd like to say generally the city has done an excellent job with this process. I appreciate the work that the city staff and the committee members have had and hearing our input and coming out and reaching out to us as well as just hearing what we will to say. I spent time with deana platman and the new staff including bob who have asked me questions about how do we feel, how dot bicycling and walkers feel about this plan, and generally we feel this is a strong plan. I want to dispel the myth that bikers and truckers can't get along. In fact, I think there are very few places where we face conflicts, and I think this plan does a good job trying to differentiate these areas. For example, I think this plan does a very good job spelling out investments within the freight districts. And the b.t.a. Is very supportive of providing targeted investment, strategic investments to help move freight into and out of the freight districts. However, our concerns are more on the main streets of Portland and the neighborhood streets. I think the plan does a very good job stating that trucks generally won't be on neighborhood streets, and there are some issues that I will address a little later in my testimony about main streets. The other issue I have this plan does not address is the issue of congestion. As some people may have read, my editorial in "the Oregonian" about the \$6 billion plan, I am concerned about the general direction of congestion in this region. I think congestion will continue to be a problem as freight movement continues to grow and people, a million people or so continue moving into this district. However, are there really -- are there real solution that's will get to that problem? And I don't think this freight master plan really gets there and hopefully maybe at a regional level we can talk about that. I am specifically in this plan interested in following up on the street classification issues. The truck access street, which is really the one street that includes alberta street and fremont street up by 42nd, and hawthorne, and a bunch of other main streets, is the one place that we have some concern about the way it's spelled out in this plan, and if there is the -- as the design guideline gosford we'd like to be at the table to make sure bikers and walkers are well represented. So thank you for the opportunity to speak.

Liz Waynewright: Mayor Potter, members of city council, good afternoon. My name is liz waynewright, the executive director of the merchants exchange of Portland. When I started to prepare my remarks I thought I might be representing the oldest organization here, but it appears i'm not. We were founded in 1879 as a nonprofit organization to provide the local merchants with up-to-date information on the ships arriving and departing from Portland and the cargoes those ships carry. And the cargo those merchants had purchased or were selling internationally or

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domestically. Up to date information allowed the merchants to collect their cargo for inland distribution or arrange for the cargo's delivery to the docks before the ships sailed. The members of the merchants exchange include the public ports, private terminals, shipping agents, and operatives, tug and barge operators, marine surveyors, ships' pilots, launch operators and more. Over 100 organizations as well as nine other not-for-profit marine transportation related to associations, including the maritime fire and safety association, clean rivers cooperative and the columbia river shippers' association. The columbia river shippers' association is an association of local and regional importers who support the direct call of container carriers to the port of Portland. The merchants exchange continues to provide real time and archived information on the movement of freight and ships calling it both the public and private facilities in Portland harbor. As well as those throughout the columbia river. Portland then as now is a freight hub for domestic and international trade for this region, the timeliness of freight delivery is as critical today as it was 127 years ago. And maybe more so with the introduction of the global just in time delivery and supply chain system that we all operate under. Today ocean freight moves by container as well as bulk, transport by deep draft ships or oceangoing barges, while manufactured and pieced goods were originally consolidated on plats, the shipment of bulk products has not changed. The amount of wheat and grain products shipped from this region is well over 40% of the annual total of all these commodities exported from the united states. The freight master plan acknowledges the channel coalition mission to deepen the columbia river, thus enabling the most modern ships to transit the river and incorporates the port of Portland marine terminal master plan. In 2005 alone, over 1400 ships and barges called Portland docks. But water movement of freight is the only part of the proper saint joe's deliver the goods to the end user. Barge, rail, and truck access to the port and terminals is essential. The Portland freight master plan promotes a multimodal transportation system that recognizes the roles of goods delivery to the end destination. Whether by -- whether to the ship or from the ship. This is the vital success of a safe efficient and cost effective freight movement is multimodallism.

Susie Lahsene: Bill wyatt is out of town and he sends his regrets. The freight master plan is of particular interest to him as it is to our commission. I'm susie, the transportation land use policy manager for the port and recently appointed as chair of the national academy in addressing freight it's become a strategy for urban areas around the country. What makes this so important for the Portland area is also the same thing that usually sets Portland apart. And that fact that we address it with a foundation, in other words, why are we developing all freight master plan, and then how. I want to first talk about the why and you've heard a lot about it today. Portland is a gateway. It's a location and transportation system, major factors in attracting industry that depends on that market access. The economy has green up around those industries, that trade with the rest of the world, and the businesses that rely on a connected multimodal transportation system to reach those markets also are demanding cost containment in all sectors, especially transportation. To stay competitive industry is also trying to move more cargo further with more precision. And from our vantage point, an integrated and efficient transportation network just doesn't happen by itself. Yet it's a key determinant in our health and the growth of businesses here as well as this region's economy. I want to talk about the how. You've heard quite a bit about that today. Having business at the table creating realistic expectation and having a stake in the outcome is invaluable, I would argue. In my recollection, I don't think I have seen a more active committee participating in a planning process before. You can just tell by the testimony here that people are quite committed to this effort. So I think that has been an opportunity for honest exchange, creativity, but above all, we're all better educated on the issues and challenges of moving freight in the metropolitan area. The master plan has been the vehicle to bring these businesses together, to provide freight transportation or those that rely on it to discuss the big picture. It's also been a good effort to begin to translate that transportation demand of the business today into the geography and the fabric of the Portland area.

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It provides a good policy foundation that puts freight movement at least on par with the other transportation system plans in the city. I want to acknowledge the great work of pdot staff in putting this together. I want to recognize commissioner Adams' support for this effort. I seat master plan as a foundation to refine our thinking about strategic freight needs for the city, and the region and the state, and I urge your approval. Thank you.

Bill Burgel: Thanks for taking the time to hear our message. My name is bill, i'm a vice-president with h.g.r. engineering consultant company, located across the street here. I work nationally as well. I'm a former chief dispatcher for union pacific railroad, and in that capacity I interacted with certainly with union pacific, but also bnsf and the short line railroads in the pacific northwest. I'm a member of the Oregon freight advisory committee, the puget sound freight mobility committee, as well as the Portland freight committee. I assisted deana and soren in the rail aspect of the Portland freight master plan. My testimony is three points. Rail freight in the pacific northwest is on a trend to triple within the next 10 years. Some of that freight stops and starts in the Portland area, some of it passes through. The recent increase in fuel prices is going to exacerbate the -- move towards rail freight. Given that it takes nearly 10 years to fund and construct infrastructure necessary time prove system capacity, the Portland freight master plan with its foundation based on the recently completed i-5 bistate feasibility study identified several Portland area rail choke points that should be eliminated to improve both passenger and freight train flow in the area. The inability to move freight trains in this area basically ripples throughout the pacific northwest with Portland delays being on the same order as they found in chicago. So it's increasing the fluidity through Portland is going to help train flow throughout the pacific northwest. There are some of these projects currently being seeking connect Oregon funding to help solve them. Second, Portland freight master plan recognizes that vehicular delay will continue to increase at the road throughout the city. For this reason the Portland freight master plan calls for the elimination of these crossings which are a point of congestion when and wherever possible. The master plan also recognizes that the changes in the operation of the regional rail network are the purview of the private rail operators in this area. These changes can dramatically change truck movements throughout the city, the work of the Portland freight master plan has fostered a dialogue with these operators that -- so we can anticipate the changes that we can accommodate those changes when they're being proposed. Metro's freight master plan should build on this effort as well. It's within this vein that I urge the adoption of the Portland freight master plan. Thank you.

Adam Tishler: We're all from the brooklyn action corps. The brooklyn action corps in the brooklyn neighborhood would like to put our weight behind the freight master plan. I'll close with a nice story. It goes like this. Good, bad, good. The good was john and deana coming to the brooklyn action corps and presenting the freight master plan a while back. I think it was in the fall of 2005. We immediately looked at the document and saw there was a lot in there that was worthwhile. Of the it's was fascinating for the neighborhood to look at every issue on one chunk of paper. The bad was that we saw an issue with southeast milwaukie avenue, the heart of the brooklyn neighborhood, which is bound on all sides by freight modalities. We took the southeast milwaukie issue to our neighbors and this is where the bad comes in. We say a fear of trucking and freight in general. We asked them to write letters and postcards, and commissioner Adams can tell you that there were a great many of them, more than we thought, which is how we realized people are afraid of trucks, etc., so many were sent in it included problem lay vast amount of our renters as well, which is a nice thing to see. The long story short, it gave us the opportunity to be proactive with the neighbors. Commissioner Adams came to a great general meeting, john was there too shall -- was there too, and it gave the neighbors an opportunity to see that the government was involved with them, that they could affect some change, and in the end the change to the status of southeast milwaukie avenue preserves our neighborhood while we are very comfortable saying that we're very much for the freight master plan. So the good is how the story ends. We're happy that it

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worked out the way it did. We love the proactive approach, and speaking as a small neighborhood, that is heavily impacted by freight, we want to thank you and we're all for it.

Kip Larson: My name is kip larson, i'm a new -- not newest, but one of the newest board members for the brooklyn action corps. One of the challenges is trying to ensure that i'm representing the needs and the desires of the neighborhood. As adam mentioned, our campaign yielded a much greater return than what we anticipated. So I feel confident that we are in fact representing the needs and desires of the neighborhood. And specifically i'd like to thank you, commissioner Adams, 4 your cooperation on the issue. Some of the ancillary benefits of the freight master plan can be found in the summary findings. One of which is the high level of congestion between tacoma tacoma and ross island bridge on highway 99e. I'm encouraged by this response and cooperation and look forward to finding result for that issue as well.

Don Stephens: Don stephens, board member for brooklyn neighborhood too. I can't add anything more, other than just to say thank you for being responsive to our concerns and I would also like to specifically thank john and deana for their presentations. And recommend its adoption.

Potter: Thank you, folks.

*******:** Do I get three times length of time? Since i'm the only one here?

Potter: You would think so. [laughter]

Tom Dechenne: First of all let me introduce myself. I'm tom dechenne, i'm a commercial industrial real estate broker involved in the placement of businesses, primarily industrial, who are very active in the freight system. I strongly urge you to recommend the passage of the freight master plan. I think the -- a couple points I would like to make is the opportunity to create a better balance within the city. You've heard much testimony today, but I think as you look at you folks as leaders of the -- not only the city of Portland but the metropolitan area, it's a great opportunity to use your vision, use your influence, votes, etc., to help set that plan for Portland not only in the next year or two, but 20 years, 30, 50 years out. And I think it not only achieves the freight objectives or helps to achieve them, it does some other things, not just from the economic standpoint, it will improve our livability, because of less congestion, greater fuel efficiency, a bunch of factors that don't factor right in at first blush to the main point of helping move freight. As I mentioned, I wanted to make a couple of examples where I think this plan better late than never, would have been nice to have it five, 10 years ago, but I think it's a great opportunity. The examples I use, I was involved with the placement or relocation of airborne express a few years ago, now d.h.l., as well as numerous other companies where that -- those decisions are made based on the ability to get around town, whether it's the major freeway system, side streets, or whatever. You've heard testimony whether it's the long haul, the swift trucking as an example, they purchased 20 acres. Those are -- I could I go on and on with numerous examples. But I guess the point I would like to make is it's an opportunity here to take a plan that may not be perfect, but with all the input from staff, from -- i'm also a member of the Portland freight committee, has been a very, very diligent job in trying to get -- move our city ahead to the forefront so we're not only a great place to live, but provide economic benefits and for the future. So I think as you look towards the future I hope that you pass this plan as outlined. Thank you very much.

Moore: That's all who signed up.

Potter: Questions from the commissioners? Commissioner Adams, i'd like to ask, what are the next steps? Are -- particularly the financing point.

Adams: The first thing we did as the recommendations came forward was work with the leadership of the freight committee and identified through this budget process representatives of the leadership were involved in this budget process, so step number one was cutting the right places, don't cut in the wrong places, so their views were part of our efforts in cutting the 17% that we had to cut from pdot. And we used freight master plan as a guide as well for that. We then went through and we were able over the five years of our next c.i.p. Process to maximize expenditures and try to be as

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proactive as possible, knowing that we are -- has been mentioned in a financially constrained environment to invest in as many of the top rated projects in the freight master plan as possible. The east end connector is a \$30 million project, so that's 30 of the 50. And when I say it's not -- 50 is not adequate, you need to keep in mind this list back here is a long one, and freight-related, transportation-related projects tend to be expensive. From here we go into advocacy on the federal level. We continue to work on turning the strategy into implementation, and we'll be working with the freight committee to put together implementation plans, and the key as well is to make sure that our advocacy on the regional and state level is consistent with the diligent research that you heard complimented today from the good folks at pdot and metro, and planning, and other bureaus and the consultants that have been part of this effort. It's been incredibly rigorous and we want to make sure as we look to create those regional and state plans, that it's equally as rigorous. We are sort of lucky I guess, lucky in the sense that deana platman, who is the key project manager on this, was hired by metro to do their work. So we should be able to count on a reasonable level of integration and consistency, sadly, but we now have bob who is doing a great job working with us on implementation plan. So we go to implementation from here, and our goal is you've heard is this to make sure it remains a living document. We'll be, for instance, we'll be including it as a discussion point in our legislative priorities for the next state legislature, and each session of congress moving forward.

Potter: Other questions from the commissioners? This is an emergency ordinance. Take the vote.

Moore: Are there amendments?

Potter: I'm sorry.

Saltzman: This is the first reading.

Potter: Oh, ok.

Sten: I wanted to thank all the people that worked on. This it was very informative hearing. I can't remember this many people in this little disagreement. That should make our ability to put the money in the right place much, much better. So thank you.

Adams: I have people to thank too. I don't know if there are other comments. We have to do amendments. Do I have the amendments? All right. Two amendments. Do you have copies for the rest of the council? We are missing an "and" --

Sten: Wait a minute.

Adams: Concluding motion. Amend the transportation system plan, comprehensive plan to incorporate the city's freight master plan as recommended by the planning commission and amend the freight master plan recommended by the planning commission to include staff requests for the street classification change for northeast 103rd avenue and gateway and include the burgard lombard improvement project in the list of freight system improvements.

Leonard: Is the amendment just the "and"?

Adams: Is the amendment just the "and"?

Gillam: The and refers to two amendments, one is for the amendment at gateway [inaudible]

Sten: I would move as written.

Leonard: Second. [laughter]

Linly Rees: Can I ask for the record since those of us out here just have a really big document, it would be nice to know where those amendments are so that Karla has it in her record as well?

Moore: It was that power point slide.

Adams: Karla, are you fine with the amendment as proposed?

Potter: Call the vote.

Adams: There's no vote.

Potter: To the amendment?

Adams: I'm sorry. You're right.

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

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Potter: Aye. [gavel pounded] this moves to a second reading.

Adams: I just want to thank a few people while they're in the room.

Potter: Both amendment were covered by that?

Moore: Right.

Sten: My motion was both amendments.

Potter: Good.

Leonard: It gets voted on next week.

Adams: In addition to the thank yous i've already said, I want to underscore a thank you for deana platman for helping us get here, steve kuntz from the bureau of planning whose work that came before this on water-related industrial lands and industrial lands analysis has been fundamental benefit of a variety of different subsequent projects, including this one, collin sears from p.d.c., randy evans who testified, lidwin ramen, jason tell, and the port of Portland has devoted a lot of time with this with susie. Everyone on the committee. The chair ann gardner again and the vice chair gary eikman, john, thank you as well for all your good work. Really appreciate it. That's it.

Potter: Thank you all very much for being here. Thank you for your contributions. We really do appreciate all the hard work, all the folks who came to testify today. Thank you very much.

Council is adjourned until next week. [gavel pounded]

At 3:57 p.m., Council adjourned.