



CITY OF
PORTLAND, OREGON

OFFICIAL
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **28TH DAY OF JANUARY, 2009** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5.

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

Item No. 69 was pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

TIME CERTAINS	Disposition:
58 TIME CERTAIN: 9:30 AM – 2009 Portland Jazz Festival (Presentation introduced by Commissioner Fish)	PLACED ON FILE
59 TIME CERTAIN: 10:00 AM – Approve the appointment of members to the Citizen Review Committee associated with the Independent Police Review Division (Resolution introduced by Auditor Blackmer) (Y-5)	36671
CONSENT AGENDA – NO DISCUSSION	
Mayor Sam Adams	
60 Reappoint Anthony Rufolo to the Investment Advisory Committee for term to expire January 28, 2011 (Report) (Y-5)	CONFIRMED
61 Reappoint Amy Cortese to the Portland Planning Commission for term to expire January 13, 2013 (Report) (Y-5)	CONFIRMED
62 Reappoint Shelli D. Romero to the Housing Authority of Portland Board of Commissioners for a term to expire January 28, 2013 (Resolution) (Y-5)	36670
Bureau of Transportation	

January 28, 2009

<p>*63 Authorize the Bureau of Transportation to acquire certain permanent and temporary easements necessary for construction of street improvements for the Alderwood Signals: NE 82nd Ave and NE Cornfoot Rd Project No. 37628 through the exercise of the City's Eminent Domain Authority (Ordinance)</p> <p>(Y-5)</p>	<p align="center">182490</p>
<p align="center">Office of Management and Finance – Human Resources</p>	
<p>*64 Create a new Nonrepresented classification of Planning and Sustainability Director, which is exempt from classified service (Ordinance)</p> <p>(Y-5)</p>	<p align="center">182491</p>
<p align="center">Commissioner Nick Fish</p>	
<p align="center">Bureau of Housing and Community Development</p>	
<p>*65 Amend subrecipient contract with 211Info by an additional \$8,000 for outreach to homeless adults and provide for payment (Ordinance; amend Contract No. 38227)</p> <p>(Y-5)</p>	<p align="center">182492</p>
<p>*66 Amend subrecipient contract with Salvation Army by an additional \$268,686 for the SAFE project for emergency shelter and housing placement and provide for payment (Ordinance; amend Contract No. 38289)</p> <p>(Y-5)</p>	<p align="center">182493</p>
<p align="center">Portland Parks & Recreation</p>	
<p>*67 Authorize 32 contracts with 25 firms for on-call services as required in support of Portland Parks & Recreation projects (Ordinance)</p> <p>(Y-5)</p>	<p align="center">182494</p>
<p>68 Amend Lease Agreement with Verizon Wireless, LLC for their continued use of a portion of Portland Parks and Recreation Children's Museum building in Washington Park for wireless communication purposes (Ordinance; amend Contract No. 51111)</p>	<p align="center">PASSED TO SECOND READING FEBRUARY 4, 2009 AT 9:30 AM</p>
<p align="center">Commissioner Randy Leonard</p>	
<p align="center">Portland Fire & Rescue</p>	
<p>69 Accept the report on Budget Notes Inspections Plan and Apparatus Replacement Schedule (Report)</p> <p>(Y-5)</p>	<p align="center">ACCEPTED</p>
<p>*70 Authorize a Letter of Agreement with the Portland Fire Fighters Association to address the compensation of all bargaining unit members for pre-authorized hours worked above members' normally scheduled shifts (Ordinance)</p> <p>(Y-5)</p>	<p align="center">182495</p>

January 28, 2009

*71	Donate used equipment to Nehalem Volunteer Fire Department (Ordinance) (Y-5)	182496
*72	Accept a grant in the amount of \$448,500 from Federal Emergency Management Agency to purchase Personal Alert Safety Systems (Ordinance) (Y-5)	182497
Commissioner Dan Saltzman		
Bureau of Environmental Services		
*73	Authorize a contract and provide for payment for the construction of Fenwick Basin Sewer Rehabilitation Project No. E08281 (Ordinance) (Y-5)	182498
74	Authorize a contract and provide for payment for the construction of the Foster Sewer Rehabilitation Project No. E08870 (Ordinance)	PASSED TO SECOND READING FEBRUARY 4, 2009 AT 9:30 AM
75	Authorize a contract with Brown and Caldwell for professional engineering services for the Columbia Boulevard Wastewater Treatment Plant Chemically Enhanced Primary Treatment Project No. E08910 (Ordinance)	PASSED TO SECOND READING FEBRUARY 4, 2009 AT 9:30 AM
76	Authorize a sole source agreement with Hansen Information Technologies for the implementation of the Hansen v8 Migration software to manage the sewer and stormwater linear assets of the collection system (Second Reading Agenda 49) (Y-5)	182499
77	Authorize an agreement with Peter M. Haviland for sanitary service and connection to a pressure pipeline at 5254 NE Emerson Dr, Project No. E07367 (Second Reading Agenda 51) (Y-5)	182500
78	Authorize an agreement with Pamela Bloch for sanitary service and connection to a pressure pipeline at 5250 NE Emerson Dr, Project No. E07367 (Second Reading Agenda 52) (Y-5)	182501
REGULAR AGENDA		
Mayor Sam Adams		
Bureau of Transportation		
79	Accept new maintenance policy due to economic downturn (Report) (Y-5)	ACCEPTED

January 28, 2009

<p>80 Adopt the new Bureau of Transportation policy direction of reduction of services on local streets (Resolution) (Y-5)</p>	<p align="center">36672</p>
<p align="center">Office of Management and Finance – Purchases</p>	
<p>81 Authorize a cooperative procurement with Pierce Manufacturing, Inc. for fire apparatus for a contractual total of \$1,910,000 (Report) (Y-5)</p>	<p align="center">ACCEPTED</p>
<p align="center">Commissioner Nick Fish</p>	
<p align="center">Bureau of Housing and Community Development</p>	
<p>*82 Authorize an Intergovernmental Agreement between the City, Housing Authority of Portland and Portland Development Commission relating to the development and operation of the Resource Access Center Development (Ordinance) (Y-5)</p>	<p align="center">182502</p>
<p align="center">Commissioner Dan Saltzman</p>	
<p align="center">Bureau of Environmental Services</p>	
<p>*83 Amend contract with Hahn and Associates, Inc. for additional work and compensation for the Brownfield Investment Fund being used on the SE Ankeny Brownfield project (Ordinance; amend Contract No. 36788) (Y-5)</p>	<p align="center">182503</p>
<p>84 Authorize a contract and provide for payment for construction of the Digester Expansion Project at the Columbia Boulevard Wastewater Treatment Plant, Project No. E08106 (Second Reading Agenda 50) (Y-5)</p>	<p align="center">182504</p>
<p align="center">City Auditor Gary Blackmer</p>	
<p>85 Assess property for sidewalk repair by the Bureau of Maintenance (Hearing; Ordinance; Y1068)</p>	<p align="center">PASSED TO SECOND READING FEBRUARY 4, 2009 AT 9:30 AM</p>

At 11:58 a.m., Council recessed.

January 28, 2009

WEDNESDAY, 2:00 PM, JANUARY 28, 2009

**DUE TO LACK OF AN AGENDA
THERE WAS NO MEETING**

January 29, 2009

A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND,
OREGON WAS HELD THIS **29TH DAY OF JANUARY, 2009** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz,
Leonard and Saltzman, 5.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Jim Van
Dyke, Chief Deputy City Attorney; and Ron Willis, Sergeant at Arms.

<p>86 TIME CERTAIN: 2:00 PM - Council advice regarding number of lanes for Columbia River Crossing project (Report introduced by Mayor Adams)</p>	<p>Disposition: PLACED ON FILE</p>
--	---

At 5:22 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.

January 28, 2009
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.

JANUARY 28, 2009 9:30 AM

Adams: Call the roll.

[roll call]

Adams: Before we begin, i'd like to acknowledge and ask you to join me in a moment of silence for the victims and those injured in the recent shootings downtown. I'd ask you to spend this time in silence and meditation or prayer for those injured and for the families of the survivors and I also want to say that police commissioner dan Saltzman and rosie sizer and the entire team have done a great job trying to make sense of what is an ultimately senseless crime. So please join me in a moment of silence. Thank you. Karla, would you read item no. 58. Commissioner Fish.

Item 58.

Fish: Thank you, mayor. Pleased to welcome the Portland jazz festival team here to give us a preview of what will be happening between february 15th and february 22nd. This council in the past has been supportive of the Portland jazz festival. As you now, there was some question whether the festival would be held in year. Portland jazz festival lost a sponsor and was at risk of being discontinued or worse, being overpowered by another city and thanks to those who stepped up that said this is an important institution and thanks to alaska airlines and horizon air and put substantial money on the table and i'm pleased to report that the jazz festival will go forward and this is not just any jazz festival this year. We are, as a community going to be honored by having a celebration of the 70th anniversary of blue note records. And a lot of people are coming here to -- for this event. But if you love jazz and I know many of us do. This is a really big deal. So i'm pleased to introduce the folks who are making this possible and they're going to give us a brief update on the Portland jazz festival. Welcome to city council.

Sarah Bailen Smith: Thank you so much. My name is sarah bailen smith. I'm cofounder and board president for the Portland jazz festival and I wanted to take this opportunity to thank the council for your support in our efforts with the jazz festival. Without it, we wouldn't be here today. The mission of the Portland jazz festival is to present world class jazz, foster educational opportunities for jazz students and play a leadership role in the regional's cultural initiatives. We were voted one of the top five jazz festivals by the jazz journal of america and this year been selected as the 70th anniversary of blue note. It's because of the work we've done in these past five years that we're able to bring out blue note as well as 12 headline concert artists, all of them previous blue note artists or currently on the label. We'll have journalists from throughout the country, from new york, santa barbara, san diego and seattle, that will be here to take a look at the city, this festival and to report back and say what a fantastic job we've done because it's going to be such a fantastic year. There's a number of shows. Opening night, international celebrated trumpeter, who will be bringing -- excuse me, they were just nominated for the best large instrumental recording for a tale of god's will. I think it's -- to acknowledge the efforts that Portland did in the wake of hurricane katrina. And also performing the first week of the festival, a member of the john coltrane group. And an album up for a grammy this year. The structure of the festival has 12 headline concerts, but you don't have to buy a ticket to come. You can attend free of charge. The p.d.x. Jazz pavilion, a 6,000 square foot heated tent. Big bands and trios and quartets. And Portland, lake oswego, Oregon city, beaverton and gresham as well as an Oregon all-star band

January 28, 2009

presented by the Oregon jazz education association. And in addition, we offer workshops to students of all ages. There's a trombone workshop. Trumpet, as well as rhythm centers at the center for the performing arts and we offer -- the number is long, almost a dozen. We go into middle schools and present the incredible journey of jazz which is the history of jazz as it relates to the african american experience and we'll go to middle schools, and we offer nearly 80 free performances throughout the weekend which people can attend, the majority available for all ages. We have partnerships with a number of cultural organizations within the city we help present and promote the work. The Oregon symphony, northwest children's institute, jazz society of Oregon, creative music guilds and the ohsu brain institute is doing a special concert this year. We partner with hotels, clubs and brew clubs to encourage people to go out and take up the best the city has to offer. I'm here to ask the council to please make sure and reach out to your constituents and encourage them to buy tickets as a presenting arts organization, it's the most important time for us to buy tickets and to energy understand the value that the Portland jazz festival brings to Portland.

Barbara Steinfeld: I'm barbara with travel Portland, the vice president of tourism and the vice president of the board for the Portland jazz festival and i'm here to focus on the economic impacts to the community. It started six years ago as a cultural tourism event in order to bring people into Portland so they would spend their money here and go to our hotels do a need time, in february, when traditionally, the hotels were not full and this year, it becomes more important than ever. In 2007, the economic impact of this event was about 1,322,000 on the community of Portland and the hotel rooms were about 2,000 in 2008. Last year. And that's only one year. Out of five. So if we multiply that by five years, we see what an important event this is to the city. Not only focuses the media on us and though locally, people may not know about us, nationally, it brings the spotlight on Portland and we get people here and we successfully done so and it's a important event to us and the city and i'm here to put the focus on that.

Tracy Marsh: Good morning, commissioners. Tracy marks, general manager of the Oregon hilton and executive tower. I want to iterate how important it is for the hotel industry and all the retail and we get thousands of people that come in from northern california and the seattle area to come and visit our city and spend money throughout the city and particularly now in the very difficult economic period for all of the Portland hotels, this becomes really important event where we can keep all of our people working. Hopefully, have all of the visitors come to the wonderful restaurants we have in the city and spend money in the retail as well. Thank you very much. I personally wanted to thank commissioner Fish. In a dark and difficult period for us, he was able to get other stakeholders together and reach out into the community and help us and also assist in getting us financially viable again. But as sarah just said, unless people buy tickets, we're only a couple of shows away from not being viable. So I encourage everyone to come see the events and continue what I consider a wonderful event for the city of Portland.

Steinfeld: Can I say one more thing? Commissioner Fish said which events to come to. And even though sarah brought out the big ones i'm going to be at john scofield.

*****: At pdxjazz.com. All ticket master. You can call 228-jazz for any additional information.

Fish: There's also a brochure that has the listings and where can you get them?

Bailen Smith: They're available at the libraries and coffee shops throughout town also visitor's center and.

Steinfeld: And the website. Pdxjazz.com.

Fish: Mayor, if I may. A unique public-private partnership came together to make this happen. And i'd be remiss if I didn't acknowledge the honor roll of people. Travel Portland provided their expertise and bridge financing. Sho dozono stepped up and brought his skills. And sarah smith, you're a saint in what you've done and I want to acknowledge your efforts above and beyond. This would not be happening, in my judgment without your leadership. A board that is willing to take risks. I'm grateful we live in a city that has a jazz radio station and they've been promoting this

January 28, 2009

event. And I want to close by saying it's almost impossible to pick an event because they're all high quality but for those who love the local jazz community, when we have outstanding talent and it's a big deal to honor the 70th anniversary of blue note. And it's a who's who. So i'm going to be making an effort to see devin philips and he moved here after katrina. And i'm going to see charley stanford. A recent graduate of grant. Son of phil and one of the great jazz talents and i'm going to see dave frishberg. He's going to be performing here in his home city. Rebecca and mel brown -- we can go down the honor roll and it's great for Portland that our talent and the international talent comes together and it great that you've made the commitment that so many of these events will be free to the public. So that high school students and middle school students, lovers of jazz can take part but we're hoping that people do buy tickets so we can continue to keep it here.

Adams: Thank you, commissioner Fish, for your leadership. I think it's also important to note that commissioner Leonard two years ago helped get the jazz festival where it is today in part because of your leadership and a city grant, as well, so this is a great team effort on council. It's a great thing for the city. Thank you. That moves -- before we get to the time certain of 10:00 a.m., we need to consider the consent agenda.

Leonard: I'd like to pull item 69.

*****: And you want that heard on the regular agenda?

Leonard: I think we probably have time before 10:00 a.m. To have this heard if you don't mind.

Adams: Ok. We'll do the consent agenda and then hear item 69.

Moore-Love: Any other pulls?

Adams: Any other pulls? Anyone who wants to pull an item from the consent agenda? All right.

Adams: Aye. **Fish:** Aye. **Leonard:** Aye. **Saltzman:** Aye. **Fritz:** Aye.

*****: Let's hear item 69.

Item 69.

Adams: Commissioner Leonard.

Leonard: Thank you, mayor Adams. The -- specifically what I wanted to have the opportunity to talk about was the budget notice in the last approved budget, not that spoke to the apparatus inspection schedule but the inspection plan in terms of the commercial occupancies and residential occupancies at the Portland fire bureau. As those of you that have served with me the longest, I work very hard to be very constructive, but still firm in my efforts to improve the bureau's assignments under my responsibilities but when they do something really, really good, I work just as hard to make sure they have the opportunity to talk about the really good work they've done. In this case, as some of you will recall last summer, there was an "oregonian" article highly critical of the fire bureau's inspection schedule of commercial occupancies and for those of us familiar with the important work that the fire marshal's office does, we could understand that could lead to tragic consequences not having a regular, thorough and timely information and although the bureau at that time was under the leadership of mayor potter, I asked him because of my -- if I could speak with the chief and then fire marshal. So I met with them and immediately assured, as I probably should have been without even talking, how seriously they took that article and how quickly they had assembled a plan to get into those occupancies and inspect them appropriately. What i've asked chief klum and now chief john norr, to do is come in and give a more thorough explanation so that all of us can hear the excellent work they've done and what they're undertaking to make sure our citizens are safe from a fire before a fire occurs by excellent fire prevention work. Chief klum, thank you for your leadership and chief norr, thank you for your leadership. The stage is yours.

John Klum, Fire Chief, Portland Fire and Rescue: Fire chief of Portland fire and rescue. Thank you for the opportunity today. As you know, last spring, late spring, the Oregonian article came to our attention on past due inspections and we were aware of and falling behind on ever since the implementation of the fire inspection program in late 2002. It took half of the 40,000 inspectable occupancies in Portland and Portland area and gave them to the actual fire stations to accomplish.

January 28, 2009

That group inspection was the lower hazard inspection. The 7/11, where the firefighters identify hazards. With the information that came forward in the spring, it brought to our attention that there were some buildings that were what we would consider a higher priority as far as life safety issues that had not been addressed for several years. So when that came to our attention, at that time, we immediately took action to where myself and Tim Kelly. And I as fire marshal directed the staff to do an internal audit and outstanding inspections and we noticed we didn't have a clear method of -- an easy way for mid level managers and inspectors to actually have the inspection readily available on what the higher priority inspections were. So I asked them at that time to immediately go through and prioritize the occupancy classifications that we deemed were the most highest hazard and those for instance would be your high-rise residential. Especially the highrise that lacked automatic fire sprinklers and any of the large public assemblies and check for institutions, which would be or hospitals and so forth and then our local schools the so they went through that and identified which buildings needed to be addressed immediately and we broke away from what traditionally Portland fire and rescue has done for years. We took in -- a senior inspector with the district inspector assigned to a individual geographic area in the city and managed the workload regardless of what the rest of the city was doing. We found that not to be the most official way of doing things. So we took a taskforce approach. We took this group of the highest priority buildings and directed to focus their attention as a group to mitigate and get those, not only the regular inspections caught up, but the 3% of the regular inspections we were behind on. With that, we also looked a little bit more in in-depth of what we could do to make the mid level managers and inspectors job more efficient and identified some improvements to fires 2000. It has the building inspection and it's a great program. Tons of information in it. But sometimes it was a little more difficult to get quick reports and queries to where we developed it to where the senior inspectors would be able to manage the workload and build upon the highest priority first type of approach. But we've seen going through there restructuring of the prevention division is it became more and more clear that we have more challenges ahead of us. With the company-based inspections, with the respects we're able to maintain the two-year inspection cycle. The companies are going out and doing the hazards, but we're finding with available resources we were directed to do from Mayor Potter is we're finding is that we'll be able to address the higher and medium -- higher priority inspections on a two-year cycle but when we get into the bulk of the medium inspections, we have to look at what a realistic time frame is for those inspections. And then weigh that with the perspective -- the perception and value of the low hazard done on a regular basis. And we're trying to refine that. We've taken positive steps, I think, that the information that came out last spring, that we actually welcomed that, because it -- it gave us a focus on what we could do internally to increase efficiencies. And I think that we're a better division as a result of it. We still have more work to do to continue to get it where we can get the inspections on a reasonable rotation and what the expectations are to the public and that will have downstream effects as far as communications to the businesses as when they can expect the inspectors to get into the lower hazards and medium type of occupancies. I'd like to give it over to Chief John Nohr.

John Nohr, Portland Fire and Rescue: John Nohr, fire marshal for the city. As Chief Klum spoke of, the deputy chief fire marshal and myself when I was assigned to the fire prevention late June last year, we got together with the senior inspectors, the team leaders and looked at how we're doing business and how can we make that better moving forward and as the Chief alluded to, we've redesigned, laid out the city in a more geographical format. The senior inspectors can more easily delegate the inspections. To all members of their teams rather than people working in various specific districts. Another thing we looked at was a computerized model where we have laptops in the field. And do data entry. What usually occurs is when the inspectors arrive at work in the morning, they download or enter their data from the day before and that's usually from a hard copy form that most of them utilize. So we're looking at can that information be entered in the field and

January 28, 2009

brought in the next morning, all of the information downloaded and they can be out the door doing more inspections a day. We looked at several ways of moving our priorities around within the bureau, looking at whether we bring people off the fire investigations unit to do inspections, which then would leave us without the ability to inspect fires that have occurred. We have an effective fire investigation unit that keeps our arson levels low in the city. We didn't want to impact that. We looked at some other potential efficiencies, but most of them were not -- didn't work out as well or didn't perceive they worked as well as the ones we've been implementing so far. A few numbers, last year when we started -- since April 1, we've completed about a thousand of 1200 high-risk or high-priority inspections. So we're getting -- of the 1200 due per year or roughly 2400 every two years, we're on a two-year inspection cycle. We're nearly complete with our highs. We're moving through the mediums and over halfway through. Our lows, we're about halfway through. As we move the high-priority inspections to the front of the line, which is appropriate. We're not getting to our lows yet. But we're hitting the things we've determined to be of the highest life safety risk to the citizens. That's the non-sprinklered residential highrisers. Business buildings and college dormitories and assemblies that sell alcohol, non-sprinklered clubs that sell alcohol. So we're hitting those and as we move through those we'll be moving through to get the mediums and the low priorities.

Leonard: Thank you. More globally, that was a lot of information and some might argue, minutia.

But I would sum that up for -- minutia. But a firefighter will tell you the best way to prevent a person becoming a victim in a fire is to prevent the fire in the first place. And that may sound trite, but we have a lot of data to back that up. What I found, if not surprising, refreshing about the fire bureau, that explains why commissioner Fish -- when I gained it, all of the work you did was not directed toward you from your commissioner in charge, nor did you react defensively as some might and hunker down and try to shoot the messenger. You welcomed the criticism and identified the shortcomings and created a plan of action and implemented. What a refreshing group of men to work with. So I appreciate what you have done.

Fish: It's true. But I've been invited to a number of the events --

Leonard: I haven't seen those come across my desk, so --

Fish: Confidential. But I want to amplify that, because you're right. One of the reactions of the fire bureau could have been, well, if we step back and look at our inspection cycles and compare them to national averages, our inspection averages are more aggressive than other jurisdiction. One response could have been, it's a cheap shot because we're actually meeting national standards, just not more aggressive standards we've set. And that wasn't the reaction. The reaction was let's add here to our -- adhere to our standards and find a way to make it happen.

Leonard: Thank you.

Fish: That speaks to the culture you've described.

Leonard: I appreciate you making that observation.

Fish: There was an audit in the fall about controlled substances and an audit done by the auditor's office that concluded there were no breaches or inappropriate use of controlled substances and no headlines that we see sadly in other jurisdictions. But rather than react and say well, the cup's three-quarters full, why are we called to do more. Chief Klum and his team said, you know what? There's additional safeguards we can put in place to make sure that it never, never happens and it speaks to the culture that you refer to and in part, why the public has such a high degree of confidence in your bureau.

Leonard: That's all by way of saying thank you, Mayor Adams, for this assignment and I wanted to give these two outstanding individuals to sit here and explain how they've gone above and beyond what other jurisdictions do to make sure that the public is safe from fire.

January 28, 2009

Saltzman: There's a statement in your report here that the fire prevention division experiences several lengthy staff vacancies each year which significantly impacts its productivity. Can you amplify on that?

Klum: There's a couple different factors. One is it's one of the few areas in the fire that we pride ourselves on being family friendly and there's more frequently of leaves for 12 weeks and the reason why we run the vacancies, because we have a minimum of six weeks of training to get the operations personnel up to the basic skill set and it takes a substantial amount of time for them to get comfortable and efficient to perform inspections and we don't have the ability just to take a person from operations or another division within Portland fire and plug them into that seat to where they're effective as being an inspector and being able to recognize hazards. The other dynamic, it's one of the few places where our members with permanent restrictions can go and finish out a productive career with Portland fire and rescue. They have permanent restrictions that prevent them from doing operations work. They have time loss, associated with their conditions that can be anywhere from a few days to several months and those create a vacancies. We did an internal report about employee availability and we took what we had as far as full staffing and deducted what would be normal for -- deducted what would be normal sick leave and as far as both the disability leave and FMLA, and the results shown that even though we have the funding for the full positions within the division, is that at best, we're looking at about 65%-75% at any given time of being up to capacity. That's what we mean by not at full capacity. And our inspection goals are based upon having 100% employee --

Saltzman: We had a council work session, I believe last fall, maybe summer, about return to work opportunities and both police and fire, and I was excited that you mentioned a program that you're putting together to bring back, I believe disabled firefighters to do single family home, small multifamily inspections on -- all of them voluntarily. The owner doesn't have to allow you to come in their door, but you can replace fire detectors. Is that moving forward?

Klum: Currently we don't have anybody in the queue for the return to work positions. We only one individual in prevention. The other members I was referring to do that on their own. And knew that would be a career path to where they could be successful with Portland fire and got the promotion to inspector and elected to finish out their careers there. So we have approximately, I don't know the exact numbers, but when I was fire marshal, we had 17 and with the return to work, we allocated another eight low hazard inspections and those positions are available when we have someone who has someone released from their position and capable to do the skill set. But currently only one individual there and they're producing good work for us.

Saltzman: There are other positions available if there are other return to work candidates?

Klum: Yes.

Adams: Any other questions from council? Anyone in the room wishes to testify on the proposed improvements to the fire bureau code enforcement program? Let's call the roll.

Fish: Congratulations, chief, and chief nohr, and job well done. Aye.

Fritz: Thank you for pulling this from consent. This was important for us to hear what you're doing and how city staff are working to improve the way we provide service to citizens. The report on the inspections and the equipment replacement and how many different kinds you're looking at and the replacement schedule and everything from the laptops in the field, and huge trucks and how often they're replaced and I appreciated seeing how you have notes that you'll follow up to make sure that safety isn't compromised and the proposed changes are being cost effective in saving taxpayers money and replacing the trucks at 120,000-miles instead of 100,000, that you're looking to see how we can do things better. Aye.

Leonard: I would like to say that John, you're an exceptional fire chief, but the truth is you're continuing a long tradition of long service in the city and I would expect no less of you or chief norr

January 28, 2009

and i'm pleased with your work and your furtherance to the interest of the bureau and the citizens. Aye.

Saltzman: Thank you very much for following up on the budget notes and on this issue. Appreciate it. Aye.

Adams: Excellent work. Thank you and thank commissioner Leonard for moving to quickly on this. Aye. [gavel pounded] all right. That gets us to item time certain. Item number 59.

Item 59.

Adams: Auditor blackmer.

Gary Blackmer, City Auditor: Good morning. Gary blackmer, city auditor. Work with professional staff in my office to monitor police complaints and develop strategies to deal with them. Work with in the police bureau to identify policies as well as follow up on its response to previous recommendations and they also conduct appeal hearings and analyze oversight procedures.

Two key characteristics we seek from applicants are the willingness to commit the time to provide quality oversight and the ability to be fair and objective. We've discussed because of the quality of the c.r.c. Members and i'm pleased to nominate the four persons under your consideration this morning. I think we have excellent candidates and i'll turn to mary beth to introduce the four nominees.

Mary Beth Baptista, Director, Independent Police Review: Thank you. We're trying to juggle some chairs here. I wanted to explain a little bit about the process we went through to recruit these four nominees. We cast a wide net to try and find nominees to serve on this important committee. We sent out a public announcement that included a press release and a copy of the application and how to apply. Sent to 75 media outlets. Included mercury tribune, Oregonian and the scanner. We sent it to over 100 community and business organizations including the albina ministerial alliance and the cop watch, hispanic and sexual minority round table, the Oregon advocacy center to name a few and posted it on our website and the auditor's website for 30 days. And also invited each member of city council and provided them it with five applications for you all to make your recommendations for applications. The selection process was extensive. We received 21 applications for these positions and reviewed by a selection committee consisting of two members of community. One was helen o'brien, head of victim's assistance at Multnomah county and debbie at the league of women voters. Myself and auditor blackmer reviewed the applications. Each application was reviewed and ranked and the top six invited for interviews. The interview consisted one of the community members, debbie, and one of the former c.r.c. Members and myself. After the interviews, all -- were completed, we ranked all of the interviewees and identified the top four candidates. I think it's important to point out that we unanimously agreed on the top four. And we strongly believe these individuals are best suitable for the c.r.c. based on these factors. Record of volunteerism, experience in the community and experience on being on a board. The c.r.c., a term is for two years. They'll begin -- sworn in this afternoon but begin the term on february 10th and serve for two years. And ending february 9th, 2011. The nominees for point, the two -- for appointment are the two new nominees barbara anderson and rochelle silver. Ms. Anderson has a degree from marylhurst clean in english literature and extensive experience being a volunteer, including experience with the smart program, doernbecher children's hospital for the christmas cards, lincoln and jesuit high schools p.t.a.'s. And had a long career in retail sales before becoming a substitute teacher and is a wife and mother, and was a delegate to the recent g.o.p. Convention in minneapolis. She's a member of the Portland garden club, and the daughters of Washington pioneers and lived in Portland as was required of all applicants or to be a business owner in Portland and lives with her recently retired husband and i'm jealous to say she's going to hawaii in a week ms. Silver holds a p.h.d. And served as chief psychologist for dammasch state hospital and Oregon state hospital as well as a part time private practice in psychology and a member of the Oregon board the psychologist's examiners and private investigators and provides supervision to the

January 28, 2009

Oregon licensed psychologists and has volunteered with tutors students in the smart program, teaching english as a second language and acting as advocating for the rights of elders in the communities. And c.r.c. members that are nominated for reappointment, they went through the same open recruitment as the rest of them, but these fine folks have already served. Michael bigham and lewellyn robison. Ms. Robison could not be here today. She had a commitment out of state. And that's -- we took the opportunity. Michael bigham is here today. He has served as the chair of the c.r.c. And is a retired port of Portland police lieutenant and went on to add a master's degree in fine arts and degree to his master's is criminal justice and has a bachelors in psychology and volunteers with low-income household residences, special needs and drug treatment program and a member of the audubon society and the sierra club. Ms. Robison is also a current member and the clerk of c.r.c. and she's a retired port director for the u.s. Customs service, Multnomah county library and homeowner's association. And serves on the advisory committee as well as [inaudible] performance review board and is a resident of northwest Portland. These are the nominees and again, i'm constantly amazed and consistently impressed by the professionalism and hard work of this organization and I know that mr. Anderson and ms. Silver are ready to roll up their sleeves and contribute.

Adams: Would you like to say a few words to council?

Rochelle Silver: I would like to say i'm looking forward to getting started and I appreciate very much this opportunity.

Michael Bigham: Mr. Mayor and members of the council, I would like to thank you for allowing me to do this again. Maintain the highest conduct and performance and responsibility to the needs of the community. Early last year, ms. Luna firebaugh issued her performance review and although there was controversy, at the least, it prompted us to take a hard look at our process and goals and we worked hard to improve our process and goals. You'll be seeing a policing report coming out in a couple of months. We issued a report on towing and impound by the police and prompted the revision of the tri-met intergovernmental agreements. And participate on the auditor's use of force taskforce and we would like to thank you for your support and this opportunity and we look forward to working with you over the next year.

Adams: Would you like to say anything?

Barbara Anderson: Like rochelle said, i'm looking forward to serving and appreciate the opportunity.

Adams: Comments from council? I know I speak for everyone on council. This is an important task you're taking on and we're very grateful. Anyone signed up -- thank you. Anyone signed up to testify on these new appointments?

Moore-Love: Yes, we have five people signed up.

Adams: Please call the first three. Welcome to the city council.

*******:** Good morning.

Adams: Please state your name and you have three minutes and by council rules, requested to stick to the topic before us.

Adam Berg: Thank you for the opportunity to speak. Council's about to appoint people to the citizen review committee and one week ago, I would have assumed these individuals to be the best for the job but today I have serious doubts. I think the mayor's actions made it near impossible to take any recommendation for employment citywide --

Adams: We're here today to do the city's business and you need to stick to your comments to the agenda at hand, which is about the appointment of these four individuals. If you have comments about these individuals, you can continue, otherwise i'll rule your testimony --

Berg: I consider this city business and you can ask me to stop and i'll do so. I don't mean in any way to upset the work of the council.

Adams: Thank you.

January 28, 2009

Fritz: Your name again?

Berg: Dan berg.

Adams: Ma'am.

Fish: Excuse me, do you have written testimony?

Berg: Excuse me?

Fish: Do you have written testimony?

Berg: Yes.

Fish: In fairness, why don't you submit it to the clerk so that anyone can read this later, they can do so.

Rondine Ghixlline: Thank you for the opportunity. The -- if the police union, several commissioners and both of Oregon's u.s. Senators question mayor Adams ability to lead, won't this affect our effectiveness and the welfare of Portland?

Adams: I respect your right to state your opinion, but this is the work of the city council and I need you to limit your testimony to --

Ghixlline: I have one more comment. I'll bring it back to the issue at hand. As a parent and foster parent, my concern with the police union not backing mayor Adams, how can I feel comfortable with mayor Adams going into the Portland public schools and being an advocate for our schools? I've worked as a mentor. It is a tender relationship and you have breached those boundaries.

Adams: Thank you. Did you have more to say about the appointments?

Ghixlline: I do have another comment.

Adams: About the appointments?

Ghixlline: I'm sorry, sir, maybe I should be talking about the jazz festival, since there are high school students involved. That's all I have to say.

Adams: Ma'am.

Stephanie Pierce: My name is stephanie. I live in Portland and an artist and a graduate of Portland state university and georgetown university law center. A member of the new york bar. And I thought that we were -- I don't know, are we going to be given a moment of time on a different issue or is this the only issue on which your fitness to lead as mayor of Portland is going to be addressed?

Adams: Any member of the public can sign up to speak to the council. You just go to the auditor's office --

Pierce: Sorry, I didn't sign up. I thought that was the issue --

Adams: No, you sign up downstairs today for the next council meeting and you have three minutes to talk about whatever you want and there are five slots at every council meeting. In order to make sure the city's business gets done --

Pierce: I would like to add my comment that it would be a difficult issue that the fox is guarding the hen house. If you appointed the people that are going to be overseeing the police.

Adams: Thank you. I appreciate your time.

Pierce: Because I don't feel you were fairly elected.

Adams: Thank you for the opportunity.

Adams: Thank you. [applause] it's been the rule that if you feel like you need to offer your support, you waive your hands like this so we can continue the city's business. Karla, next two.

Adams: Welcome to the city council. Please give us your name and you have three minutes.

John Price: My name is john price and it was my understanding that I would be able to speak and even though it was signed up on this topic, I guess i'm not sure if i'll be allowed to make any sort of statement. But the question I have is if political ambition has really led us down this path to where we may be the subject of another doonesbury cartoon, I guess I don't have much to say. I would like to hear the reason why you're choosing to stay in office.

January 28, 2009

Adams: Thank you for your -- you have three minutes to talk about anything but in order to keep the business of the city moving, we have testimony focused on each individual agenda item. Dan.

Dan Handelman: This is my first time testifying and I wanted to welcome commissioner Fritz on board. I'm with Portland cop watch and we're glad to see the interest in the citizen review committee this morning. [laughter] been trying to get people to pay attention to this for years. The biographies provided to the public are very thorough and interesting. What we want to know is why these individuals, particularly, wanted to be on the committee that oversees police misconduct allegations. And so as in the years past, we requested copies of the actual applications which I know you as council members are required by the ordinance to review and I know you've seen this too. And so does some of that information is in those applications and we're glad to know some of the reasons and another thing, one of the questions that comes up is will they be neutral. The people's point of view and police point of view. We want so see neutral people appointed to the board and we can see that ms. Anderson, while she's a delegate to the g.o.p. convention, it means that somebody can see two sides to an issue. And for ms. Silver, apparently she's on the board of private investigators, i'm not sure what led that to her as a psychologist. Her previous employment was blacked out for reasons i'm not sure. While it's important for people's privacy, we think the background of who is sitting on the board is important, and perhaps that's something that can be worked out with the i.p.r. office. And there's the good time to say that you have the ability to nominate people to be on the board and commissioner Leonard and commissioner Saltzman have members they've nominated on there. And that by expanding the size of the board, we would make it so there wouldn't be a majority of council appointees. There are nine members now so if all five of you have someone, it would be a majority of political appointees. I'm going to push for the expansion. And the job of the c.r.c. includes hearing appeals and the c.r.c. only heard one appeal in all of 2008. We're hoping they'll hear more this year. Last time I testified, director baptista, with the outcome of the cases and we're hoping to see more appeals come up this year, and just another kind of technicality about the difference between this board and others, other boards having nominees voted on the names are listed but the just says members will be nominated this morning. I'm not sure why this board is treated differently from other boards. Is appreciate your time and we look forward to seeing the new members participate in the oversight system and the changes that were recommended and we're working with the c.r.c. and the i.p.r. on helping make sure that independent investigations will be part of that and hoping that perhaps ms. Silver's time on the board of independent investigators, one of the sticking points how they're going to do that.

Fish: I have two questions.

Handelman: Sure.

Fish: First, a comment. Any recommendations for improving our appointment process for this or any other appointment of the city, we're receptive to. You would be helpful if you had comments that went to the structure, the procedures, if you have some constructive suggestion, I would love to see them. In writing, email, I don't want to make additional work for you, but this council is very receptive how we can improve our appointment process. The question today is the appointments. I want to make sure I understand your testimony. Do you have any indication to believe that any of the applicants are unfit for this service?

Handelman: No, I don't and the two members who are being reappointed are doing a neutral job. We have concerns about how many members of the board have former law enforcement experience but these two have shown neutrality over the years.

Fish: My second question, you may have advice for us how we can improve our appointment process and I welcome that, but do you have any reason to believe that the selection process, including the people who served, somehow did not discharge their duties properly?

Handelman: It's difficult to say, commissioner Fish, because the list of applicants is not known to us. We don't know how they sorted through them and who got left off. Maybe there's a good

January 28, 2009

reason for doing that in private. Most of the meetings of the citizen review committee are in private. So I have no -- I can't answer that question.

Fish: Thank you.

Fritz: Very good question, commissioner Fish and thank you, for the work you do on keeping your eye on everything. I have two things I would like a copy of your black-outed information to compare it with the information I got and like to hear from the auditor's office why that information isn't public and i'm interested in -- and i've noted in the past that some appointments the names are on the agenda and some are not and i'm interested in that. And I also would like feedback maybe at a active time, how -- different time how we can improve representation to the -- doing better. Do you agree that this outreach process was thorough? In terms --

Handelman: The outreach for getting the members on?

Fritz: Yes.

Handelman: I think things will probably improve. They have a new outreach plan and going to be hiring a new outreach coordinator and assuming everything goes according that plan, that I they'll have a chance to do more outreach that -- outreach that maybe next time, it will be broader and those communities that have most interaction with the police will have more to say about this issue.

Fritz: Thank you.

Adams: Any other questions?

Berg: Yeah, I was wondering, can I submit the written question into the public record?

Adams: You have to give it to our council clerk, Karla.

*******:** Wonderful.

Adams: Anyone else who signed up to testify?

Moore-Love: That's all.

Adams: Did you want to hear from the auditor now about the blackout?

Fritz: I think it would be great to have it on the record briefly.

Baptista: I took this position on in june. And this is my first c.r.c. recruitment. So if there's any differences in the redacted copies you received and he received, it's an administrative error and i'd be happy to correct it.

Fritz: Why do we black out?

Baptista: Social security numbers and --

Fritz: Previous employment?

*******:** I'll look it up.

Adams: All right. Unless there's additional council discussion on questions, Karla, please call the roll.

Fish: This is one of our most important functions which is to appoint citizens to administrative body that's help us do our work and we're fortunate as a community to have so much talent to draw upon but ultimately it comes down to service and when people sign up, it's thankless and time consuming and gets under-recognized but helps to move our city forward. So I -- helps to move our city forward. I want to thank our applicants now and in the future for the city. I'm pleased to vote aye.

Fritz: Thank you to those who served and on the selection committee. The office of human relations will be intimately involved in the work of this group, with the racial profiling and I look forward to helping to improve the relations and the communities they serve. Aye.

Leonard: I join with the comments made by my colleagues and I appreciate the service of each of the members, but I think it's -- the -- I would be remiss not to point out the reappointment of michael bigham. He's a former police officer and brings a perspective that is refreshingly honest and objective. And he has oftentimes disagreed with the police bureau. And I personally appreciate the integrity it takes for a person that served as a police officer to do that. I haven't

January 28, 2009

called you out before, michael, in that objection, thank you very much and i'm really pleased you're staying on to do this excellent, outstanding work you do. And I appreciate each and every member. Thank you, aye.

Saltzman: Well, I want to thank auditor gary blackmer for bringing forward a outstanding set of nominees and director baptista and I want to welcome ms. Anderson and ms. Silver aboard and congratulate mr. Bigham and ms. Robison for staying on. They do great work.

Adams: I want to thank you for your willingness to serve again and for the first time and I want to notice tremendous gains under auditor's blackmer's leadership has been made by the independent police review and I want to point out the spirit he brings to the effort. Aye. [gavel pounded] that moves us to council item no. 79.

Item 79.

Adams: In the last -- if the leadership of the Portland bureau of transportation would come forward. And in the last budget process, we budgeted given the constrained resources we have in transportation, we budgeted in a manner that today i'm asking council to weigh in on just to formalize the budgetary process, to formalize -- to put policy and operational policies behind the budget decisions made last year. Transportation in the city of Portland remains one of its most challenged services in terms of the status of the asset condition. In terms of how safe the system is for those that use it almost every single day by every single person in the city. And we today are making a very difficult decision of triage, and we need to be clear with ourselves and with the public, what we're going to be doing in terms of asset management and what we'll not be doing in terms of asset management. I'll try to summarize in a sentence, that with approval of these two council items we'll be focused on the busiest streets in terms of maintenance and safety in the city of Portland. We'll be doing calls to service when someone reports issues on the neighborhood streets. But the busiest streets for freight and transit is where from now on we're going to be doing most of our proactive work and when someone calls for potholes and life safety on the other street, we'll respond to them. Director keel.

Sue Keil, Director, Bureau of Transportation: Thank you, mayor. This is very difficult but it's been a continuing process of death by small cuts and this last year, we rapidly declined in revenue from the time we first came to you to ultimately needing to make a reduction of \$5.5 million in the current year. Because of the decline in both gas tax and parking meter revenue. Which now represents about 30% of our revenue stream and we're off about a million dollars in the current year. So we've had to make reduction expenditures including personnel in the current year, but significantly, as mayor Adams said, when we were out talking to the community about this and the numerous meetings with our budget advisory committee they're consistent in their advice that if you don't have enough resources, you need to devote them to those arterials and collectors that are the lifeline routes to connect the commercial areas of town, the places that folks need to go. And that if we have to allow something to decline further, it ought to be the residential streets and the -- the residential streets and the right-of-way associated with those streets. So clearly, this is what the advice is that the people gave to us when we were out in numbers of meetings in the community. I don't remember exactly now. But it was a lot. 28 or so meetings. It was very consistent advice we received from the people. And our budget advisory committee absolutely endorses it as well.

Adams: That includes labor and outside stakeholders?

Keil: Absolutely. Within we talked it through our budget and reductions and you don't want to say any budget reduction process is wonderful, but working with through with our labor partners has been almost an inspirational experience. We're all aimed at the same objective and doing things for the right reasons and we've had to cut 15 positions. And we have only one person bumping as a result of that because we've been able to accommodate them by placing them, or making clarification changes, and worked with the water bureau on some of that and worked at not sending people out on the street. And we didn't have any employees who were problem employees

January 28, 2009

impacted by that. These were good folks and we wanted to keep them in jobs doing work for the public and it's been a tough process but a very good process and I think virtually everyone we've talked to believes this strategy is the right one.

Adams: John, do you have anything to add?

John Rist, Bureau of Transportation: No.

Adams: Questions from council.

Saltzman: I want to make clear. You will still respond to potholes?

Keil: Absolutely and boy, are we responding. 823-bump is the hotline.

Leonard: 823-drop. [laughter]

Keil: 823-drop, the number was running on the television scene the other day. We're getting about 59 calls a day.

Saltzman: There's a lot of people out there who think you have to know one someone to get a pothole repaired.

*******:** We have a whole body of other ones we're repairing in addition to that.

Fish: Could I ask a question, sue? Obviously, the winter storm caused substantial havoc to our system and I live in the Grant Park area of the city.

Keil: And you want to report a pothole?

Fish: No, but obviously, the roads were affected and including some of the areas you recently paved. And just in terms of aggregate estimate, how much damage was done to our roads. Have you been able to quantify in any level what that storm cost us in terms of future repairs.

Keil: John, have you heard anything?

Rist: John, Bureau of Transportation. I don't think we have that, Commissioner. We know what the storm costs --

Fish: There's one silver lining in parts where I live, people are slowing down.

Keil: It's the poor man's traffic calming.

Fish: Unless you want to go to Les Schwab, you slow down in my neighborhood. Particularly, I'm in the process of teaching my daughter how to drive which is why I've gone grayer.

Keil: The freezing and the rain after that, and -- caused more deterioration in streets and what may be classed as a pothole, we've done this with Commissioner -- with then Commissioner Adams went out and took pictures of our potholes we weren't repairing, not everything that you think is a pothole is a pothole and it may be a sign of further deterioration, a bigger problem. It might be much worse because you might get that on the surface as a result of something below the surface that's in worse shape. So we can try to make an estimate on that with our new paving management system. We're going to have a rating on all of the streets in the city. And it will help us prioritize where our expenditures need to go with the reduced resources and if we get additional resources so we have good solid information to help us.

Adams: Other comments or questions? Commissioner Fritz.

Fritz: I respect your process in clearly providing the limited resources to our current facilities is cost effective and it's more expensive to completely redo them. It does direct the resources to those areas that have already paved streets but I'm wondering other areas of town with a lot of arterial streets not up to city standards. What is our process for prioritizing or capital improvements.

Keil: This pavement management system, on streets accepted into the city, there were streets we received through annexation that didn't meet the standards.

Leonard: [inaudible].

Keil: Yeah, and so those may not have -- may not be, a, our responsibility, in some cases where you think about them. Or b, may not -- I don't know -- did we accept any arterials in, Sam, that were not --

Adams: We did. About 157-miles of unimproved streets, some have blacktop, some are gravel, some are in bad shape. But we've talked about is the possibility of doing gravel -- like we're

January 28, 2009

contemplating leaf districts, the idea -- first off, to make it really inexpensive for folks who live on unimproved streets to improve them themselves, so they don't have to go through the city having to do it. And that's our first priority. For those streets we can't get to, how do we make it really, really easy and inexpensive for to get together with their neighbors and do it themselves and I hope to have something back to council in the next 60 days as part of the budget process.

Rist: Or capital improvement is financed by revenue from outside sources. Whether it's system development charges that developer's pay so we have a limited general transportation revenues into our capital program. Where it's focused is primarily on the maintenance side and this is the second year in a row that we have to eliminate our contracts with outside contractors and that's where we get the large arterial projects that are above the what our crews can do. That's major paving projects in the city.

Keil: But there's a difference between the arterial and local street on this. I will go back and see if we have any substandard arterials in the city.

Adams: I think commissioner Fritz is referring that 157 miles of improved --

Fritz: Maybe that's a different conversation. Where we got hundreds of new homes being built and new sidewalks and substandard streets. So I recognize that's a different conversation. I just wanted to acknowledge that we are continuing to pursue improving those streets so in the future years, there'll be more equity in the different areas of the city.

Leonard: When then commissioner Adams and I were talking about what I wanted to have as a priority in the package he was working on a year or so ago, I identified 136th avenue, exactly the street that needed the sidewalk. Although I never got a notice that you passed 82nd. When the council goes past 82nd, they have to call me.

Keil: Oh, no [inaudible]. If we need to provide specific information about a street, let us know.

Adams: Other questions from council? Thank you. How many have signed up to testify?

Moore-Love: No one has signed up for this item.

Adams: Can we go ahead and -- anybody here who wishes to testify that did not sign up? [inaudible] Karla, call the roll on item 79.

Fish: We're voting to adopt the report and then moving to the resolution?

Adams: Correct.

Fish: Aye.

Fritz: You want me to hold comments to the next one?

Adams: Probably.

Fritz: Aye. **Leonard:** Aye. **Saltzman:** Aye.

Adams: Aye. [gavel pounded] companion item 80. Please read title.

Item 80.

Adams: Anyone signed up to testify? Anyone here who wishes to testify on the transportation policy direction of reduction of services on local streets? All right. Please call the roll.

Fish: I just want to acknowledge sue's leadership. When I got sworn in, june of last year, one of the first meetings I had on my calendar was a meeting with her and I walked into the rose room and there's a hundred people at the table with their names and I got my first briefing on the full scope of what she does and I -- an hour and a half later, my head was spinning. I think I realized then and realized since that her job is just a monumental challenge and we don't have the resources to meet the needs and we're constantly doing triage and yet our fragile system works. As someone who is not the interesting commissioner but especially interested in the key decisions that you and the team makes and I appreciate the create I way you've been dealing with our budget crisis. I think we all have something to learn by the way your bureau is weathering the storm. Pleased to vote aye.

Fritz: I agree. When the pie gets smaller, people tend to fight over the slices and i'm pleased to hear how it's a collaborative process with the citizens and staff and the labor unions and that's commendable and I hope we can continue that and we have to continue to make difficult choices

January 28, 2009

over the next several months. Former mayor bud clark is here and I want it recognize that he was instrumental at during his tenure at looking at ways to, through the cable and franchise fees. And we're looking at that next week, so that's forefront in my mind that we need ongoing revenue for the basic services in our neighborhoods and i'm pleased we've got a plan and I will continue to work on the capital improvement side as well. Aye.

Leonard: I too very much respect the difficult position you're in, sue, and mayor Adams, trying to provide the critical and necessary services by being confounded with decreasing revenue and i'd really like to talk about that for a second. It's frustrating to me as a person who is interested in the subject of -- in the subject of alternative fuels and efficiency to realize that -- efficiency, to realize that because of the construction of the gas tax that local providers of service get punished when fuel efficient vehicles roll out or hybrid vehicles roll out because of the archaic way we construct our gas tax, as per gallon. I think that we have to -- and I say the collective "we," elected officials in the legislature and here on the council, really need to demand something more thoughtful than a percent a gallon tax. Whether it's a percentage of the price of gasoline or not, i'm not sure. But at minimum, it's frustrating to me to watch, you know, basically the price of gas at the pump swing 25-cents a gallon one way or the other and residents don't pay much attention to that. Whereas, if we had a 25-cent a gallon increase in the gas tax, think of all the work that can be done in Oregon to not just improve the existing infrastructure but to do vital replacement work, like the sellwood bridge and others transportation elements as a legislator, if they don't want to get in and reconfigure how we raise funds through a more thoughtful means and that we at least raise the tax 25-cents a gallon. To not that have that be the discussion and have leaders argue it the voters why that makes sense is frustrating. To hear sue come in and frame the argument basically in what we're left with when we lack the political will necessary in salem to do what really needs to be done and that's to raise the revenue somehow. I hope that gets more and more attention. I know governor kulongoski has focused on that. Aye.

Saltzman: I'm pleased to support this policy although it's not a pleasing thing to do but to triage how we provide services and transportation. I want to take this opportunity to commend mayor Adams and the bureau of transportation for their outstanding work during the snowstorms. It was unprecedented and your ability to keep people moving -- didn't see too many bike riders, but the arterials were open and great -- the arterials were open. Aye.

Adams: I want to acknowledge that this city council and members beforehand but especially commissioner Saltzman and commissioner Leonard -- and it's a difficult task and sue and john and the entire group at transportation. I think as someone told me during the snowstorm when I checked in with spokane, they said Portland has so little money and does so much in terms of the transportation department. It's the best in the west given the resources that you don't have. The other issue is we will be changing some of the communications with the public regarding this. We'll be putting signs up on busy streets to advertise the 503-823-bump we want people to call in the potholes on the neighborhood streets. We'll be less proactive on it and rely on the citizens to let us know whether he we need to respond off the busiest streets. Aye. [gavel pounded] that gets us to item 81.

Item 81.

Adams: Mr. Baer.

Jeff Baer, Director, Bureau of Purchases: Good morning, for the record, i'm jeff baer and with me is john from Portland fire and rescue. We are here to request permission to enter in a contract with pierce manufacturer to purchase a 95-foot rear mount apparatus and for the total price of \$1,910,000. And some issues related to our policy there. They're in full compliance with the equal benefits requirements and have current e.o.o. certification. The original ordinance issued in 2007 and we've been working along with Portland fire and rescue to identify the best method to acquire

January 28, 2009

these two pieces of equipment and identified the best one would be through this cooperative agreement. Through the houston area of governments.

Glen Eisner, Portland Fire and Rescue: The apparatus we have is truck one is 18 years old, over 80,000-miles. I would point out, it's a downtown truck, which means the runs it goes on has low miles so it's one of the most used trucks. If you ever see a [inaudible] alarm, it's what we call the bucket to platform, it's always on operation on that fire. Last year, we spent over \$21,000 just repairing it. Truck two is 16 years old. A 1993t bow. It has over 104,000-miles on t. I would point out that even though it's less, it's a training truck and instead of it being just in a ready mode at a fire station between calls, it is being used all day long by the trainees and so it has significantly more wear and tear than we normally expect. Both of those trucks are due to you replaced. The we spent over \$22,000 last year repairing it. We've worked with the hgac contract as mr. Baer said and we've been able to -- the price of that contract went up this year. 8%. And we've been able to hold that cost -- 4% it was -- and we've been able to hold that cost down with cooperation with houston fire and pierce manufacturing through the end of this month.

Adams: And for the record, your name is?

Eisner: Glen isler.

Adams: Questions from the council? Anything you would like to close with? Anyone signed up for this item?

Moore-Love: No one signed up.

Adams: Anyone in the room wishes to testify on the apparatus issue?

Cliff Hutchinson: My name is cliff hutchinson, citizen. Precinct 4167 southeast Portland. And just before I go home, I would like to say that if there's a standard of mileage before we replace equipment, I think is meaningful to keep it. The truck mentioned only with 80,000-miles on it, I don't understand why we want to replace that one. The 104,000 was over the -- maybe more reasonable to replace that. Even if it hasn't reached 120,000 miles. What's the meaning of having a standard if we don't keep it and especially when it's saving the taxpayer money? I would appreciate that very much.

Leonard: Let me try to help you. The measurement of wear and tear, one, is miles, and another is hours on an engine. And what glen probably didn't point out is that the hours on the engine are probably way above average because when the trucks are stationery -- stationary, they run the engines, and I think the engine probably has run more the miles would reflect.

Hutchinson: That's important to note.

Eisner: Truck one is 18 years old, which is six years over the new 12-year standard and truck two is 16 years old. Four years over the new 12-year standard.

Leonard: But is it accurate that the engine hours are higher?

Eisner: Absolutely, we -- with computers going to the engines to find out how the mileage versus the idling time and typically when we go to an emergency, the rig sits at the emergency while the firefighters do their duty. Idling time is now 80% of the entire time on the engine. Just to say it may have 80,000 or 100,000-miles does not mean that the wear and tear on the motor itself isn't significant.

Leonard: Right.

Fish: And if I could just comment. Something I learned as the fire commissioner is that the maintenance of our equipment in the fire bureau is done in the fire bureau's own maintenance facility and it's a unique situation where highly trained people maintain the equipment and they've been charged with pushing the limit in terms of useful life of the equipment and because we have our own highly skilled technicians we have been able to do that. When even our people say it's time, it's time.

Fritz: Thank you for listening so carefully and paying attention to the detail. The compelling part to me is we spend \$21,000 on maintenance last year. If my vehicle was [inaudible] replacement,

January 28, 2009

taking that much for maintenance, I think I would be looking at it's time to replace it. Thank you for helping us.

Adams: Thank you.

Eisner: Gives us the confidence in use of our money. Thank you.

Adams: Thank you, sir. Thank you, chief. Unless there's additional council discussion. Karla, please call the roll.

Fish: Aye.

Fritz: I commend mayor Adams and commissioner Leonard for having this on the regular agenda when we're spending \$1.9 million of taxpayer money. I think it's helpful that the citizen was able to come forward and request questions and get skilled responses. Aye.

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

Adams: Aye. [gavel pounded] item is approved. Would you please read the title for item 82?

Item 82.

Adams: Commissioner Fish?

Fish: Thank you, mayor, and we're going to invite jeff bachrach, the chair of housing in Portland, and mike andrews to make our initial presentation but I have a few introductory remarks. This time has been a long time coming. The resource access center is the next major piece of the city and county's very innovative plan to end homelessness. So we're suffering from addiction and mental illness and other challenges. We have a significant shortfall of units that serve this population. Recently, during the severe winter weather emergency, this community rallied together like never before to save lives, to take homeless individuals and families off the streets and place them into our shelter situation. But we need more than a temporary solution. Now, the council has continually supported the development of the resource access center and most recently, in march of last year, the council made two critical determinations. The first that block u., which is bordered on one side by the bus station and the other by what is currently the post office but which many of us hope someday will be the future world headquarters of google, at the gateway off the Broadway bridge, that block u. Was the preferred site, and this council also directed the housing council of Portland, the Portland development commission, and my bureau, the bureau of development to develop an intergovernmental agreement to make this project a reality. Since that action by a former council, we have experienced a serious economic downturn, which has changed everything, including our assumptions about how we finance this new center. As a new housing commissioner working with an incredibly talented group of people, I challenge them to take a fresh look at this and every other project in the pipeline and to answer the question how can we deliver on the promise but also meet the challenges of this economy. Through that fresh look, i'm pleased to say that the development that is coming before you today for your approval at this stage is no longer a full block but a half block, now a concrete base, urban form building, built to the highest standards as a gateway building to Broadway. I want to just compliment mike andrews and our whole team for responding to the challenge that the collapse our credit markets and the downturn of our economy presented. To me, this is an example of where, in every great challenge, there's an opportunity. I believe the development that will be presented to you today for your consideration is better than what would have been presented to you in the fall of last year. The resource access center is shovel ready whether it's funded out of tiff or the president's stimulus package. It will create dozens of family-wage jobs. It will have an impact on our local economy and meet the highest standards of green building and energy conservation that our construction budget will allow, and we'll have more on that during the presentation. Today's ordinance, if approved, will move this project from consent to reality. Before introducing our panel, i'd like to thank a number of individuals who have made an outstanding contribution to get us to this point. First of course jeff bachrach who was just reelected to, I believe, his third term, harriet competitor cormex, a half board member and a member of the rack community committee which she co-chaired with mayor bud clark. Bud clark who we're going

January 28, 2009

to be hearing from shortly who I understand is a tavern owner. [laughter] I'm told at some point in the past he was an arts aficionado and arts supporter of some kind. [laughter] And he is, more to the point today, a member of the board of transition projects, inc., which is going to be a vital place? The resource access center. With harriet, he co-chaired the committee. Steven yeeee who has helped us deliver a better product. Doreen binder, the executive director of transition project, inc. I want to acknowledge bob warner, barbara shaw, and in addition I want to acknowledge the work of kate allen, who is the housing policy coordinator for the city of Portland, mike andrews, andy miller, and so many more. Gentlemen, if you could lead the presentation?

Jeff Bachrach: Commissioner Fish, thank you very much. Mayors Adams, commissioner members, I have played a substantive role in this project. A couple very brief comments before I turn it over to mike andrews, the project manager. It was 18 months ago about as former mayor potter and former commissioner sten asked you to step in and take over the project as the lead developer, and we appreciated the confidence that showed in pat, but we like to think it's based on our track record as a public developer at developing these complicated, mixed-use projects. Rack certainly fits that profile in all respects. For the last 18 months, mike in particular has been working with a rich mixture of constituents and nicknamed a lot of them, not just p.d.c. and the city, who are signatories the i.g.a. today, but the community, the county, has a role. It was a rich mix of folks to get us where the project is today. The next eight months will be critical as we overcome sort of the final hurdles, get the financing in place, the permits in place so the project can actually begin construction next fall. I'm confident, under commissioner Fish's leadership and the same team that's been working for 18 months, will get this project ready to go in eight more months. We've reached a real milestone today with the i.g.a. and expected approval tomorrow by the p.d.c., the development the agreement between half and p.d.c. hopefully the team will get it done over the next eight months. I'll turn it over to mike andrews who will give you more details and substance of where the project stands. Thanks to everyone involved for getting us this far. It's an important project, and I know half will help deliver it, beginning construction in 18 months and having the project ready to go in two years.

Mike Andrews: Mr. Mayor, members of the commissioner, mr. Fish, thank you for your support and leadership on this and your kind words. Andy miller and I will walk through quickly a presentation on the resource access center. We've had the opportunity to brief your offices or, in some cases, yourselves on this project, so we'll hit some high points and will be able to answer any questions you have. This is the project ending schematic design we're looking to build on block u. Which commissioner Fish had identified. You can see the block here. It's bordered by broadway and sixth, hoyt and irving. The development has three fundamental public imperatives. The 130 units after forwardable housing, the resource center to provide access to homeless individuals during the day, and replacing the 90-bed men's shelter which is currently operated by t.p.i., and t.p.i. would continue to run the shelter. The housing will be permit supported, targeting the homeless or at risk of homelessness. All 30 units will be made affordable to those individuals and providing operating funds for the housing. The project will replace the 70 units that the hotel. We came to the plan which you see before you and have gone through this fresh look, as it was described, as part of the community process co-chaired by bud Oregon and harriet cormex. They focused on the urban design, the housing program. When the full impact of the financial market collapse was realized, we went back to that community advisory committee and shared with them the redesign of the building to keep pace with that initial process we did go through with them. At the suggestion of commissioner Fritz, we had monday evening to brief the residents. Our design team and folks from t.p.i. Presented the plans to them and received positive feedback. It was a very transparent process. We feel good about the leadership. In total, it is an eight-story concrete building that will sit on this very visible block. We have paid great attention to the design. We also paid attention to what we're building and how we're doing it. We are pursuing the gold certification. We are looking

January 28, 2009

at innovative techniques such as gray water recapture so the water that will come from sinks and toilets would be cleansed and be able to reuse to flush toilets -- pardon me. From sinks to be able to use to flush the toilets. We focused on economic participation. This is making sure that certified businesses, minority/women-owned businesses and local people have an opportunity to work on the project, and it will create a significant number of construction jobs. We're also focused on public art and have reached out to the other rack, the original art council, and pnca who have been located across the street in the 511 building once the project is completed. With that, i'll turn it over to andy who will walk through a little bit more of the operations of the shelter. Pardon me. The total cost is \$45.9 million. The significant portion of that is 29.5 that comes from tax I know caryments what from we expect to be the settled amended river district. We expect to raise over \$9 million from sale of housing loan and tax credit. 6.5 million will be donated of our cash. There's a small piece of miscellaneous resources as well, state resources, state tax credits. The project is currently fully funded. I believe we've got accurate reserves to get us through the design and bidding phase.

Fish: Just on the point on this slide, you mentioned the appeal, the challenge to the expansion of the river district, urban renewal district. Just so people watching this understand, by virtue of a challenge to the expansion of that district, which is currently before luba, we've been advised that it places a cloud over the city's ability to move on a number of projects. So when that is resolved either by a final decision by a tribunal to some other means, that cloud will be removed and a number of projects, including this, would proceed with tax increment financing dollars. As I mentioned in my opening, we've also parked this project as a city priority for any federal stimulus dollars we may get. The other thing I wanted to advise my colleagues is, where it says low-income housing tax credits, this has been a traditional tool that we've used to provide private resources to these kinds of developments. Prior to the collapse of the credit markets, we were getting between 90 and 100 cents on the dollars of tax credits. That tells you the value to a developer. We're told that currently the bottom of the market might be as little as 60 cents. When you think about that as how that impacts your ability to finance one of these kinds of developments, the credible collapse of our credit markets impacts us when we use this tool, but I am told by senator wyden that congress is considering, as part of the stimulus package, allowing jurisdictions, which would include Portland, to simply convert the tax credits to dollars. So, in other words, we'll be able to exchange them for some agreed-upon figure, 80 cents to the dollars, 85. That would be one way of meeting the stimulus goals and taking advantage of some of the uncertainty the collapsing market has brought.

Andy Miller, Portland Housing Bureau: Good morning, mayor, commissioners. I'm andy miller from the city's bureau of housing and community development. Before I start to move on in the presentation, I just want to acknowledge will white, the director of bhcd is not here today. He is actually in Washington, d.c., working to support passage of this stimulus package and working with our national partners on the types of legislative pieces that commissioner Fish just referenced. So picking up where mike left off, one of the major questions of this project from the beginning that you and others have his will this be another wapato? Are we building a facility that we will be able to afford to operate? The answer is no. What you see before you is allayout of the proposed operating budget for the resource access center or the components compared to, in the black column, the dollars that bhcd already has in its budget going to these activities. Those are the dollars that will transfer over into the resource access center. We already have in our budget in an ongoing form over half of what we will need to operate the resource access center. Important to note that those dollars are ongoing dollars and would not be affected by any of the proposed budget cuts that bhcd has submitted to o.m.f. through the current budget process. Those are surviving dollars. At the bottom of this chart, you will see in green really the range of the gap that we're currently facing and to fill over the next 18 months. So what will these operating dollars pay for? In short, the dollars will pay for the outcomes that the center, housing will provide. These are very

January 28, 2009

impressive in terms of the number of people that will pass through the center each day, reside in the shelter on a nightly basis, and move into the permanent housing. Really there are two primary cost drivers. One are the salaries, so this also a jobs creation piece in the social service sector. There are the salaries of the case managers and others who will work with the residents, work with the people who are coming into the center, and work with the residents of the shelter. The other is the simple increased cost of operating a more expanded space. This space is many times the size of what t.p.i. Currently operates as a relatively cramped service center. We'll use the next 12 months working with our partners and to develop and realign resources. We have many creative ideas that we'll be working to implement in the next 12 months to realize existing community services to help meet this gap. We're going to look for every possible dollars through foundations, grant makers, our government and community partners, work to realign the system and really turn over every rock before we come back to city council to ask for any amount that would be needed to fill the ultimate operating gap on opening day.

Andrews: As has been said, we're heading towards a construction start in october of this year. We anticipate sending you all invitations for groundbreaking which will probably occur in september, and the construction duration, we'll have the building opened in april of 2011. So we have a lot of folks that are focused on design, construction, financial matters as well as property management, service provision. There's a large team of people that have been working those projects for quite some time. Over the next nine months, we'll get through the city's process, settle with our financial partners, bid the project. As relates to the economic stimulus part of the plan, this is a prevailed project. We will be paying commercial prevailing prices on this project. In april of 2011, we're projecting that the building will open. Commissioner Fish asked us to identify five of the challenges that this project team is focused on. The river district luba appeal is one that has been discussed already. We are proceeding under the assumption that that amendment -- the appeal of that amendment will be settled or an alternative source of funds will be available. Commissioner Fish also talked about the tax credit market. There has been a significant unprecedented change in that market. We are fortunate, however, that the housing authority has good relationships with tax credit investors. Right now they're looking at project elements. There is no permanent debt on this project. There are many things about the project that make it attractive to investors. One small technical aspect relates to an easement. You may have noticed that building will sit next to the broadway bridge, so we're working with county staff to adjust an easement that goes back to 1930. We've been working with the facilities and legal staff at the county to modify that easement so that the building can reside on its current anticipated footprint.

Fish: Chairman wheeler has agreed to releasing the funds. [laughter] We understand it's an opening offer, and we will negotiate in good faith.

Leonard: He's clearly learning.

Miller: So we know that securing the appropriate legal of operating resources is going to be a challenge particularly in these down budget years that the city is facing. What you have is our pledge to look systemwide, work every strategy, work with our service providers to see how we can move services into the rac and use this building as a launch pad for new efficiencies in the homeless system. We've been asked if this is a shiny new bridge to nowhere. Our challenge is to remind ourselves that this project alone will not end homelessness. Maintaining the safety net, the balance of the wonderful services that this council has generously supported over the last several budget cycles will continue to be necessary if we're going to be effective.

Adams: Is it possible, given the challenges to operating, to open it in phases? If you don't get as much operating revenue pulled together that you need, what sort of options do you have?

Miller: Well, I think there already is a plan to open it in phases that has more to do with the development budget, but specifically to your question, there is a flexible array of services. There is

January 28, 2009

a flexible array of operating hours. Our ambition is to expand the operating hours to a seven day a week facility. If we don't find funding, we'll reduce the hours.

Adams: You received the building will sit on the west side of the property?

Andrews: That is correct.

Adams: So right next to the ramp?

Andrews: That is correct.

Fish: In going to a half block urban-formed building, we have freed up the other half of the block that is only the east side that faces the train station. I.g.a. contemplates, over the next three years, that the Portland development commission and city council would have a discussion about how best to use that site. It would be in the short-term used to stage some construction activity, but it presents an incredible opportunity, and that would not have been available had we obviously stayed with a full block.

Adams: So the entrance to the building is on the ramp side? Is that right?

Andrews: There's three entrances.

Fish: Why don't you put the slide up and show them.

Andrews: It's on the northern part of the building you can see there. The entrance to the shelter is located on product bay just before the ramp begins to come up and the entrance to housing is on the southern edge, so each of the three components have their own discrete entrance and that goes to both the security and flow of people through the building. A lot of attention has been paid to how this building is serviced and how staff come and go.

Adams: Thank you. Other questions?

Saltzman: I guess i'm concerned when I hear statements about the building will strive for a very high environmental goal subject to the budget, 'cause usually the green building features are often the first thing to ax. I want some assurance we have a city policy that requires any project such as this to receive tax increment funding to the leeds certification.

Andrews: We have schematic design that has been priced by our contractor that assumes, in that pricing, achieving gold.

Saltzman: You say pursuing the gold. I want satisfaction that, if you don't achieve the goal, you were achieve leeds silver.

Andrews: I believe that leeds silver is very attainable. We're pursuing the gold.

Leonard: Can you just promise that it will be leeds certified? I work with commissioner Saltzman a lot. He wants to be assured with a promise.

Fish: Well, that's certainly a promise we can make here today. If budget issues force us to reconsider, we will come back to you.

Bachrach: Let me throw it to even a higher authority.

Fish: When we went through this process, we challenged your team to make this the greenest public building in Portland. Now, at gold, for this kind of use would be the greenest building in america for affordable housing. You've been challenged. I expect, as the housing commissioner, for us to meet the leeds gold standard, but I believe we can safely -- safely say to commissioner Saltzman that it will in no way fall below silver. You have my commitment as the housing commissioner that we will meet the challenge.

Andrews: Our last two buildings, we achieved the goal.

Saltzman: I'm satisfied with the certifications made today that it will be at least silver and independently certified.

Adams: Any other questions or comments for our panel? All right. Thanks.

Fish: Mayor, we have one more panel that's going to briefly testify. Mayor bud clark, steven yee, and dorian binder. You can each take a couple minutes, and then we'll take questions from council. Mayor clark?

January 28, 2009

Bud Clark: Thank you for that wonderful introduction -- wonderful introduction and that display. It's good to see the buildings that I think we started 20 years ago is going to be replaced, because it was a difficult building when we took it over and now, 20 years later, we'll have a much better facility that will provide our needs much, much better. Mayor and city council and ladies and gentlemen. I'm on the transition projects board. I'd like to emphasize the importance of continuing momentum to get the new center built as soon as possible. Our cramped community service center at Glisan Street may serve up to 500 people per day, yet the need surpasses that number. The larger facility designed at the resource access center will allow us to double the number of homeless people served. As co-chair of the community advisory committee, I'd like to acknowledge the active participation of many community members, clients, the Portland Business Alliance, service members, and neighborhood representatives. Through a series of advisory committee meetings and half-day design workshops, the design team led by the Housing Authority of Portland and Holtz Architecture presented alternatives and incorporated key concerns about technical design, architectural design, and the building operations that they heard from participants. The overall design was enthusiastically supported, much more interest placed on the need for jobs and housing opportunities as quickly as possible. Although the current economic crisis has led us to a smaller design, I'm looking forward to construction of the new facility, a grand opening celebration early in 2011. I hope you vote for this.

Stephen Ying: Mayor, commissioners, good morning. My name is Steven Ying. As a long time advocate for the Chinese community in Old Town, Chinatown neighborhood, I have been pleased to serve as a member of the advisory committee for this project. After the site was selected, a strong committee came together about the process of getting this facility built in a way that served both individuals and the neighborhood. Helping people end their homelessness and dependence on the street and sidewalks downtown and helping the neighborhood by giving people a dignified place to gather rather than along the sidewalks to be able to go inside. Although the neighborhood and local businesses were looking forward to retail space along the light rail line, I'm confident that this will be another positive during phase two of the development of adjacent half block. P.A.C. has always committed to a good neighbor agreement with the nearby businesses, residences, and neighborhood leaders. I'm confident that we will end up with both a beautiful building and day-to-day operations and management that will again showcase Portland as a model for the neighborhood livability. Livability is for all our residents. Thank you.

Doreen Binder: Mayor Adams, commissioners, I'm sorry I wasn't able to meet with you last week. I was visiting my mother. She has Alzheimer's. It's really important. I have to remind her who I am as much as I can right now. But I do appreciate being able to be here today. I've been working on this project for over four years now, and I have more plans in my office that are piling up, what this building could look like and would look like over the years. It's pretty amazing how many trees went into that. But nevertheless, I think the current incarnation of this plan is beautiful. I was somewhat skeptical. I for some reason made a decision to review this while I was in Peru for a month, and I came back and looked and thought, ok. This really does meet our needs. We had some discussions with the architects who were wonderful. They were able to adapt some of the changes to the needs that we wanted. Primarily the whole premise on building this building, besides the need for the homeless, was also, as Steven just said, to deal with the queuing. We had meetings with our clients, with the residents of the shelters, and I did this actually about a year ago when the first plans came out. I went to a house meeting, which is conducted every year with all of our shelters, with all the people, and so we went to each one of the shelters and showed them the original plans, and they were thrilled. As Bud said, one of the primary comments that came out is can we work on this project? Can we work with the architect -- I mean not the architects. The builders. And so we have -- one of the questions that I saw that you asked before was access to what? Nick, you were wonderful, served dinner with your daughter, and you met the clients, and

January 28, 2009

they want to work. They want housing, access to their independent life, and that's what this building will be able to offer them. It has been a lifelong dream to get this building done. I said, when this building is done, i'll retire. And thank god it isn't done because now, with the economic situation, I can't retire yet. But I do recognize the conundrum of, during economic downturn that we're asking for a lot of money for this building. But because of the economic downturn, it's never been more important, and that's the conundrum that we're all facing. But it is a critically important building, and I really urge you to support commissioner Fish and the rest of us on this project.

Thank you.

Adams: Any comments or questions from council for this panel? Thank you all very much for your testimony. How many people have we signed up to testify?

Moore-Love: It was just those three.

Adams: Anyone else in the room who wishes to testify? Hearing none, let's move to roll call.

Fish: Thank you, mayor, and members of the council. I want to begin by me backing off of what doreen binder said, that this process has been unfolding over many years, and I would be remiss if I did not acknowledge the leadership that former commissioner erik sten brought to this endeavor. I want to acknowledge his pivotal role and also alknowledge that, during some of the challenging times last year, commissioner Leonard played a particularly critical role in keeping this process on track and helping to mediate between various groups that had, in my view, very sincerely held and legitimate concerns that needed to be bridged. We're now, at this moment, and this is an important moment because, as a council, we share many values. One of the most important values that this council shares is that everyone in our community deserves a safe and decent and affordable place to call home. And we will not stop until everyone in our community is housed and everybody has the right to get on that path to self-sufficiency. It's not only the morally right thing to do; it's the pragmatically right thing to do. It's the decent thing to do, and it is why I am especially proud to be the housing commissioner for a city that is willing to put its money where its mouth is and fund innovative plans and programs to bring dignity to people who have so little in our community. When you take a look at this particular proposal before the council, there is a lot to like. It's a milestone, another important marker in meeting the objectives of our 10-year plan to end homelessness. Mayor clark, you know about plans to end homelessness. You launched an ambitious plan which laid the ground work for this 10-year plan. It will be one of the greenest buildings in our community and possibly the greenest public building which is, as commissioner Saltzman notes, very important both in terms of what we require but also in terms of grand Portland what, we're saving to the rest of the world about the investments we're making in public and private buildings. This particular building enjoys broad-based community support. This didn't happen overnight. Skeptics have been converted, and I would not compliment all of our team for doing the extra work of going out. One of my favorite expressions in life that's applicable to this is that the longest distance between two points is a shortcut. And how many times in our community outreach process have we learned that, when we choose that shortcut, it comes back to bite us. And so this process and to harriet and mayor clark, thank you for your leadership and all the time you put into that process. This building will be a catalyst. You know, we are stuck in this rut that says affordable housing enhance certain neighborhoods, and we've learned that is not true. Look at the prices on retail of homes that were built in these developments. Those homes are becoming unaffordable because the marketplace tells us people want to live in quality homes in a mixed-income development. So this building can be a catalyst for the continuing revival of this stretch of broadway, but I know my colleagues will have creative ways to guide us in how we can spend a quarter million dollars in art scholars that can be used to enhance this development and brand this building as truly a gateway to this new broadway. It's a beautiful design and, for those of you looking at the pictures thinking you've seen a building like this, you have. Because holtz architecture is doing beautiful, innovative work throughout our community. Next time you are in

January 28, 2009

the pearl district and go by the 937 building, which is beautiful, think of holtz. And next time you're in belmont and you're across from the old historic firehouse there and there's that beautiful building that's gone up, think holtz. Holtz is meeting incredible standards, and I think they have given us a building we can be proud of. And finally this process has resulted in a fresh look where I believe what the proposal before you today is better and smarter and more cost effective than what we originally had on the drawing board, and that's because we had to go back and take another look because it didn't pencil out. And by going to a half block concrete building, urban form, I think we have put before you a building that is more iconic and beautiful and that frankly, for the people we'll be serving, will be especially attractive. Our goal in all of this is not to build buildings and to expand services for the sake of buildings buildings and expanding services. Our goal is to help low-income residents in our community overcome obstacles in their life and get on the path of self such Fish essentially. That's what drives us. We are not just building units and saying that's enough. This is a pathway to something better. We have to continually evaluate our progress, because this will not be successful unless we continue to build the permanent housing and provide the good jobs that are waiting at the other end to allow people to become self-sufficient and enjoy what we enjoy, which is the opportunity to make our own decisions and to fend for ourselves. So if this council supports this i.g.a., I will go to p.d.c. Tomorrow and present, on behalf of the council, and I am prepare food do so because I want to make a very clear statement of a new partnership that exists between council and p.d.c. I think it would be appropriate for the housing commissioner to lead the presentation and to seek the support of our partners at p.d.c. In this effort. I'm going to close with something that inspired me the other day when our president was inaugurated. I want to acknowledge sally erickson. She is the homeless coordinator for the city of Portland. Steve rudman is the executive director of the housing authority of Portland. And I want to just thank everybody who has come together to make this happen. But I want to close by quoting our president, and I am running out of space to put inspiring quotes that I contribute to him, but it turns out, every time he gives a speech, he says something that touches me and perhaps you. It speaks to the challenges that we currently are dealing with our economy and flagging spirit as a company and uncertainty about where we're headed. He said something very beautiful in his speech last tuesday that I want to quote. He said, today I say to you that the challenges we face are real. They are serious, and they are many. They will not be met easily or in a short span of time. But know this, america. They will be met. And in urging your approval today of this ordinance and this i.g.a., we will be able to say to our community that homelessness is a challenge that we acknowledge, that is real, and that it will not be solved easily or in the short-term. But know this, fellow citizens, we're up to the challenge, and we will meet that challenge. With great pride, I vote aye.

Fritz: Commissioner Fish, I commend you on your work on this. Here it is just january, 2009 and it's shovel ready and we're approving an improved and revised project. I respect that. I also think back to about a year ago when we had a packed chamber in this very room as people very concerned about the whole process for this project, and here today i'm looking out and seeing a lot of smiling faces and nods from representatives from the old town, chinatown community who came to say they support this project, and I didn't see people needing to take time off work and away from their other pursuits to come down to argue or to do anything about this project because it's moving forward and because there is consensus. This is exactly the kind of community process we need to be aiming at. I do thank the staff for going to the shelter on monday to talk to folks who are going to be served by this. Everybody has been included in this, and it's an excellent project. I'm noting that this intergovernmental agreement doesn't commit city funds. It expressions the city's commitment to work cooperatively. It's very important we have that on the table right now, the city is responsible for housing, and the county has in the past been responsible for services. But if we only provide housing without supported services, it doesn't turn out to be cost effective. So we do need to find the funds to provide the support once it opens, and I will work hard to make sure that

January 28, 2009

happens. Commissioner Fish, you joked about the detox and getting the funding for that, but we did receive a memo from chair wheeler that talks about the funding from Portland development commission for capital improvements. When you're talking with Portland development which is, it's the partnership we have between the city and the county, the development commission, the social services provided, all of our community partners, our neighbors, volunteers. I want to thank the volunteers on the housing committee. We had some volunteers come in earlier today, and they put in an enormous amount of work and taken an enormous amount of grieve. I thank you. I'm very pleased with this. It's come a very long way in a very short time, and i'm pleased to vote aye.

Leonard: Well, i'm going to initially make a couple remarks that are not relevant to the issue at hand, 'cause i'm just compelled to make an observation. Since I was 18 years old and a freshman college student at Portland state, for some reason I have enjoyed and been unusual particularly among my peers when I was a teenager of, for example, getting home in time to watch william f. Buckley on channel 10 debate people. I was captured by the art of the spoken word when it was done eloquently. As i've grown older, when richard nixon resigned and gerald ford became president and nominated nelson rockefeller to take his place, I was transfixed watching channel 10 had the congressional hearings confirming nelson rockefeller as the vice president. Nelson rockefeller, I thought, was just a wonderful example of an eloquent speaker. As I grew older and cable became more available to all of us, I note on my calendar when parliament is in session on c-span so I can watch the debates to this day in parliament. I'm just transfixed by not just the history of it but the majesty of the spoken word and the eloquence of all the speakers. I noted when commissioner Fish first arrived on council, he would come in with prepared remarks. He would read his remarks. And i've noticed in the last six or seven months he has matured from that with his self-confidence -- his self confidence. And I mean this quite seriously, because all of us do that. When you're new, it is unnerving to all of a sudden be in front of cameras and people watching, and you need to have something to allow you to focus yourself on what you want to say. But as you do this a while and you gain some self assurance, it becomes easier to give remarks. I don't know if you intend to keep a video archive your history in public service but, if you do, I would recommend that you quickly capture the video of your remarks here today. They were inspirational. They were really -- i've always said what I missed about the legislature was the great classical debates that I loved to engage in, and you certainly -- i've never heard a better speech. It was absolutely -- coming from one who appreciates good argument -- I don't mean in the sense of heated argument but in a classical sense -- wonderful remarks and right on, and i'm very proud to serve with you and very proud to work with somebody who thinks the way that you do, which I greatly appreciate. I was listening going home last night to n.p.r., and I didn't think steven yee would be here so maybe he's going to correct me. But the person being interviewed said, you know, in the chinese language, the word for "chaos" is the same word for "opportunity." and I just thought what a remarkable observation -- and commissioner Fish alluded to that in his remarks -- that in this really challenging time, it really kind of is telling about how people view the world. Some people have a hard time getting up in the morning and moving on. Others view it, accurately so, as an opportunity. And so that particular observation by commissioner Fish just resonates with me and I think resonates very much in the chinese culture which i've always admired and appreciated for that kind of a reason. I agree I think this is a real opportunity to do something unique and foresighted and, above all, humanitarian. It deserves to be said -- I think that we oftentimes do these things in isolation of other things we consider up here. I voted against the sit and lie ordinance not because I philosophically disagreed that there should be a sit andly ordinance because where do people go to if you tell them to move on if they don't have another place to go to? They go to another block and sit down. I so. Appreciate the work -- I so appreciate the work on this. With your work, I could actually get to the place that someday, if the facilities were available and if we had the humanitarian side of law enforcement that this rac center will create to be able to support sit and lie. I think we

January 28, 2009

all agree with that. So thank you, everybody, that's going to work on this. I feel greatly relieved knowing that commissioner Fish has picked this up after commissioner sten left. I did feel somewhat on the spot to make sure I was clear and vocal that this project was going to happen. I don't have any feelings because i'm comforted by nick's eloquent commitment and all of your support of what we're doing. It's a really, I think, great day in Portland, and I think it speaks so well of us as a community that this is a project really to help the most hopeless -- helpless. I'm proud to be able to support this. Aye.

Saltzman: I want to certainly commend commissioner Fish for his leadership on this and also ac than the prior leadership of commissioner sten in really spearheading this project. We've come a long way. It looks like we're on the brink of getting this built. I want to acknowledge all the citizens, mayor clark, harriet and others who spent a lot of time facilitating discussions and making this, as commissioner Fritz noted today, a very harmonious council meeting on this topic, and the next step is to break some ground, and we'll figure out how to fund this somehow. Aye.

Adams: I want to, as well, commend commissioner Fish and housing authority of Portland team, the Portland development commission, the bureau -- soon to be bureau of housing -- and all the partners involved in making this happen. It has been on the agenda for -- since I started work here in 1995. So to see it happen and to see it done in supa quality way, commissioner Fish, I commend you. As commissioner Saltzman mentioned, acknowledging the initial work by commissioner sten. I know your commitment is genuine. Our work with everyone on council and in the community i'll work to help you have the operating funds to make this happen. We've never had a real day access center connected to programs to get people off the street. At a time when the county is looking a the a minimum cut of \$55 million, it presents significant challenges to all residents in the city, making this project always urgent, even that much so. With the day access center and everything else, this has never been needed more. I'm happy to vote aye. Aye. All right. That gets us to council item number 83. Good work, nick.

Fish: Thank you.

Item 83.

Saltzman: In light of commissioner Leonard's moving speech a minute ago, i'm embarrassed to admit, that after 10 years, i'm still using written talking points. The investment fund was approved in june of 2006. It created the first city-funded loan program for the cleanup of brownfield properties. I would note this was one of mayor Adams' initiatives. The southeast ankeny street brownfield project is the pilot of the fund. The existing contract with hahn and associates does not allow the cost to exceed \$100,000. The city's contribution to the clean-up project is \$500,000, so an amendment is necessary to allow for these expenses. This is not a request for additional funding. The fund is already allocated and was approved by security council in 2006. This is a loan and will be repaid to the city, plus interest, for cleaning up the site, making two acres of contaminated property available for high-density development in the central gateway district. Clark henry is here from the bureau of environmental services if anybody has any questions. But I do -- this is an emergency. I believe we need another security council member here.

Adams: If we could pause maybe on this item and read -- oh, there he is. We're ready to go.

Leonard: Sorry.

Adams: Is there anyone -- is anyone signed up to testify?

Moore-Love: I didn't have a sign-up sheet for this.

Adams: Anyone in the room that wants to testify on this brownfield investment fund change in.

Fish: Aye.

Fritz: I've learned a lot about brownfield in the past few weeks and hope to learn more. Council has been allocating this \$500,000 available as a loan and paid back with interest, and it will put this property back into useful -- into uses that will generate property taxes. So it's an all-around win/win, and it's commendable work. Thank you, commissioner Saltzman, and I vote aye.

January 28, 2009

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

Adams: Aye. Great to see this moving forward. Aye. Item number 84.

Item 84.

Adams: This is a second reading. Vote only.

Fish: Aye. **Fritz:** Aye. **Leonard:** Aye. **Saltzman:** **Adams:** Aye. Item number 85.

Item 85.

Adams: Auditor blackmer or staff? Give us a quick overview.

Dan Broome, Bureau of Transportation: I'm with maintenance operations.

Sharon Simrin, Auditor's Office: I'm from the city auditor's office.

Broome: We would like to make a motion to move this ordinance to the second reading.

Adams: So this is the first hearing. Any questions from council? Hearing none --

Fish: So moved.

Adams: I think it automatically moves. But we appreciate the spirit. [laughter] Item number 85 moves to next week for a second reading. Unless there's any other business of the council, we'll remain recessed until tomorrow at 2:00 p.m.

At 11:58 a.m., Council recessed.

January 29, 2009
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.

JANUARY 29, 2009 9:30 AM

Adams: I need to read a statement regarding our february 4th meeting. It's a housekeeping item. Although our office proposed and a council approved an ordinance -- allowing it to hold its regular meeting on february 4th, due to the schedules of our partners who we wish to recognize and the members of the council, we are planning to hold a 9:30 a.m. Council session on february 4th in council chambers as usual. I do hear any objections from the members of city council to make this scheduling change? All right. Hearing none, please call the council item.

Moore-Love: The roll call?

Adams: Please call the roll call.

[roll call]

Item 86.

Adams: I want to welcome you all here. We have today decided to continue this hearing until 6:00 p.m. On wednesday february 25th. The reason for doing that is that this city council along with our partners in the city of vancouver and clark county, tri-met, metro, wish to spend between now and february 25th to come up with a concept for the columbia river crossing that we can all agree on. One that will be embraced by an adequate number of citizens on both side of the river, and one that decision-makers, the majority of decision-makers can support as well. This really builds on what is a very good working relationship between clark county, city of vancouver, other cities north of the river, and the cities and counties and metropolitan government on the south side of the river. So by the 25th this council and our partners hope to come forward with a consensus package that considers the issues of lanes that considers the issues of pricing, and congestion pricing and tolling, and considers the issues of access to transit. We really are much closer together on those issues than one might think reading the papers. We know that we will all have to make compromises, and I think everyone up here, including myself s. Willing to do this in this intervening time will allow to us have those discussions. So today we are going to take testimony, we are not going to have staff presentations. We will take testimony and if you haven't signed up, please feel free to do so with outside -- outside the door, and then we'll continue the hearing until 6:00 p.m. On wednesday, february 25th. But I also want to give my colleagues on the council an opportunity for some up front sharing of thoughts as well before we get into the testimony. Commissioner Leonard?

Leonard: Thank you, mayor Adams. I have tried to come to this issue as neutral as possible and thus have been less influenced by what we'd consider lobbying on either side of the issue. More driven by what the staff produces in terms of recommendations. And just to summarize briefly what those are that we're given to us orally here at council on monday, and we each received private briefings before that, the staff has concluded that that constructing a bridge that has the capacity to accept 12 lanes, whether it actually has 12 lanes or into the, is another issue entirely, but has the capacity to have 12 lanes is the most carbon neutral bridge possible, including the option of not doing anything current bridge because of the idling and the inefficiency of automobiles that idle producing carbon dioxide -- carbon dioxide, it's better for the environment that the bridge be built to a 12-lane capacity. That combined with their natural says that shows it would reduce traffic accident and injuries if it was built to that capacity. Having said that, I am also mindful that our neighbors in clark county are very concerned about this debate. They in some ways have perceived

January 29, 2009

this, though I don't that I was the intent, we were holding them hostage over these discussions based on what they assumed we might want here in Portland. I'm concerned about that. So I want to make sure we do the right thing in terms of the environment. I want to make sure we don't send a message to our neighbors across the river, that we somehow don't respect them and their concerns in terms of the technology prices and other considerations. And mayor Adams I think has wisely suggested that instead of us debating that today, that he represents the city and for the -- stuart discussion was mayor pollard of vancouver, and council president, which I think is a good idea. Thank you, mayor Adams.

Adams: Thank you, commissioner. Commissioner Fritz.

Fritz: I probably bring a polar opposite perspective, having until december 31st been a member of the community until november I was a board member with the coalition for livable future, which has been one of the community groups doing work evaluating the merits of this proposal. And questioning whether any bridge is needed, let alone a 12 hitch lane bridge. And so mayor Adams invite medium to attend the project sponsor's council in december when he was out of town. And I was pleasantly surprised to find the level of healthy questioning and ongoing debate over exactly what should happen in this project. I've been very pleased with the staff work on this project, and finding out more information as I move into my new role. I remain the alternate on the project sponsor council for mayor Adams and i'm also one of the delegates for the metro policy advisory committee. So I will be working closely with metro and the metro council as we continue to work through this. The bottom line that I have drawn from my four weeks nearly in office is that this is not a done deal. That we don't have some -- as far as I can tell, there is no secret plan for exactly what's going to happen in this project, but we're still all diligently working through the alternatives and looking at what's best for everybody. So I wanted to reassure my community partners and former community organizers and advocates that the questions are truly on the table and that we want your input. And I think as we do move to the february 25th hearing, that i'm committed to having an open transparent public process as we work through all of these issues. And I know the council would be very interested to hear from citizens as we move forward with your perspective and with your analysis, because there's been a lot of good work done in the community as well as at the staff level to evaluate the nitty gritty of what's in all the environmental impact statements, what's in the report, what's in the studies. And we are making this decision together. We do need continued input from citizens, particularly on issues such as tolling i-205. While we're committed to working with our partners in Washington state, we also at the Portland council need to look out for the best interests of Portland. And so I personally am hoping to hear more input from folks living near 205 having businesses near 205, to the pros and cons of tolling there as well, and then figuring out how we can work that into the discussion with Washington state partners. So I am very pleased tow this process. I was expecting something different, and i'm glad to be able to report that it's really important that every one of you is here today, and I thank you so much for taking time out of your day to be here.

Fish: In keeping with the theme of what each of us brings to this debate, I would like to say as the father of a 16-year-old daughter, I have a unique perspective, and I recently -- she's learning to drive, and we recently went out on i-5 from Portland to vancouver. And I survived the experience, but frankly, sitting in that other seat watching a novice driver figure out how to navigate a road with that much congestion and with people constantly merging, thinking that they have the right of way, as you're heading north is an experience, and i'm glad to say both of us survived and our relationship survived. But it gave me a new perspective on some of the challenges that we're facing. I agree that with what's been said before, that we need to make a decision soon to keep this project moving forward. And I also believe we have a historic opportunity to build a tremendous bistate project that gets it right on several fronts. Freight mobility, transit, bike-walk, environment, safety, and future capacity. But I am concerned as are my colleagues that we have not yet nailed

January 29, 2009

down a meaningful transportation demand management plan with all jurisdictions, that we are confident will address induced demand. I believe a few weeks of delay is reasonable to make sure that we get an effective transportation demand management and tolling package and full consultation with our jurisdiction partners. Here's my concern. Without these important checks in place, we could decide to bit build a 10- or 12-lane bridge and end up with 16 lanes worth of traffic. So the number of lanes is important, but I think it is not the most and singly most important question before us. I want to have confidence that whatever we build functioning as this council and this region intended to. So thank you, mayor.

Adams: Thank you. All right. Unless there are other comments from council, just a few housekeeping items. How many of you have testified -- how many of you are planning to testify? How many of you have testified before council before? All right. For those of you that haven't, it's really simple. Karla, our great council clerk, will call your name, and because we have people upstairs, she'll call the three that are coming up, and the next three. So if you're upstairs that gives you time to come down. There's a clock on the big piece of wood on the table. That is a countdown clock from three minutes. And you only need to give your first and last name. We do not need, nor do we want your address. And one other thing is, if you are here representing -- if you're a lobbyist and you're representing a group, then we ask that you declare that at the outset of your testimony, the beginning of your testimony. We have courtesies of the house to elected officials, and i'm pleased today to have three elected officials from our friends and partners to the north. We have -- please come forward, mayor pro tem pat giamatti, please come forward. We have counselor and representative of the c-tran on the project sponsor's council, tim leavitt, and we have larry smith. Did you want to testify?

*****: [inaudible]

Adams: Great. Welcome to the Portland city council. Please have a seat. We're glad you're here.

Pat Jollota: Thank you. I'm pat jollota. I brought a letter from our mayor royce pollard. And she said to be sure she not representing the voice of the council. However I also want to say that I completely endorse the statements contained in his letter. And it is addressed to the honorable sam Adams, mayor of the city of Portland. Dear mayor and council -- the columbia river crossing project is perhaps the most significant public works project ever to come before us in this modern time. Mobility and safety of our citizens, freight movement, and the billions of dollars that floe through our local economy are all prime elements that are directly affected by this important effort. This is our, the region's, project. The regional economy relies on and is supported by a work force derived from clark county, and the counties that make up north central Oregon. Additionally, we share the same air shed, river, mountains, and the columbia river gorge that is the gateway to recreation and the agricultural assets of both eastern Oregon and eastern Washington. With so much in common, we have the opportunity to continue to strengthen our ties in a common way that benefits us all. This project proposes to extend light rail into clark county to help with our daily commute travel. It improves the efficiency of the i-5 corridor for motorists, commuters, bike, and pedestrian travelers, as well as facilitates strategic freight movement along our entire west coast. There are two international ports that serve our communities. Both rely on our transportation systems to make them competitive with other west coast ports. Thus, the number of lanes is perhaps one of the most important decisions we're faced with. And many other issues rely on this decision as this project advances. I was pleased to be asked to be present at the joint meeting of the Portland city council and the metro council. This is mayor pollard speaking. Discussion was lively and many differing views and issues were brought forward. This confirms there is much work to be done, however, in order to meet very important deadlines, this decision needs to move forward. The vancouver city council continues to discuss and learn more about the number of lanes issue. Our recommendation is expected to be forthcoming within the next month. However, speaking for myself, and I concur, I believe that to meet the stated goals of the project and to minimize impacts

January 29, 2009

to our downtown and its citizens I encourage the Portland city council to carefully consider the maximum number of lanes through the bridge influence area. Please remember that this bridge has only six lanes through, three in each direction, and three additional add-drop lanes in each direction for safety and efficiency and personally I would emphasize safety. There are many important decisions that need to be made and unfortunately we will not have the benefit of having all the desired information available on all topics when the question is called. I ask that you carefully consider all the testimony, read all the letters, study the data, and consider the purpose and need of this project when making your decision on this very important topic. Thank you.

Adams: Thank you, madam mayor pro tem.

Tim Leavitt: Mayor Adams, commissioners, it's a pleasure to be here on behalf of c-tran, the public transit agency in clark county. I don't have a formal presentation for you today, but I would just like to make a few remarks and I understand you have a lot of folks here to testify. I'll be very brief. Up deed, we have monumental decisions ahead of us, you do as well as the rest of the partners in this region. We have a project of national significance and a project that is preparing future generations to be successful in our community. Any of those generations will be taking advantage of this project long after we're gone, quite candidly. From a public transit perspective, I want you to know that the c-tran board of directors wholeheartedly endorses the extension of light rail transit into clark county. This project will double transit ridership in the i-5 corridor, it will further allow c-tran to provide express services in an efficient manner into the heart of Portland, where it sin deed the economic base of our region is. We are in agreement, mayor Adams, on more items of this project than disagreement, that's for sure. And we appear to be at a pinnacle of federal financial participation in this project and I must emphasize I don't think this is an opportunity we can afford to miss. There is more discussion to be had, and we look forward to working with you to reach timely resolve to some of these issues so this project can move forward. Indeed, we're laying the ground work if not the pavement for future generations, as well as further cooperation the metro region, your side of the river, our side of the river. Thank you for allowing us to testify before you today, and we look forward to seeing you again in the very near future.

Adams: Thank you both.

*******:** Thank you, mr. Mayor.

Adams: Thank you. All right. Dale ackerman. And mark ellsworth.

*******:** Mayor Adams, commissioner, i'm here with mark ellsworth from the governor's office, and mark is going to address you from the governor first.

Mark Ellsworth: Mayor Adams, commissioners, as the city began a more formal role in considering this project, the governor wrote a letter to the planning commission outlining his views on this, which I will now read. Dear mr. Hanson. Thank you for the opportunity to offer my support to the proposed new columbia river crossing. This is a national project. Important to the Portland region, the state of Oregon, and the people of america. As the only continuous north-south interstate highway on the west coast, this vital facility serves as a critical economic lifeline that ensures the vitality of this state in an ever-more competitive global economy while providing safe and reliable transportation options for all our citizens. While this is a very complex project involving two states, many local state and federal agencies, as well as thousands of hours of community input, I believe this project presents a huge opportunity for Oregon. Earlier this year I met with u.s. Transportation secretary mary peters and asked her to consider recognizing the columbia river crossing project as a national demonstration project for how a large infrastructure investment could be designed and constructed to promote clean energy and combat climate change. I welcome your thorough review of this project and the consideration of its impacts on the city of Portland. I have full faith and confidence that the project sponsors will work to ensure that the values that make Portland a special place will be reflected in their work. I look forward to supporting thes of Portland and vancouver in their efforts to build a bridge that can serve as a model

January 29, 2009

for the nation which improves safety, provides options for commuters, embraces sustainable values, and ensures that Oregon remains well positioned in the world economy. Sincerely, Theodore R. Kulongoski.

Gail Achtenman: Mayor Adams and commissioners, my name is Gail Ackerman, I am the chair of the Oregon transportation commission, and I also serve as the director of the Institute for Natural Resources with the Oregon University System. I'm here today to talk to you specifically about the greenhouse gas and climate change implications of this project, because I know it's an issue of very serious public concern and I can assure you that it's a very serious concern to me personally. I began working on the governor's advisory group on global warming in 2003 with both my transportation commission hat on and my role as a member of the university community on natural resource and environmental issues, and I continue to serve on the governor's climate change integration group, developing the climate action plan for the state. I'm committed to that plan. The Oregon Department of Transportation is committed to that plan. And I believe that the Columbia River Crossing project is consistent and will contribute to moving in the right direction. And here's why. First, and most important, the Columbia River Crossing project is probably the first major bridge in the United States to fully integrate replacement of an old highway facility with transit light rail facilities with bicycle and pedestrian facilities. It's really three projects in one, and Commissioner Fish may have been terrified with this his 16-year-old daughter driving through the weaving lanes, but if you've ever walked or ridden a bicycle across that bridge, I would say that is truly life-threatening. Beyond even driving. The governor is committed, the transportation department is committed to making this the greenest bridge that's ever been constructed, and I think if you look at what's been built into the project design, you'll find elements of sustainability throughout. Specifically in terms of the climate change impacts, you asked, and your planning commission asked when you saw the draft environmental impact statement and had to pick a locally preferred tentative, that the greenhouse gas and climate change analysis that had been done in conjunction with that draft, and I have to tell you, that was the first analysis of its kind I believe done for any if a set in the country. This is new methodology, and we sent it out in response to your request and had it peer reviewed by some of the top experts from the university system and from the consulting firms to respond to the legitimate questions that citizens had been made. That analysis confirmed, and I think this is the most important thing, that the construction of this project, because it incorporates light rail and because it will incorporate demand management through technology mechanisms, will actually reduce the number of vehicles crossing the bridge compared to doing nothing between now and 2030. Now, there are going to be increased vehicles crossing the bridge, because every study we have shows population growth in the Portland Vancouver metropolitan region. So they're going to be more people, there will be more trips, but because of the incorporation of transit, the bicycle-pedestrian facilities and the incorporation of toll lanes as a way to do demand management, the studies show, and they have been peer reviewed, that the climate change, the greenhouse gas emissions, will be reduced compared to doing nothing. I think another thing that is very important to keep in mind here when we look at what has to happen to reduce the 32% of emissions of greenhouse gasses that come from the transportation sector, one of the most critical things that we can do is to reduce vehicle miles traveled. And two of the most important ways to reduce vehicle miles traveled are to provide light rail service and to do tolling in order to implement congestion pricing mechanisms. And the critical tea on climate change -- take-away is that this project does both of those. And I believe it's the best opportunity we have or will have certainly in my lifetime to assure that light rail is extended to Vancouver and Clark County, and to implement tolling and congestion pricing. Because there are some of us who actually remember when the bridge was tolled. So it's not a new thing. Finally, I'd like to close by indicating that the Oregon Department of Transportation is very serious about a partnership with you, with Metro, with our partners in the state of Washington, to make sure that we address citizens' concerns and that the

January 29, 2009

project meets all of our community needs as we move forward and address the important issues, whether it's the number of lanes, or the tolling issues that many of you addressed in your opening remarks. Thank you.

Adams: Thank you both very much. How many people are signed up?

Moore-Love: So far we have 75.

Adams: We would appreciate it if you could keep your remarks. We so so many people signed up - - to two minutes. We have found what can be said well in three minutes can be said pretty darn well in two minutes. And we're accepting written testimony that you can deliver to counselor clerk Karla as you come up. So please call the first three names to testify and the three names in waiting.

Adams: Welcome to the Portland city council.

*******:** Thank you.

Matt Grear: Thanks. My name is matt greer, on the board of directors at jantzen beach moorage, resident of hayden island. I'm here to speak in favor of having auxiliary lanes go on to hayden island, waiting in the round-about to get on to the island. The approach -- it takes a lot of time. We want to make sure that people are able to get on and off of the island as well, and I also want to make sure if there's any tolling it would happen north of hayden island rather than for us residents, since we are members of the city of Portland, we don't want to be told to come on to the mainland here, so to speak.

Adams: Thank you.

Peg Johnson: I'm peg johnson. I'm representing the designated representer of the jantzen beach moorage. We're just west of the north Portland harbor bridge, where most -- we are the residential community that's most affected by this project. We're going to lose homes, we're going to lose infrastructure, we don't know how many yet. I'm here to tell you even though we are the most impacted and that we will be even more impacted by this addition of three auxiliary southbound explains three auxiliary northbound lanes, I do also want to remind you if I consider this i-5 project a maintenance project, it's part of a -- an international necessary many highway system that hasn't been maintained properly and these additional auxiliary lanes are to deal with the reality of our movements today. But I do want to emphasize the jantzen beach moorage, even though we're impacted more by this project with the additional auxiliary lanes, supports those, because we believe the increase in safety, the lack of congestion that results from this option strks most important thing for the region. I also just want to briefly state that we spent thousands and thousands, lots of people have, thousands and thousands of volunteer hours on this project. We have been very critical. We have been very concerned. We're citizens. We wanted to see our investment in this project so far, which is about \$50 million -- sorry. Pay off for all of us. I personally have a masters in economics from Portland state in the urban studies program. I know something about induced demand, urban sprawl, and travel patterns. There's other ways as well as this project, there's other tools we have in the box to address those issues. I hope that we can get this project moving forward and that you can -- we can come to come compromise with your partners. Thank you.

Jan Hamer: I'm manager at jantzen beach moorage. I do want to start out by saying I do support the 12-lane option with the auxiliary lanes and light rail. I've been here many times speaking to you all about jantzen beach moorage and water-related issues. Randy's office -- we were bogged down with title 28, and also we had electrical problems when we were can the -- with the code and the electric engineers and his staff. And he and his staff helped us out when we were rebuilding the moorage peg referred tomorrow alice wetzl has helped us, she's been working with peg johnson. These are our go-to people that we really think are important for us to survive. As peg mentioned, we're highly impacted. I get to give you a geography lesson. In front of you is two aerial photos. The first shows an overview of the west end of the island. And outlined in receipt is jantzen beach

January 29, 2009

moorage. That shows you how big a part and how much a part of the island we are there and the rest of the floating community. And the other one is based on the acquisition person who's been talking to the local realtors, and appraisers at jantzen and talking to the office about what we think is the -- we understand to be the footprint. If you notice on the second photograph, the dark black line is where the so-called footprint of the bridge will be has a major impact as peg mentioned. And the acquisition person is telling us that -- because of the construction easement that's necessary to build a bridge there. So as you can see, it's a major impact on the moorage and on the residents. We have about 300 residents in the moorage, and it's a major impact. What i'd like to ask you, mr. Mayor, to do today, is to -- or sometime in the near future, is appoint somebody we can work with close to us, our go-to person we can go to when the going gets rough. Because it's going to be rough. We're going to have major negotiation and we need some support from your office to help us out. So i'd like to personally ask you to appoint somebody, like you have in the past, and they have been very successful.

Adams: Do you have a business card you could leave?

Hamer: I sure do.

Fritz: Thank you for all your volunteer time.

Barbara Nelson: I'm barbara nelson i'm here on the -- i'm also a director, I moved there 18 years ago. It is a wonderful lifestyle. I was involved in losing a house on murray road when they widened murray road to murray boulevard, and I found a floating home community, which is absolutely spectacular. Some people have been there 30, 40 years. The people who are on the rows right close to the bridge are being affected now. What's going to happen? Where are they going to live? The sooner we get the approval, yes, we support the 12 lanes, and yes, thinking about going on a bicycle -- I took a handicap scooter over that bridge once. I never did that again. I'd love to have light rail coming through. So of our residents are long-term residents. We are a community. We know each other. I hate to say it, there's an awful lot of, we don't lock our doors. We don't have to. And the sooner you approve the 12 lanes, which we support, we need a way to get off the island, we need a way to get on the island, and the sooner we can work with everybody in order to get our homes rearrange sod they can start living their life, gaining value, since we bought the moorage 11 years ago, we are now almost full-time residents, and we had maybe half-time rentals, half of us were rentals when we bought it. Now we're down to just a few rentals. We're people that want to stay there and live there, and it's a wonderful lifestyle. Please consider, and in case president obama does something quickly with funds, we want to say yes, let's get this thing going.

Adams: Just a clarification on that. This bridge is not slated to break ground in the best case scenario for two years.

Nelson: Two years would be better than what we've heard.

John Reinhold: Good afternoon mayor Adams, welcome commissioner Fritz. My name is john rhine hold, i'm a resident of southeast Portland. And i'm a little bit disturbed throughout this whole process by the amount of fear mongering and scare tactics that have been going on about what happens if we don't do this, and what happens if we don't do that, and I question a lot of the data that has been brought up as being completely counter to what we have found over the past 50 years. However, I want to remind this council that economic stimulus and job creation and wealth can be done in a prudent fashion. We do not necessarily need to make poor decisions or rush into things simply for the sake of the all-mighty dollar. Jobs can be had doing things right, just as easily as they can doing things wrong. I also would like to remind that the cost of doing something wrong not only is current economic issues, but long-term economic issues. I question if this is indeed a matter of national significance, then why are eight lanes enough for the marquam bridge and fremont bridges, which are also part of the i-5 corridor? I question how come we don't have more lanes going over the willamette river at wilsonville. I question what are all the small two-lane parts of i-5 doing throughout Portland? And why aren't they being addressed with the same urgency as is

January 29, 2009

the columbia river crossing? I would recommend eight lanes at most for the columbia river crossing. And if the issue is truly auxiliary traffic and local traffic that is merging and weaving, then perhaps a local arterial bridge to hayden island would be the more prudent choice to keep that merging local traffic off of an interstate, and instead, keep the interstate moving freely. I also would like to recommend that no of us have ever said it's an all or nothing choice. Comparing things to a do nothing or build-nothing option makes no sense. I think there are a number of small fixes that could be implement and solve our problems. Thank you.

Timme Helzer: Good afternoon, mayor, council members. My name is tim helzer, i'm a resident of hayden island. I'd like to share with you a couple of instances where the planning that's been going on for the last several years on hayden island impacts your decision over the next couple months. The hayden island plan, which is just now going through the Portland planning commission consideration, has been coordinated carefully with the plans for the columbia river crossing. It's also a central part of our quality of life on hayden island because there are about 3,000 of us there along with retail, commercial, industrial, and recreational interests, and yet we have only one on and one off access. Our very clever and bright chair of the hayden island neighborhood organization network some months ago said most of us, at least 50% of us on the island are 60 and older. We plan our heart attacks and our strokes to not be coordinated with rush hour, because there's no way for emergency services to get to us if we need their serious help. I would encourage you to look at the 12 lanes, because it allows the kind of access on to and off of the island that we desperately need. It reduces congestion, it improves access, and most of all, it improves safety. Thank you very much for your consideration.

Adams: Thank you all. Welcome to the city council. Who would like to start?

Dave Nadal: I guess i'll go ahead. I'm dave nadal from Multnomah village, southwest Portland. I support no new lanes except for rail freight and light rail. To me this is an issue of regional identity. If you open this up, you facilitate more sprawl of the columbia river than in a few years, we'll be back again for some more lane expansions. To me the elephant in the room is regional identity and taking control of our future. Regional diversity and human maintain separation is ok, let's let vancouver differentiate create its own unique cultural identity. It forces us to look inward and change the quality of life factors in our local neighborhoods. Biggest problem to me about this on a concrete level is expanding the freeway through the neighborhoods north and northeast Portland. To me this further entombs north and northeast residents with diesel exhaust, smoke, metallic particulates from brake lining, more noise from buses and trucks. There are huge populations there. Our greatest regional product is our calm peace and quiet and quality of life. And I see a lot of us, when will all of us p exist these idealists are actually enacting our idealist? Bike and pedestrians, even automobile lanes hurts bike and pedestrians. Because there they are, breathing the exhaust fumes of more lanes. It also hurts light rail passengers and their intake vents. Gail ackerman mentioned studies of population growth. I say we create whatever rate of population growth we want. My conclusion is we should have no added lanes for cars and trucks. Maybe a great big aquatic part and added capacity for rail freight only. Finally, vancouver b.c. Is now an entire city entombed by automobiles, and because of the jam they got themselves in, they are now expanding their freeway capacity. And so vancouver -- the dream of vancouver is being ruined.

Adams: Thank you.

Marc Widing: Mayor and commissioners, my name is mark waiting, and i'm with the west vancouver freight alliance. We're a group of about 40 businesses in vancouver. We support the 12-lane billout with a projected over the next 20 years, 21 years, about an 80% increase in truck transportation across the bridge, as well as an additional 40% in automotive. I don't know that there is any other option for everyone to view. Safety is certainly a huge, huge issue. With seven miles and five interchanges, we need the additional lanes. There has been so much work that has been

January 29, 2009

done, so many people, and they should be proud of what they've done. There's no other option. We hope that you view it our way. Thank you.

Terry Parker: Terry parker northeast Portland. Safety is one of the most important issues on any highway. Several of the Oregon representatives on the sponsor's council have chose to ignore traffic modeling that demonstrates a wider bridge will not only lower the crash rate, but also significantly reduce congestion and contribute to a better traffic flow. Highway safety should not be minimized. A 12-lane option is the safest and should be recommended. Many of the new clean technology innovations and fuel sources that will power the cars of the future have not even been developed yet. Any ploy to build a -- less an 12-lane bridge that will be functionally obsolete tomorrow must not be based on the motor vehicle technology of today. Calling for the columbia river gorge crossing with the design to see us through the 21st century, "the Oregonian" editorial board wisely wrote "it must be built with enough capacity to handle traffic for as many years as possible." and that means making the bridge 12 lanes, not 10 or eight. They're absolute correct. Saving the taxpayers money is also extremely important. That brings into question some of the designs being proposed. An artsy bridge may require extra maintenance costs in the long term. If the Fish single family placing transit on a lower deck under the highway works best with the 12-lane option but does not work with an eight-lane option. Not only should the britain reflect the best choice functionally with the conservatively priced design, but there needs to be an open discussion about slimming down the excessive 20-foot-wide bicycle path and deleting all the park barrel spending for recreational bicycle trails that have been attached to the project. Some Oregon representatives on the sponsor's council want to make the crossing into a social engineering project that rations highway capacity for the working class. But not for the well-to-do elitist that will pay for the tolls. Clearly this exemplifies a dictator like socialistic control mind-set. The columbia river cross sag vital link to the i-5 corridor that carries interstate and international commerce. Currently no tolls exist on i-5 between canada and mexico. The bridge is both a highway bridge and a local connector. Any bridge needs to better connect the region together using divisive tolls to manipulate motor vehicle travel does just the opposite. Therefore, this is my final point, if tolling occurs, it should be minimal, removed when the bridge is paid for, and to be equitable, tolls must be charged to the users of all modes of vehicular traffic, including bicycle, hiring bike cl -- bicycle and transit passengers pay their own way. Any revenue from motorists tolls must only be applied to the highway portion of the crossing.

Adams: Good afternoon. Lenny, I think you're first on the list.

Lenny Anderson: Ok. My name is lenny anderson. Mayor Adams and commissioners, I manage the swan island transportation management association, a project whose purpose is to move freight to, through, and from swan island in north Portland. Our strategy is to help as many people of the area's 10,000 employees get to work without commuting alone in a car. Basically two s.o.v.s equals one semi. I believe strongly that this should be at the heart of our approach on i-5. And it has not been. It has not been there. We know from what we did in 1997, that with aggressive transportation demand management, we can reduce a lot if not all of the congestion on that facility. There has been very little t.d.m. In fact, on the second sheet I gave you, things have gotten worse. Bus service has been cancelled, h.o.v. Lanes have been removed in the year since '97. I was on the governor's task force, and about midway through when we were told that half the traffic was local, I suggested what we need is a Broadway bridge. We need a local bridge. That's local traffic. Why are we trying to put local traffic on an interstate freeway? This was never studied, despite the facts the task force split down the middle. The staff walked away from that obligation. So now you're stuck trying to decide how many auxiliary lanes to put on to facilitate local traffic that really shouldn't be there. And I would beg to differ with -- if I may have half a second more -- we are not suggesting doing nothing. What we have been suggesting is that we address the problem as it is. That is, how do you address local traffic with a local bridge? It's called a frontage road, I think, and

January 29, 2009

odot talk, with light rail, with t.d.m., and we really can make the existing six lanes work very well indeed. Thank you.

Steve Kayfes: Good afternoon. My name is Steve Kayfes, I'm a resident of North Portland, I'm also on the community environmental justice group. That's associated with the Columbia River Crossing project. As a group, we did endorse the 12-lane option. But I guess I'm here more as a resident. The 12-lane option to me is a name -- makes it sound monstrous. I wish they had picked something like Jane, John, and Joe for the options, but because when you look at it, it's really not a 12-lane bridge all the way across. It's not some monstrosity that goes all the way across. Why I want the wider bridge? I live on Interstate Avenue. I get the overflow from I-5 right now. And with the introduction of light rail down through North Portland. Interstate Avenue has been reduced from two lanes to one lane. Which I'll increase traffic on the overflow off of I-5. By allowing that overflow to get back on to I-5 where it belongs, and across the bridge, would make the neighborhoods in the area a much more livable option. The 12-lane option obviously is a much safer option than it is on the 10 or the eight, where the merging is much more controlled and the studies have shown there are going to be less crashes. The last thing I really want to say, it's a lesson learned from my mom when I was a little kid when she bought me shoes. She always bought me shoes that were a little bit bigger than what my feet were. And she told me I would grow into those shoes. And I've always bought shoes that were a little bigger, because I knew I would grow into them.

Leonard: Even now?

Kayfes: Even now. [laughter] I bought small shoes one time, a lesson hard learned. Never get something too small. Thank you.

Adams: Thank you.

Jim Pauley: Mayor, commissioners, my name is Jim Pauley, I represent the Columbia Pacific Building Trades. We represent tradesmen and tradeswomen who live and work on both sides of the Columbia River. So we are in favor of this project at 12 lanes. Light rail and bike and pedestrian. The jobs created in the commerce and the additional safety are obvious benefits. With the likelihood of federal dollars being available, I think we need to provide a united front that we're all on board this project, and get together and decide what we're going to get to do. I'd also like to plug steel as a building material. We have some of the finest fabrication shops in the nation. And I realize the project is big you can't please everybody. So we need to build a bridge that will do the most good for the most people.

Adams: Is there any connection between what you do for a living and your love of steel?

Leonard: Never stop selling.

Adams: Thank you all very much. Plan

Susie Lahsene: I'll go first. Mayor Adams, counselors, commissioners, I'm Susie with the Port of Portland. I'm here as the chair of the Oregon Freight Advisory Committee for the state, as well as representing the port, Bill Wyatt was unable to attend today due to personal reasons. I'm leaving a letter behind from the Oregon Freight Advisory Committee supporting 12 lanes. They're representing 35 businesses around the state concerned about efficient freight movement in the state of Oregon, I-5 being a critical piece of infrastructure for that committee's focus. But I also would like to read a few words that Bill prepared. Today our mission reflects the intent of what the Oregon legislature established more than 100 years ago for the Port of Portland. That was to ensure businesses and customers of the city, this region, and the state can access the global marketplace and compete with the commerce of this nation and others. Having the right infrastructure in place to facilitate quick and inexpensive access to those markets is an essential ingredient. The Columbia River Crossing is part of that national infrastructure that not only links this city with other states, but it's also the pivot point for products coming from and going to Asia, Europe, and other international markets by way of the port. So it's not surprising that more than 23 million tons of freight crosses the bridge

January 29, 2009

annually with a market value in excess of \$40 billion. With three-quarters of that freight or \$30 billion worth of commodities entering or exiting in the seven interchange bridge influence area each year. The seven interchanges are the swinging doors that provide product access to the next step in their journey, whether it's to a port, an airport, or a local business. The smooth and efficient transition to that next point in the supply chain is both a financial benefit to the business as well as to the city's economy. And in consideration of time, I just want to emphasize that the port supports the 12-lane option because the three through lanes with three add and drop lanes in each direction perform the best for safety, delay, and interchange access and fluidity. The 12-lane option also has the least local street impact and diversion to i-205 which is an important consideration for the future access and development around p.d.x. Thank you.

Fish: If I may, I read in the paper today that bill's father died.

Lahsene: Yes.

Fish: Bill's father was Wendell Wyatt, who had quite a reputation and career in our community. I know we'll be communicating with him privately, but extend our deepest condolences of this council to Bill.

Lahsene: I sure will. Thank you.

Monica Isbell: I'm Monica Isbell, I own Starboard Alliance Company. A consulting practice. And I was a three-year member of the Columbia River Crossing Task Force. My company is in the middle of a consulting project right now to ascertain how a wide variety of shippers across Oregon use Oregon's multimodal transportation system. During the interviews I've conducted so far, I've learned that 94% of them depend on the I-5 crossing to move raw materials and finished goods to and from suppliers and customers in Washington, Canada, and across the world I have a Puget Sound ports, and many of these companies depend on the bridge every single day. This includes companies located far afield from Portland. Such as Anderson Hay Aurora, Harry and David in Medford, Columbia River Logistics in Umatilla, Fremont Sawmill in Lakeview, Kettle Foods in Salem, Orenco Systems, and others. This indicates that the Columbia River Crossing is a critical link for business statewide, not just those located in Portland and Vancouver region. We are red -- we already know that from other states that the C.R.C. facilitates commerce nationally and internationally. The shippers I interviewed are negatively affected by the congestion at the crossing and when possible, have made adjustments to production and shipping schedules to avoid peak traffic times, but delays in & missed vessel cutoff times still occur, which adds unnecessary costs to their supply chains. Modeling them by the C.R.C. technical staff has forecasted that a combination of 12 through merge and weave and lanes would deliver the most efficient solution and best return on investment. Safety would be greatly enhanced, consistent speeds could be better maintained, transit would be more reliable, better freeway access would be available to users, and greenhouse gases would be reduced. I urge the council to support a 12-lane solution.

Adams: Thank you.

Ken Hayes: My name is Ken Hayes, and I'm -- I left my notes at home, I'm sorry. I really wanted to -- I'm here for my fellow citizen who's can't be here today. How much air pollution totally exceeds the E.P.A. levels for safe levels at this point. And the impact of putting a larger bridge with lots more lanes is going to produce sprawl and it has in the past, if you look at other projects across the country. I also wanted to find out -- to -- I love that everybody has been talking about tolls, congestion pricing, but I think the tolls should also include subdivisions of the backs across the river, so the toll -- the fare you're paying should be paid by people who are actually causing all the air pollution and that maybe pollution abatement programs as well. And I want to make sure both bridges are involved as well, because people just go around to the other bridge, and avoid it, thereby causing more pollution. So that's why I'm here today.

Steve Bates: Good afternoon. My name is Steve Bates, the vice-president of hauling, based in North Portland. I have been actively involved in the freight business in Portland my entire life.

January 29, 2009

Dating back to 1958 when my father and uncle start add trucking company that originated in the original mobile truck and car service center in this center on marine drive. As far back as I can remember, the interstate bridge influence area has been a topic of discussion in the freight industry. Truckers have always had opinions and ideas about changes. There's only been in the recent history we've been able to get involved in the process hopefully adding value to the decision making. I-5 through the c.r.c. project area was back in 1958 and will continue to be vital to the freight movement dsht movement of freight and people up and doubt west coast as well as within the Portland-vancouver region. The c.r.c. staff and hundreds of other people working on committees focus groups and study groups have been analyzing every aspect of this project including appropriate number of lanes to understand -- to better understand the most safe and efficient way to move the high volume of cars and trucks that are entering and exiting i-5 in that five-mile segment. Which is the most congested area in the state. You know the facts, i'll mention a few briefly. Within a 5½ mayor votes aye mile difference there are nine interchanges. It creates unsafe conditions. This section of i-5 is the highest accident rate of any interstate highway in the entire state of Oregon. By 2030 the number of automobiles is expected to increase by almost 40% while the number of freight trucks is expected to increase by 80%. Our trucks are larger, heavier and usually oversize, so we have a slower acceleration and deceleration rate. But trucks overall are involved in 50% more crashes than the cars per vehicle base otherwise that portion of i-5. Trucks must rely on the outside drop and add lanes for their search operation. When you constraint road that reminds -- makes the trucks -- make their movement on the primary travel lanes, if I may just say a couple quick things, the past five years seven out of our eight accidents have been in the project influence area. The average vehicle damage has been \$1450, which doesn't sound bad. The average settlement has been \$46,000 per accident. Frankly that ultimately gets that cost goes to the neighborhood or to the community. My recommendation is to go with a 12-lane option, remove the congestion of the hot spots. The 12-lane option results in 20% less collisions and the 10-lane option, 50% less collision and the eight-lane option.

Adams: And I want to thank you for your testimony. I let you go 50 seconds over.

Bates: I see that. Thank you very much.

Adams: You're welcome.

Michelle Poyourow: Afternoon mayor and council. My name is michelle, i'm an advocate for the bicycle transportation alliance. For our 5,000 members in Oregon and southwest Washington. The b.t.a. dedicate add staff person to a c.r.c. subcommittee and to the project for the past 1½ years. But we do not agree with some of the key claims beak made by staff and the d.o.t. about the effects of this project in our region. We believe the columbia river crossing can be built in a way that i'm proves our economy and environment. But to do so it must be both designs and tolled in way that inhibits the induced demand, which usually accompanies new highway capacity of this magnitude. What is induced demand? It can be described as supply of something in this case road capacity, actually leading to more demand for it in this case traffic. We can see what happened to the glen jackson bridge, which added lots of new capacity, lacked any tolls, and accordingly, induced sprawling new development and therefore far more traffic than the planners had forecasted. That is why you must take the crc projection with a grain of salt. Highway planners have been wrong before, many times over. The glen jackson bridge is but one example of a growing history of road expansion projects that were meant to relieve congestion but once built, generated more of it. Transportation infrastructure is different from other forms of infrastructure. And from shoes. Because the supply and demand influence one another. If we build more schools, people do not have more children. If we build more sewers, people do not use the toilet more. But if we build bigger roads, people do drive more. I'd like to highlight three flaws in the project staff's current conclusions. One,-to-the claim that a 12-lane bridge will not induce much more traffic, but their analysis rests entirely on tolls, yet no agreement has been reached on tolls. Two, the use of the term

January 29, 2009

add-drop and auxiliary lanes is misleading. One of them is nearly five miles long. More lanes across the river will move more traffic across the river. And it doesn't matter what you call them. Three, although c.r.c. Staff and the state highway department will tell you the projection were compiled by metro, what they will not tell you is metro was instructed to hold land uses constant in all of those projections. So the question this council asked last spring, will the new highway capacity lead to changes in land use? Because of topology -- the planners state not change land uses only because they were told to assume no changes in land uses. For your action on february 25th, we respectfully suggest that you tie any decision on the number of lanes to an agreement on tolling. Demand and to balance auto, freight, and transit use over the i-5 and i-205 bridges to do otherwise would mean a bridge of any width could be come as gridlocked as it is today. Due to the induced demand that has not been included in the projections and that is an outcome that would be bad for everyone. Thank you.

Fritz: Will you please submit your testimony in writing? Thank you.

Lynn Lehrbach: Good afternoon, mr. Mayor and fellow commissioners. I'm here to support a 12-lane bridge with light rail, naturally i'm a tri-met director, so I like light rail. But let's build a bridge that we know is going to last 100 years, and let's build it for the future, not the past. I've attended a few bleargs this subject already, and mr. Mayor, I compliment you for setting a deadline for decision. It's time to poop or get off the pot. We've studied this thing. It's been engineered and reengineered, and reengineered. Look, we deliver goods and services at over the metro area. We represent over 20,000 people that are delivering the goods and services all over the metro area, and I include vancouver as part of metro Portland area. So we got to do it officially. And if we don't, our employers are going to leave this area. They've got to get the goods out to the marketplace, that just makes common sense. Fits goods or freight or whatever it is, if it doesn't move efficiently, employers will leave and new employers won't want to come to our area. So our infrastructure must be improved. I could take the attitude and say, yeah, we should -- we've got to think environmentally, so let's go back to horse and buggy. And that would develop some jobs for pooper scoopers, but we think progressively. We gotta move forward. So i'm encouraging you, think progressively and I will close the way of other -- we have other drivers here that will tell about you safety on the road. I want to caution you on the tolls. Don't penalize people for going to work. That's what you're going to do, that that have to use that bridge. Set a reasonable toll. And i've heard talk from other areas that they don't think the tolls will be high enough. \$2 is plenty high. For me it should be 50 cents or a buck, but think about it hard. Don't penalize the citizens that already pay for the roads to come and go to work. Thank you very much.

Fish: You're a director of tri-met, and recently during the weather emergency tri-met provided the city with buses to transport homeless individuals and families to emergency shelters during the two-week stretch.

Lehrbach: That's right.

Fish: I want to publicly thank you for the support you gave us during that time.

Lehrbach: My pleasure. My pleasure.

Adams: Thank you all. Who would like to go first?

Bill Shatava: My name is bill shatava, i'm the president of the teamsters retirees association. Thank you for having me here. I think if you build a bridge with less than 12 lanes, its ridiculous to even consider less, if anything more. I drove truck here since I got out of the navy in 1946. I've crossed the bridge when it was a toll bridge. And i've seen a lot of accidents, i've seen people killed on that bridge there's no question, but under 12 lanes, it would be a ridiculous thing. So it's a safety issue, as well as the economic issue for our area. Thank you.

Dave Tully: Good afternoon. My name is dave tully i'm with the joint council of teamsters. We represent many companies that move freight up and down the i-5 corridor. As you know, replacing the i-5 bridge is long overdue. Many of our companies believe that is the case. It's a good project,

January 29, 2009

traffic congestion on that bridge are awful. As we all know, it was designed over 100 years ago for horses. And horses are no longer on the bridge. Horse power is on that bridge. And we need to make that bridge move. We need to make our freight move. Our company loses money every day with idle drivers sitting there waiting for traffic to move. We've all seen i-5 corridor being closed down because of the flooding in the cowlitz area. That corridor lost a lot of money and companies lost a lot of money during that flood, and we don't need that kind of problem here with the i-5 bridge. This new project is for the next century, and it needs to be built for the next 20 years, but not for the -- and also for the next 100 years. Therefore, we need to think out 100 years. The teamsters and many companies that we are in contracts with are very supportive of the 12 lanes, and that includes light rail and pedestrian. And our community needs us badly. And I would just like to say that please think progressively and think of the 12 lanes. Thank you.

Joe Devlaeminck: Mr. Mayor and city council, my name is joe, and I live in northeast Portland, but I work over in vancouver. I'm here representing myself, i'm not a teamster, but I know them. I go across the river almost every day to go to work in vancouver. Working with the public employees over there. And so I am the guy in the s.u.v., the single person caution all the gridlock. And I don't ride a bike, because I would be late to most of my meetings at my age. So -- and transit doesn't go where I need it to go. I end up scheduling two to three hours to go over and sit in a coffee shop just to avoid the traffic. Or to get through the traffic and make plans so I can be on time for my meetings. Because the bridges today do not work. Neither one of them. Even though i'm coming from Portland to vancouver. I'm not in the rush hour per se all the time. It's still congested. You still find times when it's bad. I see it as, you've got to build for the future, it should be the 12-lanes, it should be something we can be proud of for 100 years instead of coming back here in 20 years and saying, we need another bridge some place. The other thing is is the tolls. I don't like paying my water bill. I don't like paying my light bill, and my cable bill. But, you know, at some point you gotta pay up if you want to have the services and the facilities and I see this bridge as something that i'm willing to pay. Just don't make it too bad on me. Thank you.

Leonard: Joe, you may not like paying your water bill, but you've got to admit it's the best water in the world.

Devlaeminck: It is good water, yeah.

Adams: Says the water commissioner.

Judy O'Connor: I'm judy o'connor. I'm with the nw labor council. Thank you for allowing this time today. I'm here to speak in favor of the 12-lane bridge. And also to say this isn't something new that all of us -- all after sudden two years ago people were talking about. Let's make a bigger bridge let's improve it. Let's do something. This has been studied and studied, and I told someone this morning that if they were wanting to look for a new career, maybe they should go into some kind of consulting work on helping to study if we should continue with the new bridge and how many lanes and what we should do, and how we should do it. A lot of money has been spent doing this. Not just only in the last two years, but over a long, long time. And I think it's time that I think somebody said do it or get off the pot. I agree. Let's don't waste any more time. We're talking at -- at an economy that is struggling, and the longer we're wait, we're two years out to get this done. Please don't let it wait any longer there. Are people's lives and livelihoods ta are at stake, and I just ask that we all should be proud of what we do, and i'm proud of each one of you, and the legacy that you leave leaves a legacy that in the future people will look back and say thank you, mayor and commissioners, for what you have done. Thank you.

Don Bivens: I'm don bivens, the fire chief for the vancouver fire department. I want to hold my comments specifically to the safety aspects I feel i'm qualified to speak to. And I would speak in favor of the 12-lane option, and the reason for that is as vehicles enter and exit the freeway, the number of weaves that occur is directly proportional to the number of accidents that occur. The less the need for vehicles to change lanes, the less there are conflicts that end up in accidents. Beyond

January 29, 2009

the accident piece, when in fact there is an accident on the bridge, my fire department and I believe it's the same for your fire department, when we respond those accidents in order to protect the responders as well as the people who are injured and there to be treated involved in that accident, we pull our emergency vehicles at a diagonal to the accident scene to shield everybody downstream from the accident. By doing that, that typically takes up at least two, possibly three lanes of traffic depending on where the vehicles have ended up. By doing that currently, we're shutting down the freeway, which creates some significant safety and congestion issues upstream. With the 12-lane option, we have the ability to continue having lanes open and traffic continuing to flow while we treat the patients that are involved in the accident. Thank you.

Alden Roberts: I'm Alden Roberts, chief medical officer with Southwest Washington Medical Center. It's nice to be able to follow a first responder; it ties in nicely with my position. I also support the 12-lane option. I'd like to address the issue in terms of the barrier proposed to the provision of emergency medical services. Most obvious of these is trauma. Trauma is a time-sensitive injury, seriously injured people need to be taken care of rapidly. Anything which interferes with that makes the outcomes deteriorate. And there are three primary trauma centers in the region. One of them is Southwest Washington Medical Center, and the other two are Legacy Emanuel and OHSU. We transport patients interchangeably and anything that interferes with that transport puts our patients at risk. The second, somewhat less obvious problem is that emergency rooms have to go on divert when they get overwhelmed. We get overwhelmed about maybe two to three times a week. Ambulances have to be sent from one hospital to another. Commonly that's across the river. Anything which causes that to occur, that slows down the transport of patients can tie up ambulances for excessive time periods and makes for much longer times for them to get back in service, and it's hard on resource. And finally, we have physicians, nurses and other hospital personnel who have to get back and forth across the river. Maybe they live on one side of the river, but we need to have efficient means of getting back and forth across getting personnel back and forth across and getting patients back and forth across. Thank you very much.

Adams: Thank you all very much.

Lynn Wittwer: I'm Lynn Wittwer, the medical director for Clark County Medical Services. Which in a nutshell means I'm responsible to do the medical direction for the EMTs and paramedics in Clark County. And the primary issue to have a medical director is to provide safety for the patient under the care of the paramedics, and EMTs as well as safety for the EMTs and paramedics. The bridge project is an integral issue in safety, because at this present time we have 10.2% of A.M.R., which is our primary provider of ambulance transporting Clark County, 10.2% of those transports go across the bridge to Portland. They go across both bridges, but we have almost no problem with the 205 bridge as far as over-congestion. I can count on one hand the number of times that it's been actually stopped for traffic. The I-5 bridge however, is down for bridge raise, down for accidents, and even in the most few days ago it was down for a period of time due to just a little bit of snow. And problems with the traffic. This accounted for an increase of traffic from V.A. Transport to the V.A. in Portland from the Vancouver V.A., instead of a 35-minute transport, this became an hour and a half to two-hour transport. And that vehicle was then out of service for not only the two hours, but it was out of service for the remaining time it took to get back, another two hours. This is a fairly common occurrence and it's been getting more common recently and this puts, because we do a system status plan, we have our ambulances as part of the 9-1-1 system they're also doing transports. Transports from the hospital, patients wishing to go to Portland, patients wishing to go - - being transported from one hospital to another. Basically I think it's a safety issue. It's been a safety issue for a long time. I live in Portland, I know myself and I know the difficulty of going just normal work transport, it's almost impossible to get an ambulance stuck on the bridge or on the I-5 leading to the bridge and expect them to get there with a healthy patient. So I would support the 12-lane with the offload lanes.

January 29, 2009

Adams: Thank you, sir.

Tom Chamberlin: Mayor Adams, members of the council, my name is tom chamberlain, president of the Oregon a.f.l.c.i.o. representing 225,000 working families in the state of Oregon. I-5 is like blood of the state. It's the highest density in population, along i-5, it's where our commerce is, and the bridge is so important, and i'll tell you, as a firefighter, with 25 years of service listening to the chief, that's a very good reason to build that bridge. Getting folks in and out of jantzen beach across the river from a safety standpoint, this is oh, so important. But as you look at that bridge, I want you to think of a couple of things. One is, the plumber, the electrician, who doesn't have a choice of taking mass transit. He has to use that truck to get to work, and he has various work sites on both sides of the river. So I encourage you to build a bridge that has 12 lanes, and I encourage you to do it as quickly as possible, even though it probably will be two years before it starts.

Marie Dodds: Mayor Adams, commissioners, my name is marie dodd, i'm here from triple a Oregon-idaho, representing more than 725,000 members. I'm also proud to have served on the 39-member task force that spent three years reviewing options for the new columbia river crossing. A safer, less congested crossing is a critical issue for our triple a members. I believe the locally preferred alternative with the 12-lane option is the best way to meet our members' needs while planning for the economic and environmental future of our rapidly growing region. The locally preferred alternative decreases traffic by extending light rail to clark county according to metro's traffic model. Without light rail and tolls, there will be 225,000 daily auto trips across the bridge. However, with the locally preferred alternative, there will only be 178,000 auto trips per day. For commuters who choose to drive, the crossing will also provide a bridge that is designed to meet modern seismic requirements. Currently we have 300 accidents a year in the crossing area. It's estimate the new bridge will reduce accidents by up to 75% by eliminating 10 high-crash locations. Trucks are currently involved in more than twice as many collisions as other vehicles. According to research, the 12-lane option is the safest choice. In comparison 10-lane option would result in 20% more accidents and the eight-lane option would result in 50% more accidents. In all lane options improved interchange design will marion county i-5 safer for cars, buses, and trucks. The locally preferred alternative should reduce congestion dramatically without increasing the number of cars using the bridge. Fewer cars on the crossing will decrease commuter time and provide a safer means of transportation. I believe the locally preferred alternative with 12 lanes provides the best outcome for the mobility of Oregonians.

Jody Parker: My name is jody parker, I work with our labor union, laborers local 320 in Portland. I might be considered a lobbyist, but i'm just not going to go into it. There's a wealth of information here. I'm going to tell you briefly about a story that happened, I was a part of in september 2001. I got the opportunity to work on the light rail project on interstate avenue. Along with the bus models and stuff for the streetcar project. My daughter and son-in-law created this beautiful child that had yet to be born. I got a call about 3:15, 3:30 in the afternoon on a thursday afternoon, and you know what traffic is like about that time. And it was my daughter, panicked, first child, first huge contractions, and her husband was out in beaverton. And I being out here on the imax -- the interstate avenue project, I had this beautiful work truck with a beacon on it, and I was trapped in traffic. And I tell you, I rolled down the window, I yelled, "my daughter is trying to have a baby, you have to let me through:" and people let me across the Broadway. I did a lot of illegal things that afternoon in a company truck. But I put that flasher on, and I just drove like, you know, I was an e.m.s. And I figured, worse case scenario, if I got a ticket, got pulled over on the -- using the commuter lane on i-5, I would stand accountable to that. That was my choice. I had a daughter, if you're a parent, if you've ever been in this situation, you know, you're going to do what it takes. Build the project. I am not the only story of, i'm late for dinner, I have an emergency, I have to get home. I'm only one of many people. So please, build it big and I know it's two years out, build it. Thank you.

January 29, 2009

Adams: Good afternoon, welcome to city council.

Sandra McDonough: Thank you mayor Adams and members of council. I'm Sandra McDonough, president and ceo of the Portland business alliance. I'm joined today by my colleague jay Clemens, the president of associated Oregon industry and mike morgan the chair of the Oregon business association. We are working together on this project and we're here today together to demonstrate to you that this project, the crossing, is important to all Oregon business. The new Oregon crossing as you've heard will provide safer travel, more commuter choice, and better freight mobility for our region. It will solve a wide range of transportation issues and help insure the vitality of our local economy. And reinforce the environmental ethics of our region. The members of the Portland business alliance want to build a strong economy, and they also want to adhere to the highest of environmental standards. The construction of a 12-lane crossing with high capacity for commuters and freight trucks accomplishes both of these goals. The existing i-5 bridge is outdated. It's unsafe. And it's a major contributor to traffic bottle necks, and it has the highest accident rate on i-5. The bridge also is considered to be the weakest link on the entire trade corridor between mexico and canada. This impedes business transactions not only in this region but on the entire west coast. It weakens Portland area businesses, and diminishes their competitive edge. This council has appropriately made job creation your number one priority in this bad economy. And you will accomplish this goal if you have strong business with the tools it takes to make that happen, including transportation corridors. We need a 12-lane crossing that has the capacity to support growing businesses now and in the future. We need a bridge that finally gets us light rail to vancouver, offers alternative transportation options like bike lanes and pedestrian crossings, and can move cars and trucks. We don't want to build -- underbuild and fall short of any of these needs and then be back here in 10 or 15 years and ask you to fix the crossing again. We hope you will join us to support the 12-lane crossing. Thank you.

Adams: Thank you.

Mike Morgan: I'm mike morgan, chair of the Oregon business association. You have all been adequately educated on the why's for the bridge. We have a short statement in writing that I would recommend you read and appreciate if you do. I will make just a few points in order to reduce the volume of words here. We believe that action must be taken. Congestion on the bridge threatens our trade dependent economy. No action is not really an option. O.b.a. has been impressed with the research effort and public involvement that's gone into this. We are impressed by the multi-modal crossing plan embracing new, a new bridge, new light rail system, bike lanes, pedestrian lanes, improvements to the stretch of highway on either side to improve traffic flow. Under any configuration under consideration, the project is one of the most environmentally sustainable projects in the country and that is very important to our members. Light rail is an absolutely critical addition to it in order to reduce green house gas. I would add one thing that struck me during our deliberations on this topic, is how important the crossing is to our businesses that are outside the Portland metro area. Business owners in eastern Oregon were some of the strongest proponents because of the constant costly shipping delays they are experiencing. Similarly for small businesses in central and southern Oregon who are members of ours and who are feeling financial losses due to that congestion. I would like to commend the project staff for their work and o.b.a. supports the crossing. Thank you.

Jay Clemens: Good afternoon, mayor, commissioners. Pleasure to be here. I am jay clemens. I am the president and chief executive officer of associated Oregon industries. We represent about 1600 companies across Oregon. 300 of our members are manufacturers, a great many more like manufacturers provide the primary jobs that import a great deal of wealth into Oregon. This project is important for many reasons but I would like to focus my remarks on the benefit to Oregon in freight. The freight needs a new crossing that brings business to Oregon. In 2005, 40.6 billion dollars in freight crossed the i-5 bridge. By 2030, that value is expected to grow by 77% to more

January 29, 2009

than \$70 billion annually. More than \$50 billion of that freight originates or exits from interchanges in the project area. This freight is important because it's bringing vital goods to and from our local business. Project staff estimates that a 12-lane crossing would bring \$340 million in truck-specific benefits through 2040. The current bridge is stifling business's ability to ship their products and run a competitive business, something that eventually affects our entire state's economy. Freight traffic in and through Oregon is increasing and we need to build a crossing that supports this. By 2030, truck traffic is estimated to increase at almost twice the rate of car traffic. In the no-build option congestion will increase up to 15 hours a day. The 12-lane option will decrease congestion 3.5 to 5.5 hours a day during peak commute hours and not during midday freight peaks. The 12-lane option provides the greatest benefit to freight movement. Fewer hours of congestion keeps the region's freight economy flowing and competitive and will keep businesses and jobs in our region. According to conservative estimates by the Oregon department of transportation, the crossing will create between 40,000 and 53,000 new family-wage jobs in construction, engineering, and other supportive roles. The crossing also will save jobs in Oregon. With increased costs due to delayed freight our region risks losing jobs annually. If the crossing is not built. The 12-lane option is the most beneficial choice for Oregon freight industry, an industry that supports businesses and that drives our state's entire economy. Thank you for the time today. We appreciate your hearing us and if you would like any point we would be glad to follow up and source any of the numbers that you have heard.

Adams: Thank you all very much. Good afternoon, gentlemen. Welcome to city council.

Johnathan Schluter: Good afternoon, Mayor Adams, members of the commission. I'm John. I am pleased to be joined by my colleagues from the west side of the Willamette River and Corky Collier. Our groups share a common interest and priority in the transportation needs of this region and our group represents 150 employers and communities on the west side of the Portland metro region. We are geographically removed from the project area that we call the Columbia River Crossing. But even so we have identified 105 companies just in Washington County that ship containerized freight over the port of Portland and Vancouver docks. Freight mobility is very important to us. Beyond that, WorkSource Oregon has identified 15,000 workers a day who are commuting across the river to jobs in Washington County or in Clark County from Washington County. That is 7% of our work force on the west side of the Portland metro region. To be competitive, we cannot lose or give up or lose the productivity of that big a work force. We have a decided interest and a decided investment in this project. West Side Economic Alliance believes a new Interstate 5 bridge will improve access between Oregon and Washington and facilitate trade between our international ports and the industrial areas and the employment centers, and stimulate economic development along the I-5 corridor in North Portland at Jantzen Beach, and in Vancouver. There's been a lot of talk here in your work session on Monday and again here today and in your hearing about induced demands and the needs to control induced demand created by this new bridge. I would like to offer a different perspective if I might. And that is that we cannot reduce opportunity in this community. And with one of every 11 workers in our region currently off the work, 175,000 Oregonians, scrambling to get back in the work force, contribute to the economy of this state, we have got to get moving again. And I urge your consideration on those points as we take up this issue. Thank you.

Adams: Thank you.

Corky Collier: Good afternoon. My name is Corky Collier, executive director of the Columbia River Crossing Oregon. At a recent council, 16 lanes were to be said better than 12 lanes. More joint at your joint meeting council member Burkeholder focused on outcome of solutions. Congestion, induced demand, sprawl, e.m.t., but all these problems change over time. It would make sense an outcome oriented solution would change over time. If I am trying to avoid going on a backpacking trip, I don't know why I would want to avoid it, but if I did, I would cut off a toe. That would solve my problem but not a real good idea. Now, in this method that for, of course, you have

January 29, 2009

to imagine I have six toes in each direction and so what I suggest is we keep all six of those toes and we have the problem to our solution be a variable one. Employ variable tolling. Restrict lanes to h.o.v. Lanes, bus only lane, make an emergency access lane if you want but build it so that you have the options for the future. Build it so the people sitting in those chairs 50 years, 80 years from now have those options in the future as well. So I suggest that you design a system that functions best. It looks like six lanes in each direction will reduce your bmt, solve congestion problems, give you options for h.o.v. Lanes, most importantly it will improve safety. So I do please suggest that you keep all six toes.

Adams: Thank you. Rich?

Rich Brown: Mayor Adams, members of the council, thank you for giving me the opportunity to testify. My name is rich brown. I am senior vice president at bank of america, and I am a resident of northeast Portland. I also was a member of the 39-member task force that spent three years looking at that and I just want to put my role in context on that committee because it was a little bit different than many others because I did not come to that task force representing a specific geography. I did not come representing a specific type of business. I wasn't representing freight or transportation mode. I just came there as somebody who is interested in the economic viability of this region, and the livability of this region. And that's what I did. And as I Saturday through three years worth of meetings and listened to the research and the public testimony, and the expert testimony, I did come to believe that the solution that we landed on with the locally preferred alternative was the right solution. And one of the things that I did focus on is I kind of went through this, I work for a company that is the largest lender to small businesses in the country. And so while there was a lot of focus on freight and freight is very important, I don't want to minimize that at all. If you drive across that bridge any time, take a look on either side of you, and look at the number of service vehicles that are going back and forth and it's been referenced several times today already. The number of people that have to get back and forth across that bridge during the day just to make their living. And so I think we need to keep that in mind. I think you need -- I want to reemphasize what others have looking long term and I think if you look at that the 12-lane option is the option that makes the most sense. And with the 12-lane option, you still have a bridge that is embraces sustainable values and addresses the important components of pedestrian and light rail and bicycle and all those are important.

Adams: Thank you. Good afternoon. Welcome to city council. Katie, I think you are first up here.

Katy Brooks: Thank you, mayor, and commissioners, for holding this hearing today and taking testimony on this very, very important issue. Really appreciate that. I am here on behalf of Larry Paulson who is the executive director of the port of Vancouver. And here to make a few brief comments. But I have also submitted for your consideration a letter that we wrote to the project sponsors council regarding our position on the lanes. The port of Vancouver advocates 12 lanes. One of the reasons why is a good example. One of the largest importers of wind energy projects in the United States, certainly one of the largest on the west coast and we are very, very fortunate. We have purchased recently two mobil harbor cranes which are the largest in North America for the explicit purpose of handling wind energy. Wind energy business is going to be with us for the next five, 10, who knows how long years in order to meet some of the alternative energy targets that we have for our country. And we are also seeing a lot of induced heavy cargo that comes in because we have these unique cranes. And needless to say wind energy means big stuff. Like 200 foot long blades, cells and other parts. There are nine parts for every wind project that comes through, for every turbine. So our position on how many lanes are in the Vancouver area specifically, in the bridge influence area, is an issue of merging and weaving. We look at these three additional add-drop lanes as a safe way for us to maneuver oversize cargo and also our regular freight of which we expect to double in the next 10 to 15 years from our port alone. We still have

January 29, 2009

about 600 acres of developable land that we are now working on filling. So this is an issue that affects our two only freight corridors, major freight corridors between the port of vancouver and i-5. That's million plain and fourth plain boulevards. They are the only ways we can access i-5 and needless to say those right only two intersections that we have to get on that system. And it's where most of the congestion occurs and it's where trucks and oversized cargo need the most margin of safety. And we encourage you to consider this in your deliberations. At the end of the day, the entire project sponsor council and all the elected officials on both sides of the river really need to come to a mutually beneficial decision. And we advocate that you all work together to find whatever that is and soon and again, I submit our letter for your he had diification. Thanks for having me here.

Adams: Thank you.

Bob Byrd: Mayor and councilmen, i'm bob byrd. As a resident and business owner in vancouver, I often join the 180,000 vehicles that cross the i-5 bridge every day and conservatively have made in excess of 12,000 trips across the bridge myself. By any standard, the existing bridge is outdated and needs to be replaced. It has the highest accident rate of any section of i-5 from mexico to canada. We all know too well that this segment causes significant traffic congestion. Driving up the cost of commerce and degrading our environment. The columbia river crossing project addresses this local, state, and west coast problem in a way that also reflects our values. From the start, this has been a project that focused on including the different needs and perspectives of the region rather than excluding one in favor of the other. The project is comprehensive. The plans for the five-mile influence area include a replacement bridge, light rail, modern bike and pedestrian paths and improvements to seven interchanges on both sides of the river. This proposal is referred to as a locally referred alternative because, as a member of the 39-member task force consisting of representatives from Washington and Oregon, it was chosen over many other alternatives after several years of study and debate. The number of lanes to be included on the replacement bridge is the next decision to make. Relief of congestion, safety, and environmental considerations should be the priorities for the elected and appointed officials from Washington and Oregon serving on the project sponsor's council which will make this decision. We need to build a new crossing that supports sustainable economic growth. We need to reduce the number and severity of accidents and we need a through and add-drop lane configuration that does not encourage unnecessary car use. The c.r.c. Project engineers have compared a no build option to eight, 10, and 12-lane options. Each with six through lanes supplemented by add-drop lanes. The purpose of add-drop lanes to make entering and exiting the highway smoother. Previous people have already mentioned the reduced accident rates and reduced congestion with a 12-lane option. So I would just urge you to support a 12-lane option to meet our future needs.

Adams: Thank you.

Jim Helsler: Mayor Adams and commissioners, my name is jim helsler. I am here representing my company but I am here representing the west vancouver freight alliance. I am the president. We are a heavy haul flatbed trucking operation located in the river gate area here in Portland. It was founded in 1902 by my grandfather and we now operate 38 commercial trucks serve the steel and manufacturing interests of Oregon and Washington. Our primary service area is the Portland and vancouver commercial zone and the i-5 corridor. We are very interested that safety and freight movement efficiency get emphasized in all decisions regarding the potential new bridge and its lane and interchange configurations. Accordingly, we belong to the west vancouver freight alliance which represents approximately 40 vancouver and Portland businesses to whom safe and efficient freight movement is critical. The very abbreviated memorandum I am going -- about to read outlines the freight alliances's position regarding a 12-lane option for the columbia river crossing project. The full memorandum has been distributed to you or will be. The freight alliance supports 12 lanes due to do significant increase in safety for those who drive the c.r.c. Project area. This

January 29, 2009

option includes an important add drop lane that extends from the victory interstate ramps in Oregon to s.r. 500 in Washington where safety and traffic flow is of most concern to us. As already stated truck volume is projected to increase 80%. These volumes coupled with seven interchanges within a five-mile stretch will require an equal weave and merge lanes. It is projected that 40 more accidents will occur in the c.r.c. Project area each year with the more limited 10-lane scenario rather than the safer 12-lane option we endorse. Many of these accidents involve trucks resulting in potential catastrophic personal injuries, property loss and other negative economic impacts associated with ensuing congestion. Our region's transportation system must efficiently move freight, goods, services and employees. If the c.r.c. is underbuilt it will impact jobs and the economic viability of local businesses. More than \$40 billion of freight positive passes throughout c.r.c. Area each year and that will increase by \$72 billion by 2030. An additional investment of \$100 million for the 12 lanes is minuscule in comparison, and a bargain considering the safety and efficiency gains realized by the 12-lane option.

Adams: Thank you very much.

*******:** Thank you.

Adams: Appreciate your being here. Karla? Karla, how many are left on the sheet?

Moore-Love: About 32.

Adams: Good afternoon. Welcome to city council. Lee?

Lee Johnson: Good afternoon, mr. Mayor and councilmen and council woman. Sorry about that.

Fritz: Or commissioners. That works.

Johnson: I have a company called jet delivery systems and we operate the transportation in the four gateway, services, seattle, p.d.x. And los angeles and in between. We run the i-5 corridor every day and many times a day north and south. The international freeway. Worldwide businesses locate in the Portland region in hillsboro, tigar, tualatin, gresham. And in the vancouver region, in camas, washougal, and vancouver and battle ground. We service those accounts every day across all of the bridges in this city. We know this corridor very well. Portland region businesses' ability to remain competitive is largely dependent upon the market and labor availability. Congestion, delays, safety are all critical factors that influence the productivity of business. That relies on transportation as a major component. Business for over 25 years. We know the transportation system in Oregon, Washington, and California. Believe me, the i-5 within the bridge influence is the most challenging segment of the transportation system. What I am really saying it is the worst. Accidents and delay are almost certain in this segment. And as business owners, those incidents add cost and rob from my bottom line. From a business owner's standpoint to invest the amount of money we have been discussing, and not fix the problem seems incredible even to consider. Any business would not last if this was the approach taken for a company capital investment. This project has been discussed for 10 years. It will be an investment that should last us more than 100. I urge you to make the prudent decision and build the 12-lane option. The -- to best address the problem for freight in this critical corridor. Susan nelson, an associate editor of the Oregon today wrote an article, her column and I will be damned if she didn't come to the same conclusion after she looked at all the other alternatives. It's like my grandkids tell me. Grandpa, it's a no brainer. Thank you.

Adams: Thanks, lee.

Janette Edmunds: Good afternoon, mayor, commissioners. My name is Jeanette Edmonds. I live in Clark County, Washington, and work in Vancouver. I feel that building a 12-lane transportation interchange is critical to support good movement up and down the i-5 corridor. 12 lanes are critical to passenger traffic as well. The portion of the i-5 project area in Washington needs significant upgrading for safety and to improve traffic mobility. Building 10 lanes will provide only minimal upgrading and will create bottle necks on both sides when approaching and crossing the bridge similar to the traffic flow we see today. The West Vancouver Freight Alliance letter to the c.r.c.

January 29, 2009

Project sponsor council and c.r.c. Project projects 40 more accidents will occur in the c.r.c. Area every year with the 10-lane scenario rather than 12 lanes. We expect decision-makers to take all comments and concerns into sincere consideration. The port of vancouver has been extremely effective to voice a collective support of the wvfa representing about 40 business members in vancouver and points made are constructive and sound. It is reported that building 12 lanes will support all traffic in the c.r.c. Project area for the next 100 years and although there are short-term additional costs to build 12 lanes versus 10 it will cost exponentially more to expand the bridge again in 10 to 15 years. The cost of 40 more dozens per year is even more significant. It's not just about money. It's about lost lives and shattered families. Portland and vancouver must come together to create a cohesive relationship that ensures mutual benefit. Vancouver cannot progress if we don't truly partner with Portland. Vancouver citizens have felt that we are not considered to be important to Portland but together we are a major metropolitan area. If vancouver is not supported by Portland, vancouver's progress is thwarted. It's like living in a beautiful house with a neglected front yard. Vancouver is Portland's first and last impression. Let's make it a good one and show our state's citizens we are in this together. Thank you for hearing us.

Adams: Thank you. Good afternoon.

Russ Vail: Thank you, mr. Adams, commissioners. I jumped in real quick because this is my ride back across the bridge. Anyway, my name is russ vail. I am here representing frito-lay. 23-year driver. I spend lots of time on the bridge back and forth. We make many trips across this bridge. We have warehouses at jantzen beach and plus on the vancouver side so we're probably doing 30 plus trips a day back and forth across the bridge. And believe me there would be no more people that would be happier than our drivers themselves to be able to fly across the bridge and back and forth rather than sit for hours on that bridge. We have got many hours logged just sitting on the bridge between here and jantzen beach. So we were talking about the add-on, dropoff lanes which would be the two lanes that we add on to the 12 plus when you guys are talking about the 10 and we were in favor of the 12 lanes because of the drop which would give us more, you know, as far as less lane changes, less time spent on the bridge, and add up to less money and less travel time. So i'm here just to say that frito-lay as a representative is in favor of the 12-lane crossing, and in the future, I think it would save a lot of money in the long run as putting up a 12 lane versus a 10. Thank you.

Adams: Thank you, sir. Good afternoon, bill. Why don't you go ahead and get started. Great.

Bill Scott: I'm bill scott. I am the general manager of zip car in Portland. I am here because i'm gravely concerned that the continued pursuit of the columbia river crossing project in its current form could waste precious time and money because I don't think we can pay for it. I urge you to take steps now to develop less expensive alternatives and at the very least keep your options open on the number of lanes. I come at this perspectives. I have developed in nine years as director of economic and community development for the state of Oregon as chair of your peak oil task force in 2006 and 2007 and over the last seven years at zip car. From the economic development perspective I think you should take seriously the opportunity to take quick action to reduce congestion for freight, business travelers, and tourists. I was recently at a transportation conference associated with my work where research was presented on h.o.t., high occupy panty toll lanes where we can sell access to unused capacity or underused capacity at rates that are designed to optimize throughput and minimize congestion. Such a lane could be on the existing h.o.v. Lane northbound in Portland. These lanes have been used successfully all over the world to maximize the capacity of existing infrastructure. Implementation here would not only start solving the problem in the next year instead of in eight other nine years, but would give you and the state transportation agencies real-world experience with road pricing in this corridor. From the peak oil perspective, you have adopted a goal to reduce vehicle miles traveled or to reduce energy, fossil fuel energy years in Portland by 50% over the next 25 years in the transportation sector. Most of that is going to have to

January 29, 2009

come from reduction of b.m.t. I think we are still modeling and planning this project as if we are not going to reduce vehicle miles traveled by a major seg meant over the next few years. My own work convinces me this is possible because of the number of people that are giving up their cars. I am not sure you are going to have the need for this capacity when the bridge is built and I urge you to look at tolling alternatives and keep your options open. Thank you.

Adams: Thank you.

Bob Short: I'm bob. I am with glacier northwest. We are concrete aggregate supplier in the Portland metro region. We are also operate a fleet up to 175 truck, ready-mix trucks, dump trucks and bulk trucks on both sides of the river every day when we are busy. I am a member of the Portland freight committee and the west vancouver freight alliance and I am in favor of 12 lanes. I am not going to repeat myself but I want to make everybody else, I want to make two quick points. One, when mayor Adams first took over as transportation commissioner, he walked the Portland freight committee through kind of an analysis of what happens when you have an accident. Idea is you have an accident on i-5, what's the ripple effect, not only in terms of how far away does this accident impact people but how long does it impact people? The 12-lane option is the safest option. It's a matter of reducing the number of accidents. And as far as I am concerned safety is the most important reason for considering a 12-lane option. The second point I want to make is something I haven't heard yet. It's my understanding that the incremental cost of 12 lanes over eight is \$150 million. Don't know what it is for 12 lanes over 10. But this is a \$4.2 billion project in a poker game, you have to figure what's already in the pot. Thank you.

Adams: Thank you.

Marcia Ward: Good afternoon. My name is marcia ward. I am a member of the community and environmental justice work group for the columbia river crossing project. The cejg is a group made up of neighborhoods in the project areas and include environmental justice communities and at-large members. We represent the diverse interests and perspectives of the vancouver, Portland, and hayden island neighborhoods potentially affected by the project. The cejg provides input to c.r.c., project staff by identifying community concerns in the project development process by presenting recommendations at key mile zones. By raising relevant issues of interest or potential impact such as air quality, noise, highway interchange alias means and design features to avoid minimize and/or potential community impact and by assisting c.r.c. staff by engaging the public in the project. At our most recent meeting the group discussed the number of auction silly lane option. The group voted unanimously to support the 12-lane option for the following reasons. Safety concerns, getting on and off hayden island as the population grows. The 12-lane option would keep traffic off the north -- excuse me -- off local north Portland streets for a longer period of time. 12-lane option will result in the least air pollution. 12 lanes would be for short distance, not for the length of the entire project area. The additional amount of property acquisition needed for the 12-lane option would be minimal and the 12-lane option would allow for future flexibility. I would also ask you support the 12-lane option. Thank you.

Fritz: Can I ask a question?

Adams: Yes.

Fritz: Did you have much discussion about tolling?

*******:** We have not discussed that yet.

Fritz: So your comfortable with the recommendation on the lanes absent the discussion of the tolling? Thank you.

Adams: Thank you all very much. Is joe still here? All right. Keep calling names. She's left irving brad how ton. Brad's here. Is pam here? Walter is here.

*******:** All my neighbors have deserted me.

Fritz: Got to get out of here.

Adams: Walter, do you want to testify? You don't want to testify?

January 29, 2009

Adams: He will make his way down.

*****: Saner.

Fish: Thank you for your patience. As we are waiting for people, these hearings sometimes go on for a while. And people have, I know, pressing lives. But it's enormously helpful for us and you are getting our best attention two hours into this. We appreciate you taking the time to stick around.

Adams: It's good to see so much interest, actually, I think. Good afternoon. Welcome to the city council. Brad?

Brad Howton: My name is brad howton, I am a general manager of columbia crossings. We are recreational marine services provider on hayden island and a large landowner on the, private landowner on the island as w I am also the chairman of the hayden island plan steering committee for the community. I am not going to talk -- I intended to talk about, to some extent about the impact on the residential population on the island but I don't think I need to do that. I think they have made their points pretty clearly. But I am going to talk about the business impacts. But I do want to take a minute to talk about a miracle on hayden island. I don't know, those of you who are familiar with the island understand that it's a tremendously diverse place in terms of demographics. And this is in the 20 years that I have been out there, there hasn't been the unanimity expressed for any other issue, significant issue that's come up here like it has been expressed for this. It's very clear that the residents and the businesses on the island many suffer unless, to some relatively to, will suffer relatively if the 12-lane approach is not built. We've talked -- the concepts, or the issues that have come up for the residential opportunity are reflected significantly in the businesses out there was well. The 12-lane approach provides four lanes that allow relatively local access and access that's uninterrupted by major gridlock that may occur on the prince prince road. The difficulty getting to and from the island significantly have an effect on living on that island. And the four additional lanes making up the 12-lane component would become a surrogate local bridge for the business community that's there. And I urge you to approve it.

Adams: Thank you.

Anthony Villagomez: My name is anthony. I am here speaking on behalf of rising tide north america and Portland rising tide. We are a group that makes the connection between climate change and social justice issues. We believe they are one in the same. I believe with the information we have now clearly shows that any addition of lanes would affect north Portland community which is predominantly low-income in a negative way. First, more lanes would displace low-income folks. Second, the lanes would decrease immediately when entering north to northeast Portland thus dumping tons of traffic and pollution on those communities. And these people would be taking more jobs from people who actually live here thus hurting our local economy and forcing Portland to provide more services to folks who can't find jobs in their own community. Adding more lanes will only benefit vancouverites and the free trade advocates who want to ship things faster from exploited mexico to canada and Washington. I have the building a low-income, low-impact bridge that keeps the same number of lanes, making the on-off ramps more efficient and within the same general footprint and prioritizing low-income and minority folks' needs. Obviously this would include a light rail and easy pedestrian crossing. If you go ahead with adding six more lanes and focusing on the greedy needs of groups such as the Portland business alliance I believe you are being racist and classist. Also if you follow that course, be prepared to deal with an upset community that would utilize its rich history of civil disobedience to get in the way of the project. Thank you.

Roger Staver: My name is roger. I am here representing the hayden island neighborhood network, high noon. I am chairman of that group. That's the neighborhood association representing the residents of the island as well as many of the small businesses. We have been supportive of this project, as brad said, since its inception. Although as peg mentioned earlier, we are the greatest, we

January 29, 2009

will feel the greatest impact of any organization, any neighborhood in the way of this new construction. We still support it. We are going to face eminent domain: We will face construction projects and a tremendous amount of construction getting from one side of the island to the other but we still support it and I am here to bring the support of the 12-lane option from high noon. The option provides the best solution for our congestion problem particularly in the area of hayden island. For hayden island, it provides the best method to get on and off of the island and it allows us at least southbound to get off of the island on to marine drive without ever having to be on the freeway. It gives the best emergency response opportunity. It provides the opportunity for us to implement our hayden island plan, and that plan is based on the 12-lane option. For the people using i-5, and we understand that the bridge is not just about hayden island, but it's about all of i-5, but for the people using i-5, it assures the shortest duration of gridlock of any of the options. It provides the greatest period of time in off peak traffic hours for movement of freight. And I want to point out something. In the december meeting for the support group, the sheet that was passed out shows that the actual cost difference between the 10-lane and the 12-lane is \$100 million, not \$150 million as you have been told. That's on page 5 at the bottom of the graph. The difference between the 10 and the eight is \$85 million. There are many good reasons to adopt a 12-lane option which you have heard today. We encourage you to support that. But we also encourage you to remember that we are not talking about a bridge. We are talking about over five miles of i-5. We are talking about a number of elements that are being put together to solve an overall problem. And if you change an element within that area, you are going to make it less effective. If somebody sent you to a fire and gave you a fire hose that was four inches in diameter, you got to the fire and unrolled that and found out there was a two-inch section you couldn't do your job. And that's what we are proposing if we go below this 12-lane option. Again, please support the 12-lane option. Thank you.

Adams: Thank you, sir. Thank you all. If you signed up to testify and you happen to be one of the folks upstairs, if you could come down, it would make the transition easier. Good afternoon. Welcome to city council. Joe, you were first up.

Joe Cortright: Thank you. Mayor and commissioners, the right number of new lanes over the columbia river is zero. And that would be what I would recommend. For two reasons. One, the issue of induced demand has not been correctly analyzed in the material that's been presented to you. The e.i.s. And analysis essentially pretends that there is no such thing as induced demand and I will point to two specific examples. In the environmental impact statement which I and others reviewed at great length they have a literature review where they refer to a literature review and it's misrepresented. The literature clearly shows and experience clearly shows that building additional capacity will produce a different pattern of development in clark county, will produce longer trips, more mileage, more sprawl, more pollution. And the metro modelers, as you were told earlier, were told to essentially I go more any land use changes that might occur. To use the same land use situation regardless of whether you built the bridge or didn't so they have essentially ignored that. You have heard them lean heavily on the so-called peer review they did but it was really peer review on the buddy system. They chose the peers and didn't ask anybody including the critics who the peers should be. They defined the questions the peers would be asked. It was a very narrow set and they did not provide the peers with the criticisms that I and others made of the induced demand analysis. This is beginning to resemble kaboku theater. We come to meetings time and time again. We offer our analysis and it is ignored. And I would ask that you as city council demand the proponents of the project respond to the criticisms that I and others have provided. Second is the financial issue. We simply do not have a credible financial plan that describes how this project would be paid for. You would get a more honest and accurate statement of finances from bernard madoff than you would from the columbia river crossing advocates. This is a \$4 billion project and they have not told you before the project is coming from. It's a project everybody favors as long as

January 29, 2009

they think somebody else will pay for it. And there's been illusion to the fact that somehow the federal stimulus money might pay for this. If you took every dollar of federal stimulus money coming to this region about \$230 million according to the bill passed yesterday, that would pay for slightly more than the demolition costs of the i-5 bridge. So do not pretend and do not imagine that somehow if the \$4 billion goes to this project, that we will, that that will not bemoan that comes out of the pockets of federal, state, and local money that you could use for other things in this region. And we should clearly understand that there are opportunity costs. Spending \$4 billion on essentially a joint highway bridge means there's \$4 billion not available in this region to make the kind of investments we need. If I have gone over I apologize.

Leonard: Joe, I will not have personally participated in the hearings you have, I have watched you on cable because I knew this issue was coming. So when I have had the opportunity I have tried to be as informed on the various aspects of this very complicated issue as I have been able to. I have the briefings and looked at the materials. And first of all, I think you heard mayor Adams at the outset of the hearing say, this would not qualify for federal stimulus dollars. I don't know who you are referring to who is alluding to that but certainly nobody here or anybody I have talked to are very well aware that's the case. And secondarily, I think everybody would concede, myself including, that if you simply built a 12-lane bridge it would induce demand. There's no quibble about that. But the part that you haven't addressed is the metro staff of recommendation that there be tolling to manage the traffic. And the part that hasn't been addressed other than by them extolling the glenn jackson bridge which I think is crucial to managing the traffic. I think it's frankly unfair with your background to characterize the issue the way you have because for me, I am trying to sort through the myths and the facts to make sure we do something that is based on the -- on an analysis and not necessarily a political position but something that's driven by demand to something that's driven by reality. So if you care to respond I would be interested.

Cortright: Thank you very much, commissioner. Please, I wasn't implying the council had said federal stimulus money would be available for this. I heard a number of people in testimony to you imply that somehow federal stimulus money would be sufficient for this. Wherever you get the money from that is money that is not available for other priorities. As to your other points, yeah, I think we have looked very thoroughly at analytical work that's been done. There are no question there are two parts of this project that reduce the demand, tolling and prescription of transit. Building additional capacity makes things worse, in particular in terms of the impact downstream on the rest of the system, the i-5 system. As bill scott told you that if we do the tolling and the holt lane idea we could eliminated or greatly reduce the congestion problem without having to spend money for a bridge that we really don't need.

Leonard: I don't know if you have ever done in and if you haven't I encourage you to do so. Some have talked about it today, walking over the bridge or riding a bike over the bridge or, for that matter, contemplating what we all agree has to happen and that's to have light rail between Oregon and Washington. Your proposal ignores all of those really dire needs that both states I think deserve and ultimately, whether they realize it or not, have to get to at some point in the future in order to have a transportation system that makes any sense and reflects our current values. I am a little mystified at your no owe build option.

Cortright: Mayor, in deference to the people behind me I will be very brief. I and others of the, the smarter bridge coalition of outlined a series of steps. We don't favor doing nothing. We think there are things to do like provide pedestrian access. I have ridden across the bridge with my kids and I know exactly what it is like. But I think when we are talking about \$4 billion there are a lot smarter things that this council could do. Just the way those people sitting in those seats 35 years ago said we should not be building a new 43 way, I think you should do the same thing with this project.

Leonard: Thank you.

January 29, 2009

Fish: I have one question. I know it's getting late. I have had a lot of briefings on this issue and if I haven't, Hannah Coon in my office has who does a lot of thinking for me. We have had all sides come in and I am beginning to get a sense where the sweet spot is in terms of the disagreements. But in order for us to make an informed judgment we also have to believe there's integrity in some of the baseline information we are looking at. Now, to invoke Bernie Madoff will make a headline and I appreciate the way the press works, that there's an advantage to that. But if you are suggesting in any of your presentation that there's data that's been presented to us that's corrupt, or that lax integrity or doesn't meet threshold standards of whatever, I would urge you to present that to us and your backup. It doesn't have to be now because we have to have follow-up. Again, I understand the benefit of inflammatory comments in the press. But if we have, we have to review a lot of the information. If the information basically lacks integrity which is what you are suggesting, I would ask you to supply that information to us and the analysis so we can make an independent judgment.

Leonard: I agree with that.

Cortright: And I will leave another copy of this. For the record in our comments to the environmental, on the environmental impact statement dated June 30 of last year, which we copied to the members of the city council, we pointed out specific inaccuracies, some of which have been repeated today. So believe me, I would not make that statement lightly.

Fish: Because we're all besieged with communications and lots of paper, and other issues we are working on, if you wanted to specifically draw our attention to that, I would be happy to review it. But, you know, my guess is it unnecessarily raises the temperature to invoke someone who is about to be indicted for the greatest swindle in the history of Wall Street. But again, you have every right to characterize your position any way you want. But that gives me reason to want to take a closer look at at least the charge and be able to assess the merits of your argument.

Adams: So you will provide us another copy of that? Thank you. Chris?

Chris Smith: Chris Smith, and while I do serve as the authorized representative from Portland Streetcar Advisory Committee I am speaking today only for myself. I would like to focus on strategies and risks around greenhouse gases and V.M.T. And to Commissioner Leonard's point, you heard project staff tell you during your work session that V.M.T. will only be reduced across the river if we toll both bridges. And I would ask you to seriously look at making that one of the conditions of advancing this project. Looking at greenhouse gases both now and in the future, the strategy here, of course, is that if we can take cars that are idling and get them free flowing, we reduce greenhouse gases. But as we know if we add lanes that adds more greenhouse gases. So the only successful way to do that is to add capacity and reduce demand simultaneously. I don't know many projects that succeed in doing that. Tolling clearly is the strategy here. I think there are risks with that. I am in favor of congestion pricing. I think it's rational. I would love to see us introduce it. Maybe I wouldn't pick this project. But let's talk about what happens if it fails. I think there are two risks. One risk is that we overestimate the demand. We find people will say to sit in congestion anyway. The other risk is that we lack the political will to impose the tolls high enough to really make a difference. And if tolling fails as a strategy, I would much rather it failed on an eight-lane bridge than a 12-lane bridge because it's a difference between eight lanes of congestion and 12 lanes of congestion both of which are very bad for our future as a region and the plan net but 12 lanes of congestion is clearly much worse. And if demand management works, eight lanes should be sufficient. So I am urging you to look at eight lanes. I want to talk to the point that's been raised by several people about how do we accommodate future growth? And I think anyone who looked at urban planning realizes the best way to move people around a city is a street grid not suburban cul-de-sacs. I would say what we have is the ultimate cul-de-sac. We only have two crossings and we if we try to channel all of the future growth in knees crossings we will have a very high V.M.T. Scenario to cross the river and if we are talking about accommodating future growth, I

January 29, 2009

think that will in the future look like multiple crossings serving well planned land uses not just trying to funnel growth into one or two corridors which just in the cul-de-sac scenario forces people to have much more v.m.t. adding lanes in this one corridor is not the responsible way to accommodate future growth, not a rationale for adding more lanes to the bridge. I urge you to build the minimum number of lanes.

Leonard: Chris, I want to give you an opportunity to clarify. If I was a reporter for the columbian, I would write in tomorrow's article a leaked transportation advocate in Portland referred to vancouver as a cul-de-sac. That's not what you meant.

Smith: No. We have cul-de-sacs on both sides of the river. The point is we could have a set of linkages between the two communities built around a land use plan, not basically adding lanes to one or two bridges to accommodate all essential travel across the river. We should have a rational land use plan and then transportation that serves that as opposed to trying to address land use choices in the past by cramming more capacity on a few transportation corridors.

Adams: Thank you.

Smith: I was not picking on you. Thank you for the opportunity to clarify.

Adams: Good afternoon, sir.

Joel Batterman: Hi. My name is joel batterman. I am here to represent the cascade climate network, a regional organization of youth in Oregon and Washington. Our statement of principle is the cascade climate declaration has been signed by the student governments of northwest colleges and universities representing a total of 125,000 students. The declaration calls us to confront global warming and secure a sustainable just and prosperous future for us all. It urges a transportation system that phases out fossil fuel. Every additional lane we build takes us farther away from these goals. No matter how much wind mill dressing we add each additional lane brings more global warming pollution and more depend dent on oil taking directing more of our money away from local businesses and sending it to subsidize the in door ski slopes of dubai. Induced demand is no hypothetical. When you held your hearing on the bridge this summer I was visiting my family in michigan where they have been trying to fight congestion by adding capacity since the days of henry ford. They have still not succeeded. Now, detroit is planning its first light rail line. They have learned from our successes and we can learn from their failures. I urge to you make no decision on the number of lanes until you have received the independent analysis you requested. Patience can't be faulted when the stakes are this high. As you consider your choice, please remember they will be set in concrete. It's consequences will extend beyond the horizons of your lifetime and mine. Several speakers have mentioned future generations. You have the power to shape a future that our generation wants. Fought that works better for everyone no matter what side of the river we're on. In your deliberations then, please remember us. We will remember you. Thank you.

Adams: Thank you very much. How many more do we have?

Moore-Love: Possibly 13 more.

Adams: Tom's here. Good afternoon. Welcome, jill.

Jill Fuglister: Thank you. My name is jill and I am with the coalition for livable future. Thank you, mayor Adams and commissioners, for the opportunity to testify today. And also I wanted to thank you for your expressed intent, what I heard to consider this issue of the number of lanes and tolls and sort of the pricing levels together before moving ahead. And I think it's really critical that those issues are considered together, you know, congestion pricing is a critical strategy for increased, for addressing the increased travel demand created by adding more lanes which is the proposal that's before you. However, I am concerned that a month isn't enough to get the independent analysis on induced demand and green house gas emissions that this council established as a condition of the project moving forward as part of the l.t.a. decision. Don't think that the peer review that's been conduct sewed far on the analysis that was done by the project

January 29, 2009

originally is the same as an independent analysis. I think others have testified to that point. And those pieces are really critical for determining the form of the project so it complies with policies that the city has adopted for reducing fossil fuels use and reducing green house gas emissions. So stepping back, I really just think that Portland can do better than what we have got in front of us. Why do we have to weld the forward thinking elements of the project, which are the light rail, the congestion pricing, to a freeway expansion? We as a country have spent the second part of the 20th century building a single mold of transportation system. And that part of the system is really done. There are bits of making the grid work better that I agree with like what Chris Smith just said. But we shouldn't be expanding our freeways. It's time to build the rest of the system a. Multi-modal system for the rest of the century. To change the climate change bair active and the healthier communities we want. That's the frame that we should really be approaching this and other projects that are going to come before us. Thanks.

Fish: Can I ask a question?

Fuglister: Sure.

Fish: I am interested in your point about independent analysis and why the peer review falls short. Independent analysis I guess is somewhat in the eye of the beholder.

Fuglister: Absolutely.

Fish: Unless it's a term of art that people understand. So for us, can you just describe what independent analysis would look like? What are the essential elements and why you believe the peer review falls short?

Fuglister: My understanding of what was done in terms of the peer review is sort of asking the question of this peer, you know, panel, was the approach that we used to address these reasonable? And that's a fine question. But in our minds when we were focused on supporting and proposing that independent analysis be done on both of those questions, we envisioned a set of experts being pulled together who would actually ask the question about induced demand, not whether or not the approach that was used was reasonable but look at it themselves independently analyze the questions, does this project have an impact on induced demand? What kind of green house gas impacts do the various alternatives have? That's what we want in mind.

Fish: That's helpful for me because we make certain decisions in land use issues, for example, that can be challenged and there's a group that can look at it new, de novo, versus the question of have we adhered to a certain standard.

Fuglister: Correct.

Fish: I understand that distinction. Other than the question that was asked in terms of the peer review, do you have any concerns about the composition. Peer review? Or about their methodology independent of the way it was framed for their consideration?

Fuglister: In terms of I guess another concern that's been expressed by neighbor of our stitches has to do more with the composition in that there were individuals who were gathered and that not any sort of single firm or collection of firms had to put their sort of name on it and that from the perspective, these are people that are sort of more expert in these things than me, that that is a concern in terms of rigor and intellectual integrity, yeah. I guess that's the piece.

Fish: Thank you.

Fuglister: Sure.

Adams: Thank you.

Eric Radkey: Mayor, council members, name is Eric Radkey. I am a business representative for Teamsters Local 81 in Portland. I represent numerous employees at freight companies that use the Interstate Bridge on a daily basis to conduct their business. And not only do I represent these employees I was once one of them behind the wheel of a commercial truck the previous seven years. I-5 bridge is old, dangerous, and replacing it has been long overdue. The traffic and congestion on I-5 is a daily problem. As a truck driver, sitting in traffic costs me money and my

January 29, 2009

employer money. Also valuable time. If I am delayed 30 minutes a day trying to get across that bridge, that's 2.5 hours I could have spent with my family. I also want to you know that I am a north Portland resident. On an average, my family and I go to jantzen beach three times weekly. I will tell you we choose wisely the times we head to jantzen beach because of traffic and the delays it causes. And sometimes we choose to shop elsewhere because of that. There are traffic accidents daily that cause traffic jams because there are no safety lanes to turn to. Keeping the traffic flowing is good for the economy and good for the morale of commuters. I urge you not to build a bridge for the next 20 to 30 years, but to build a bridge for the next 100 years. Let's not pass on a problem that we can and should solve now. This bridge is for many generations not just one. We need a 12-lane bridge. Thank you.

Adams: Thank you.

Tom Buchele: My name is tom. I am the managing attorney at pacific environmental advocacy center which is the environmental law clinic at lewis and clark school of law. We are representing coalition for a livable future, northwest environmental defense center and columbia river keeper with regard to this proposal. I have submitted written testimony but I am going to go a little offscript here in response to what I just heard with regard to joe. I have had to sit here all afternoon and hear this bridge, 12-lane bridge referred to as green and as sustainable and in our view, that's rhetoric, too. And that's insulting. So I think it was a little unfair to jump all over joe for starting to use some receipts rick which I didn't hear anyone jump over statements. We are tired of hearing this bridge referred to as green or sustainable. The choice you are being asked to make is not between light rail, bikes and pedestrian facilities and congestion pricing or even wind turbines. You can have all those things without a 12-lane bridge. What we are here to talk about is the 12-lane bridge and there is nothing green or sustainable about a 12-lane replacement bridge. What you are being asked to choose between is a 12-lane concrete monument to everything that was wrong with 20th century transportation planning and something much smaller that is truly consist tents with Portland's values. The 12-lane bridge alternative and I am going to use some of my own rhetoric here is the lipstick on a pig alternative. And I think that's an accurate description. Last summer we asked for a side by side comparison of a wide range of alternatives that still has not happened. It needs to happen now in a supplemental draft environmental statement. Has anyone on the city council seen a comprehensive analysis of the benefits of a replacement bridge for a six-lane alternative and eight-lane alternative or 10-lane alternative? We haven't seen that. Until we have seen that you can't make this decision. To respond briefly to the toll issue, I have looked at the modeling that they did and the one thing, we haven't done our own modeling. That's true. We don't have the same resources but we can look at the inputs and the conclusions they make. Really quickly they have said a \$2 toll is going to reduce trips by 39,000. That's 18% reduction. That defies common sense. I just don't believe that. And I don't care what their modelers say. That doesn't make any sense to me and I don't think it should make any sense to the average person. They say 18% of the people are not going to drive on that bridge because you ask them to pay a \$2 toll. Their modeling can say all they want to. I don't believe that. We need a supplemental d.e.i.s.

Leonard: I would actually agree with you that was the case.

Buchele: That seems to be what it says.

Leonard: And I would be right if you didn't have an option to take light rail. But \$4 a way day works out to \$80 just to cross the bridge. If our working person, then you pay gas and you pay parking, when you add all that up because I asked the same question that you did because that didn't hit me that eight way as well. What the staff told me was, that with light rail available people would be induced to go use light rail at that point. Now, whether that's accurate or not is a, I suppose up to the receiver of the information. But it sounded more accurate to me in the broader

January 29, 2009

context than just simply whether or not you pay a toll. Because an integral part of this project is to add light rail and to try to get people in clark county to use light rail.

Buchele: We w-all due respect I don't think there's room for 39,000 people on the light rail.

Leonard: Again, it's what has disturbed me about this argument is the lack of data from the side that's arguing it. If you have something that would indicate that, I am very open to looking at that. But the data that I have seen so far would seem to indicate that that is entirely possible.

Adams: Thank you. Then after that. Good evening.

*******:** Good evening.

Adams: Glad you are here. Welcome to the city council.

Gerald Fox: My name is gerald fox and I am here because I have become aware this this bridge project is getting severely off course and I believe there's a better way to handle it. Some 30 years ago the region rejected a plan to build a massive new freeway network choosing instead a more modest highway program supplemented by a network of transit ways and changes in land use. Today Portland's approach to transportation is seen as the key to the region's livability and has become the envy of many cities nationwide. Columbia river crossing project proposes to replace an existing six-lane bridge with a monster 12-lane bridge at a cost of about \$4 billion. \$4 billion is not what it used to be, that's true. However, it's more than the region has spent on the entire regional rail system including the clackamas line that hasn't even opened. All of this just for a bridge. This bridge threatens to unleash a torrent of new traffic on to the already congested Portland freeway and street system. Except the tolls are proposed to in order to prevent traffic rising above existing levels. Thereby enabling the c.r.c. project to pretend to be a sustainable project. One interesting aspect of this project is that about 90% of the benefits actually de75 from congestion pricing or tolls plus the light rail bridge and the bike bridge, which account for about a third of the project cost. The rest of this cost goes entirely to build the monster bridge and to then to rebuild all of the recently built interchanges on either side of it in order to accommodate all of the extra traffic lanes.

You wouldn't even add significant new traffic capacity because as we are told tolling is going to be used to maintain traffic level close to existing. You notice there's no master plan for i-5 throughout Portland region. For instance does this bloated bridge imply more through traffic should be routed through Portland? Is this some undisclosed plan to add an additional lane through the Portland region? Can you imagine the cost and impact of such a plan? Maybe it's better to expand i-205.

Today we have a six-lane bridge on a six-lane freeway. It's old but will remain serviceable for many more years. The problem with this bridge is the local traffic has to use it to cross the river. However, if separate lanes were provided for local traffic, the existing bridge could remain. As we look to the future, we can expect to see the nation's traffic mix to include more and more small high efficiency vehicles, many of which can't even use the freeway and therefore cannot go from vancouver to Portland. Again, a local traffic lane connecting the Portland and vancouver street system would accommodate this new trend. I believe the council should support an eight-lane crossing. But two of these lanes should be built for local traffic and should be on the light rail bridge. Other six should remain on the existing bridge. This would allow the monster bridge to be deferred until the effect of the light rail of tolling, traffic diversion and the new sustainability rules can be determined.

Adams: Thank you. I appreciate your testimony.

Gregg Lavender: My name is greg lavender and I live in northeast Portland. After hearing so much great testimony, I have seen that there seems to be a little bit of an our side of the river and what's interesting to us, versus their side of the river and what's interesting to them. And I don't see that to be the case. I see us as one community with families, business partners and neighbors living and working together all over our region sharing our roads together. Our collective goal here is to find a solution to our joint transportation problems. My wife and I moved here two and a half years ago because we wanted to live in a vibrant community where people choose to not drive all over

January 29, 2009

town to be in single passenger vehicles to work or shop. We moved here partially because of the great communities, partially because of how easy it is to be a pedestrian and a cyclist. And to have neighbors who would choose to live their lives in this way. If we choose to build an eight-lane bridge, I fear that history will repeat itself and all over the united states and all over the world it's proven that it fails, that every time if you build more wider roads, in order to alleviate congestion, more people will take more trips, more people will live further away, it will be increased distance to get to work, recreation and shopping. People won't support their local neighbor, grocery stores or their local neighbor other businesses, and that road will eventually become congested until they need an eight-lane bridge or 10 or 12 other 50 oar lane bridge. Nobody has come here to say how much they enjoy congestion until I am doing it right now. The congestion is the quirk that's stopping the Portland metro area to becoming the monstrosity vancouver metro area. I don't want to live in dallas. I don't want to live in l.a. And I am really proud of the people who represent me in office and I am hoping y'all are going to keep it small.

Adams: Thank you.

Lavender: And have tolling on i-205 and tolling on i-5 and put a train across. Thanks.

Adams: Thank you. Good evening, sharon.

Sharon Nasset: Good even, mayor, how are you?

Adams: Good.

Nasset: Long night. Lots of hard work. And congratulations, ma'am. Commissioner nick Fish, when he had mentioned a comment a minute ago about varying information threw me off what I was going to say so I would like to address that. But I would like to address, in talking with congressman brian baird in public, he has stated that he does not see that we will be adding to the appropriation bill the 2010 appropriation bill, this bridge, and that adding to the appropriation bill will most likely not happen until the 217 appropriation bill because of the fact so many bridges in our nation have major problems including them falling down in areas of our infrastructure that have had to be closed. So I would ask the very next thing that we do is is talk to our u.s. Congress persons and ask them if they are actually going to be putting in this into the appropriation bill in 210 or not until 217. If so then the conversation about lanes and so forth would probably take place in 215. Because money will be coming a couple years after that. So as far as I have heard and they have stated this is a public statement when brian baird made this statement. It will not be in this appropriation. And how much has columbia river crossing spent? Are they still spend building a million and a half to \$2 million a month on studying and and how much of their money is left? A lot of people have been talking about other roads and local roads that are less expensive and the problem with us not knowing the cost of that is the nepa process was not followed. And when the gentleman that was here, mr. Buellen spoke about inconsistencies, sam, when commissioner -- when the mayor was commissioner Adams, had me come into the office and address the fact that I was making that statement in public, and at that time, we had a very good meeting. It was over an hour long. Heads of the departments of the river crossing, pdot, odot were there, and planners and I brought two friends. And we found many discrepancies and at that time I put forth a 240 page book with nearly 100 inconsistencies with previous studies, their own studies, and the actual data and all of the pages and it was compiled and none of those things were ever addressed. And so therefore I have been working with congress persons who have looked at it and said, they have very grave concerns the process was not followed because there is a certain amount of information that has to be thoroughly studied. It's the page b list that I gave you and those are not what was studied and that is why we do not know the cost and other things. So I am urging you as they did for a supplement al e.i.s. So that since we are not going to be going forward going forward any time soon we actually fix the process. We have 15,000, not 1500, 15,000 people that make comments. And we have never seen any of them and the few that we have seen they were rewrote instead of scanning the original.

January 29, 2009

Adams: Thank you for your comments. Appreciate it. Karla? Good evening, gentlemen. Welcome to the city council. Thanks for sticking with us. Was ron first? Sorry. I was distracted.

*****: Jim.

*****: Ron is first.

Adams: Go right ahead. I'm sorry.

Jim Howell: Sir, mayor and commissioners, my name is jim howell. Resident of Portland, Oregon. I know this hearing is to obtain input on the number of lanes on a bridge that you have already approved. That approval was unfortunate. Because more rational solutions were never considered. Solutions that would provide far better access for people and freight and at the same time reduce green house gas emissions in order to decrease dependency on foreign oil. The greenest solution is a combination of nonfreeway solutions that carry the twin bridges, fixing the railroad bridge and rail bottle necks and providing local road light rail and bicycle access to and from hayden island. The existing twin bridgers old but structurally sound and well maintained. They may not meet current seismic standards but neither do any bridges in the Portland area. I remember back in the 1960s before your time, Portland transportation planners considered the hawthorne bridge to be too old and obviously needed to be replaced. That is right after they widened the harbor drive. So much for long range plans that don't consider factors other than moving vehicles. You can reverse the approval of this project. Your predecessors did that back in 1973 when they pulled the rug out from under the mount hood freeway. That would have been destroyed much of southeast Portland. That project vigorously promoted by the Oregon state highway division called the major transit component to sugar coated it for public consumption. Now the Oregon department of transportation or the Oregon state highway division with a more politically correct title is doing what they do best. Build highways. But is what they do best the best for the region? They have cleverly and methodically eliminated any and all nonfreeway solutions. They like their predecessors in '73 have attempted, in 1973, have attempted to sugar coat it for public consumption and light rail, bicycle facilities but it's still a monstrous mile-long freeway expansion project. With the new administration in Washington there will be likely a parting shift in national transportation priorities away from highways and toward railroads. Much of the long distance freight now on freeways will shift to rail, trains especially electric trains are far more energy efficient than trucks. The large includes one railroads are no longer opposed to government medaling in their business and welcome public investment in their infrastructure. Because of climate change the government will invest in expanding capacity for freight movement will also allow inner city and commuter passenger trains to operate on them without getting in their way.

Adams: Do you have a conclusion?

Howell: Yes. In conclusion, I ask you to table any resolution regarding this massive freeway project which is truly a bridge to the past. If your predecessors in 1973 hadn't stopped the mount hood freeway Portland would be a much different city than it is today.

Adams: Thank you very much.

Howell: And I have some -- some reading for you if you will -- or each one of you on the railroad which I don't think you are probably familiar with.

Adams: Thank you, jim. Appreciate it. Fred?

Fred Nussbaum: I thought he was next. Ok. Fred nussbaum. I am here representing the association of Oregon trail and transmitted advocates. I don't want to take too much of your time. I know it's been a long afternoon. So I will just say we agree with a lot of the previous testimony by lenny anderson, by any she will perot by the bicycle transportation alliance, joe courtwright, chris smith, jill, gerald fox, and now jim howell. So I don't want to repeat everything they said. This decision is premature. This whole process has been going down the wrong track. This project needs to be stopped. Yes, we spent a lot of time on it. It's been misled and with we need to go back

January 29, 2009

and we need start all over and get all these other options on the table. They have not been thoroughly studied. Thank you.

Adams: Thank you, fred. Ron.

Ron Buel: So you have to recognize that those of us who have attended the planning commission hearings and the metro hearings and the hearings at the sustainable development commission and have testified hearing at city council were, it's daunting to face the business and labor show that is put on. I wish we had somebody like tom margraf on the public dole who is organizing our efforts to get out people to testify on behalf of the consulting work that has been done at a cost of, what, \$50, \$60 million. Right? We got a bill in the state legislature put there by the governor for another \$30 million by the state on this project in the next biennium. And I expect that will be argued. You know, you should worry about the federal process under the national environmental protection act. There isn't an environmental impact statement yet. You haven't answered yet the hundreds of pages of testimony, hundreds of pages of testimony offered up in opposition to this project by every major environmental and land use group in the state. You haven't offered up yet a promised new climate change analysis so you should have come to the realization by now you can't pay for the bridge. You know, patty murray, chair of the u.s. Senate transportation committee, said there won't be a large federal ear mark for the c.r.c. Christine gregoire and the Washington legislature has placed the c.r.c. Well behind, well behind on the funding list two massive projects that are needed in the seattle area. A majority of the clark county commission has come out against any tolls on the bridge. You should worry that the 5,000 acres zoned for housing but undeveloped in the urban growth areas of battle ground, la center, ridgefield, three rivers and vancouver, you know, they're sitting there waiting to be built on. And the fact-based modeling, the so-called fact-based modeling we have out of the 50 million bucks uses a static land use model that says land use will stay the same with or without the 12-lane bridge. You should worry that a federal court has recently rejected a significant freeway capacity project in illinois because under the national environmental protection act it didn't account for induced travel caused by the new capacity. If you look carefully at the consulting work at the green house gas analysis, at the induced travel, at the tolling and its impact, at the real impact of this single line over to vancouver from Portland, on light rail, if you would begin to look at the numbers, you recognize that we are going to have a congested 12-lane bridge if that's what we build and we will have a lot more vehicle miles traveled if we build that. And that we will have a green house gas implication and it will have an implication on the rest of the system. Thank you for listening to me and you have to recognize why there's an edge in mr. Courtwright's voice and knew why there's an edge in my voice and why there's an edge in the voice of so many people who have been following this thing and are frustrated by the way it's coming down and by the well organized. Congratulations. The well organized campaign on behalf of the 12-lane bridge. Thank you.

Fish: I don't know, I want to say as someone who has been doing these hearings now for six months, my experience is when the council engages someone, generally, it's a sign of respect because the person has made an argument or said something the council is interested in. And the give and take usually varies with the capacity of the person to engage in that. And I don't think anyone jumped on joe courtwright. I do think that if he believes the data is corrupt, that that's something I would like to know about and to say it's in a 5,000 page document that might be on my email -- I have been getting a lot of emails. It's helpful to have someone help me focus on it.

Buel: I think you need to look at the city's own work if you want to look at something deceptive. Right at the hayden island plan, see if you can find the modeling for that 18 lanes of ramps and freeway that goes across hayden island 70 feet in the air, and the concrete structures that are quote-unquote, going to knit the community together and the recreational area under the columbia river bridge. And the -- I could go on. We could talk about green house gas emissions and about lies on the congestion levels that are going to be created by the additional travel, and, you know, the -- it is

January 29, 2009

frustrating. It's frustrating. The process is frustrating. And it's frustrating because we look at what's likely to happen here. And a bunch of us want this thing to go through at guelph lanes. You know? We really want it to go through at 12 lanes because it will give us a nice clean shot in court. And the nepa review will be really clear for everybody.

Leonard: But with all due respect it seems you have already reached a conclusion that's what you want to do. I have been an advocate before but for those of us in the position of making a fact-based decision threats and illusions to scandals and illusions to boogie men really don't make the case for me.

Buel: Take the time to reads the testimony.

Leonard: I would say the same to you. Take the time to read the staff's report.

Buel: I have read it.

Leonard: Then rebutt it.

Buel: We did and it's in the written testimony but you haven't looked at that and nobody has responded to it yet and you are voting for 12 lane freeway.

Leonard: I am offering to you right now. You provide me the specific rebuttals you have I promise to read it.

Buel: I will be glad to send you the documents that were submitted by 1,000 friends, by me.

Leonard: I'm asking -- you can give me a some reef the specific rebuttals of the analysis done by staff on their modeling, that would indicate that it's, there's a problem with either the data or their analysis of the data, I promise you to read it and if you are right, you are right.

Buel: You can read the 12-page paper I gave sam Adams. I will be glad to send it to you.

Adams: Thank you very much for that lively and I think productive discussion. Who else is signed up to testify? Good evening, gentlemen. Thanks for waiting. Waiting out the process. You are the last three. Glad you are here. Go ahead.

Barney Farrell: My name is barney ferrell and I am a professional truck driver. Out of Portland. I didn't prepare a statement today or anything to read you. But listening, coming I think here and listening and understanding what the bridge situation, boy, you got a lot to consider. There's a lot of different issues involved in this whole situation. But as far as what I do, safety is always huge. Is the utmost. It's the biggest. I know traveling that bridge daily in a commercial vehicle, the frustrations and the congestion with everybody, it makes it a very, very dangerous situation. I know coming north on i-5, you can start in from tualatin all the way to the i-5 bridge, which is where our terminal is, and just crawl, two-hour commute from tualatin to the i-5 bridge. I hear environmentalists say the green house's effects. I wonder how much emissions difference and I don't know but I am really kind of curious how much would be dispersed from a truck idling from tualatin for two hours to the i-5 bridge rather than maybe getting through and 35 minutes at the speed limit or close to. But I am here to encourage you to go 12 lanes. I think that we need to look to the future. I heard earlier about 30 years or 20 years, look 100 years down the road. I know many things are involved with trying to take care of this issue. But it does need to be done. And that's really all I have to say. Thank you for your time. Appreciate it.

Adams: Thanks for your testimony. Sir.

Ron Swaren: My name is ron. I live at 1543 s.e. Umatilla street, Portland. I think it's a good thing the sponsor council has been reconvened and there's an issue that does need to be clarified as to what agencies actually have the authority to apply for federal funds. I don't know exactly the answer. I am not sure that Portland city council is in that role of having authority to apply for federal funds. If you don't, what's the point of this hearing? I guess it's just to collect some opinions and there's good opinions, there's bad opinions here. One thing that I found in my involvement with this project is that there are, there's kind of a general view on this side of the river but when you go to Washington, among the elected officials over there, there's really a different view. Very different view of what they think is important and there's a divergence of view. But there's a certain number

January 29, 2009

of elected officials that believe that a third route over the Columbia is what's needed. At one of the hearings put on by the public agency, a commissioner came up to me and gave me a copy of a -- an article that showed some of their visions of a transportation planning. So I worked on the campaign for Mr. Tom Melke, who was elected to the Clark County Board of Commissioners and he definitely has a different view. And I think rather than having the hearing like this where you are collecting opinions that don't really lead to any authority, maybe you should get to know some of the officials that have this view of a third bridge over the Columbia River. I am sure that they have listened to people's opinions on it just like you.

Adams: Thank you, sir.

Spencer Boomhower: Hi. My name is Spencer. Mr. Mayor, Commissioners, I came here today. I wasn't expecting to testify but I heard the testimony, and I felt like I wasn't, you know, I was somebody who lives in Southeast, one of those lovely comfortable walkable neighborhoods we are sort of known for I wasn't seeing a lot of my neighbors represented here today for quite a bit of this.

So I think, you know, myself, my neighbors kind of find this maybe easy to not think too much about the C.R.C. Or overlook it or feel like it's inevitable because it's so far from removed from where we are and doesn't seem to affect us too much. But, you know, it does seem like opening up capacity on this bridge will open up, you know, create a lot of demand and create a lot of traffic that then gets dumped into Portland, which you, you know, you look at I-5 going through the Rose Quarter, and you see it during rush hour and it's basically a parking lot and you truly imagine dumping more capacity into that area, and see what that would be like. I went to one of the open houses. I went to an C.R.C. Open House up at the Expo Center trying to learn more about this. And when I asked about this they said basically the -- it will be contained to the five-mile area, which is kind of hard to believe, that it would. If that's the case, then, it seems like a local transportation issue, and it's a local transportation issue that's trying to be solved with international or interstate freeway solutions. And I see my time is coming to an end. That's about it.

Adams: Thanks for giving us the last word in terms of public testimony. Well done. Thank you, gentlemen. So would it be useful if -- I think it would be useful if Council has specific questions. Joon, why don't you come forward and let's collect any questions that Council has and we will take them down and get back to you as --

Fish: Mayor, I was going to make a suggestion on that. Not just because of the time but because of the length of hearing. There may be questions that people have now but I have a 20 pages of notes I would like to condense and get the questions out.

Adams: Sure.

Fish: What I would ask, what is the proposed protocol for getting prompt responses to some of the questions raised by people who came today and that are on our list?

Adams: We will -- if people are a little fatigued tonight I guess we could also collect this by email and also making the rounds to Council offices, given the late hour maybe that's the better way to go and then we will facilitate working with both the project Council and whatever other authority we need to to get you answers. So if maybe Council offices would give us the questions that they have or that they heard from folks that testified tonight and we will let you know how long it will take to get you answers.

Fish: Will those Q&A's be posted some place before people testified today could have access to them?

Adams: Sure. We can post them on the C.R.C. Project web site.

Fritz: And I will also post them. I have a what happened page on my web site to fry -- so if I can get those to you I could put links to everybody's questions.

Adams: I appreciate that.

Leonard: I do have a fundamental question that I would like to pose to you now, to be addressed because to me the project really happens or doesn't happen based on the answer. So from the

January 29, 2009

testimony I have heard from the staff reports I have been briefed on and from the documents I have reviewed, it would seem that the issue of traffic management really rides on having light rail and tolling to manage the amount of traffic. So the combination of the two can influence the decisions made by commuters in terms of having option available if the toll comes a certain level. What I really want to stress, without, you know, suggesting anybody doesn't have a right to ask whatever question they want, I am really not interested in somebody saying, for instance, I don't think that's high enough a number. What I am going to be driven by is, how metro staff got to \$2, what is it about that amount that they think influences the decisions of the commuters -- commuters to the point that they are going to get out of their car? I would think two things. I am just as I am recalling my conversations, the management of the traffic flow occur wise having the toll at a specific point, enough so that it either causes them to park their car on the Washington side to get on light rail or, two, adjust the time they are going to do the commute to one of the hours that they have recommended a lower toll.

Adams: If I could interject those are great questions and that's actually what the information that we will get at the next project sponsors council. In terms of, if you raise it and lower it under the various sort of lane configurations, does it make a difference how much difference does it make? I think it's a fundamentally good question and one that we should be able to supply to you, an answer in the next couple of weeks.

Leonard: For me, aside from all the other issues raised, it is the fundamental issue I would grapple with and determine in the size of the bridge. Because I do agree that the key is managing the amount of traffic that uses the bridge. For now and into the future and then what alternatives could people have and what real intensives do they have to get out of their cars? Again, I assuming if you do it in that forum you are describing there will be analysis based on some kind of industry-accepted data or --

Adams: Reasonable assumptions?

Leonard: Based on empirical evidence. That's what will help me more than anything. I appreciate people's opinions but for somebody to say, well, I just don't think that's high enough or I think that's too high, as I have heard some in clark county say, isn't -- I appreciate the opinion but it doesn't help get me to the place when I am focusing on is managing people's behavior in terms of driving over the bridge.

Adams: That's, the other --

Leonard: And the 205 bridge, too.

Fritz: I have a question.

Adams: Just to put a fine point on that, it's also has to do with the access to transit so the lane, tolling and then because the north side of the river is going to rely on a more park and ride approach, those are great questions to ask. Maybe for the sake of time, I know you have commitments, if we could maybe go down the line and grab just general sort of questions or comments and then we will wrap up, commissioner Fritz.

Fritz: I have about over a dozen specific questions which I won't go into. I will get them posted and sent to you but die have a process question. I think the tolling 205 is huge in making this decision because it affects the capacity we need on the bridge. We did not hear very much testimony on the topic of tolling 205. I am wondering how we get that infrastructure especially from folks who use 205 a lot because mostly what we heard today was folks who use 5 a lot.

Adams: We will find out. That's a really good point. The outreach on the c.r.c. has been largely around i-5 so we are I would say it's a fair criticism that we haven't done outreach on 205.

Fritz: I do believe we have the postponed hearing that was on the east Portland action plan is coming up before our decision, before the 25th? Is that correct? The one that's going to be at mitt land library? I guess what I am saying to offer as a suggestion is that we do have a city council hearing in east Portland coming up at some time in the not too distant future. We could encourage

January 29, 2009

people to have a second item on the agenda. Just a thought. I see that as a glaring gap in the information I need to be able to vote on february 25th as whatever Portland thinks of voting on 205.

Adams: You like problems and solutions in the same comments. Thank you.

Saltzman: There's a lot of good questions raised today. I guess what I would like to see the staff hone in on is what the edge and ron buel's remarks and joe courtwright's about not having received adequate responses to what I thought were very persuasive and solid comments that were presented to me I believe back in the summer of this year. So, yeah, what constitutes an independent analysis that we asked for in our resolution that we passed? And what has been done or not been done in terms of responding to the coalition's and ron buel's and others' comments particularly around green house gas and induced demand.

Adams: Thank you. Commissioner Fish?

Fish: You will submit mine. I have too many and --

Adams: I want to thank everyone on council and everyone who testified, the staff who has been involved with the hearing today. I thought it was incredibly productive. We have 27 days to come back with an agreement that hopefully will unite our two sides of the columbia and serve as the foundation on which we can build a crossing. So appreciate everyone's patience today. We are adjourned.

At 5:22 p.m., Council adjourned.