



CITY OF  
**PORTLAND, OREGON**

OFFICIAL  
 MINUTES

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **29TH DAY OF JANUARY, 2003** AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Francesconi, Saltzman and Sten, 4.

Commissioner Saltzman arrived at 9:34 a.m.

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

On a Y-4 roll call, the Consent Agenda was adopted.

<b>COMMUNICATIONS</b>	<b>Disposition:</b>
<p><b>65</b> Request of Jada Mae Langloss to address Council regarding common sense idea for job creativity (Communication)</p>	<b>PLACED ON FILE</b>
<p><b>66</b> Request of Raymond Law to address Council to raise awareness of the practice of Falun Dafa (Communication)</p>	<b>PLACED ON FILE</b>
<b>TIME CERTAINS</b>	
<p><b>67</b> <b>TIME CERTAIN: 9:45 AM</b> – Progress report on the eVovlement Project (Report introduced by Mayor Katz)</p>	<b>ACCEPTED</b>
<p><b>68</b> <b>TIME CERTAIN: 10:15 AM</b> – Adopt Proposal to Increase Minority-Owned, Women-Owned and Emerging Small Business Utilization in Professional, Technical and Expert Contracting (Ordinance introduced by Mayor Katz; replace Code Chapter 5.68)</p>	<b>PASSED TO          SECOND READING          FEBRUARY 5, 2003          AT 9:30 AM</b>
<b>CONSENT AGENDA – NO DISCUSSION</b>	
<b>Mayor Vera Katz</b>	
<p><b>*69</b> Pay claim of Westerman Developments (Ordinance) (Y-4)</p>	<b>177212</b>

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<p><b>*70</b> Pay claim of Dale Sherbourne (Ordinance) (Y-4)</p>	<p align="center"><b>177213</b></p>
<p><b>*71</b> Authorize the Purchasing Agent to sign an Intergovernmental Agreement with the Oregon Department of Administrative Services for membership in the Oregon Cooperative Procurement Program and provide for payment (Ordinance) (Y-4)</p>	<p align="center"><b>177214</b></p>
<p><b>*72</b> Authorize agreement with Vianovus for online hosting and software licensing (Ordinance) (Y-4)</p>	<p align="center"><b>177215</b></p>
<p><b>*73</b> Amend agreement with Carleton Hart Architecture to provide architectural and engineering services for remodel of Fire Stations 8, 19 and 20 (Ordinance; amend Contract No. 34305) (Y-4)</p>	<p align="center"><b>177216</b></p>
<p><b>*74</b> Contract with ten firms for garage services as required in support of Bureau of General Services projects and provide for payment (Ordinance) (Y-4)</p>	<p align="center"><b>177217</b></p>
<p><b>*75</b> Authorize application to the Oregon Department of Transportation, Transportation Enhancement Program for federal financial assistance in the amount of \$1,500,000 for Union Station Building Improvements (Ordinance) (Y-4)</p>	<p align="center"><b>177218</b></p>
<p align="center"><b>Commissioner Dan Saltzman</b></p>	
<p><b>76</b> Accept contract with James W. Fowler Company for construction of the Larson's Intertie facility as substantially complete as of March 5, 2002 for a total cost of \$4,014,152 and authorize final payment of \$83,670 (Report; Contract No. 33160) (Y-4)</p>	<p align="center"><b>ACCEPTED</b></p>
<p><b>77</b> Authorize a contract and provide payment for the construction of the West Wellfield Pipeline (Ordinance)</p>	<p align="center"><b>PASSED TO SECOND READING FEBRUARY 5, 2003 AT 9:30 AM</b></p>
<p><b>78</b> Contract with the U.S. Geological Survey for streamflow and water quality monitoring without advertising for bids (Ordinance; waive Code Section 5.68)</p>	<p align="center"><b>PASSED TO SECOND READING FEBRUARY 5, 2003 AT 9:30 AM</b></p>
<p><b>*79</b> Amend contract with Dodge, Schmitgall, Inc. for \$128,000 to support continuation and expansion of second year multi-media marketing campaign on behalf of the Regional Water Providers Consortium (Ordinance; amend Contract No. 33993) (Y-4)</p>	<p align="center"><b>177219</b></p>

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<p><b>80</b>     Extend contract with Murray, Smith and Associates, Inc. for professional engineering services (Ordinance; amend Contract No. 32776; waive Code Section 5.68)</p>	<p align="center"><b>PASSED TO SECOND READING FEBRUARY 5, 2003 AT 9:30 AM</b></p>
<p><b>*81</b>     Authorize a contract and provide for payment for the construction of the SE Rex St. and 20th Ave. Sewer Relief and Reconstruction Project No. 7079 (Ordinance)  (Y-4)</p>	<p align="center"><b>177220</b></p>
<p><b>*82</b>     Authorize grant application for revegetation activities to the Oregon State Weed Board grant program in the amount of \$75,000 over three years (Ordinance)  (Y-4)</p>	<p align="center"><b>177221</b></p>
<p><b>*83</b>     Authorize Intergovernmental Agreement with the Housing Authority of Portland to perform Environmental Reviews for Hope VI Project to redevelop Columbia Villa (Ordinance)  (Y-4)</p>	<p align="center"><b>177222</b></p>
<p align="center"><b>REGULAR AGENDA</b></p>	
<p><b>84</b>     Support for Union Organizing and Collective Bargaining (Resolution introduced by Mayor Katz and Commissioners Francesconi, Leonard, Saltzman and Sten)  (Y-4)</p>	<p align="center"><b>36119</b></p>
<p align="center"><b>Mayor Vera Katz</b></p>	
<p><b>*85</b>     Approve an Intergovernmental Agreement with the United States Department of Justice, Drug Administration for Police Bureau participation in a Drug Enforcement Administration Portland Joint Task Force to address trafficking in narcotics and dangerous drugs (Ordinance)  (Y-4)</p>	<p align="center"><b>177223</b></p>
<p><b>86</b>     Amend Property Maintenance Code to clarify existing regulations and correct errors (Second Reading Agenda 59; amend Title 29)</p>	<p align="center"><b>PASSED TO SECOND READING FEBRUARY 5, 2003 AT 9:30 AM</b></p>
<p align="center"><b>Commissioner Jim Francesconi</b></p>	
<p><b>*87</b>     Authorize agreement to annex RedTail Golf Course to the City of Beaverton (Ordinance)  (Y-4)</p>	<p align="center"><b>177224</b></p>

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<b>88</b> Assess benefited property for the costs of constructing street, sidewalk and storm sewer improvements in the North Marine Drive Extension Local Improvement District (Second Reading Agenda 60; C-10000) (Y-4)	<b>177225</b>
<b>89</b> Assess benefited property for the costs of Lower Albina Overcrossing Local Improvement District (Second Reading Agenda 61; C-9988) (Y-4)	<b>177226</b>
<b>City Auditor Gary Blackmer</b>  <b>90</b> Amend Code to improve delinquent lien collection and foreclosure procedures (Ordinance; amend Code Section 3.08.030; replace Code Chapter 5.30)	<b>PASSED TO SECOND READING FEBRUARY 5, 2003 AT 9:30 AM</b>

At 12:22 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 29TH DAY OF JANUARY, 2003 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Katz, Presiding; Commissioners Francesconi, Saltzman and Sten, 4.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Kathryn Beaumont, Senior Deputy City Attorney; and Officer Michael Frome, Sergeant at Arms.

<p><b>91 TIME CERTAIN: 2:00 PM</b> – Endorse the recommended Portland/Vancouver I-5 Transportation and Trade Study Strategic Plan (Resolution introduced by Mayor Katz and Commissioner Francesconi)</p> <p><b>Motion to accept the amendment to add that the Council recognizes that properties on Hayden Island could be impacted by the transportation investments identified in the I-5 Strategic Plan, and requests that ODOT and Tri-Met consider partnering with the City of Portland in a Hayden Island land use and circulation study to address land use, development, and circulation issues on Hayden Island as part of the environmental studies for the bridge influence area: Gaveled down by Mayor Katz after no objections.</b></p> <p>(Y-4)</p>	<p><b>Disposition:</b></p> <p><b>36120</b> AS AMENDED</p>
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At 3:57 p.m., Council adjourned.

GARY BLACKMER  
Auditor of the City of Portland

By Karla Moore-Love  
Clerk of the Council

For a discussion of agenda items, please consult the following Closed Caption Transcript.

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**Closed Caption Transcript of Portland City Council Meeting**

This transcript was produced through the closed captioning process for the televised City Council broadcast.

Key: \*\*\*\*\* means unidentified speaker.

**JANUARY 29, 2003                      9:30 AM**

**Katz:** Can you hear me? My voice is -- isn't there. Good morning, everybody. The council will come to order. Karla, please call the roll.

**Francesconi:** Here. **Sten:** Here.

**Katz:** Mayor is present. Commissioner Leonard is on vacation. All right, everybody, let's start with communications. 65.

**Item 65.**

**Katz:** Jada mae, are you here? She may have difficulty getting here, so if she gets here a little later, we will suspend the rules and have her talk with us between items. All right, 66.

**Item 66.**

**Katz:** Okay.

**\*\*\*\*\*:** Mayor --

**Katz:** You have three minutes.

**Raymond Law:** I feel that she would be more appropriate, so is it okay that she speak instead of me?

**Katz:** Oh, yes, but -- there's a little time clock on the screen.

**\*\*\*\*\*:** Oh, okay.

**Katz:** All right, go ahead. Just introduce yourself and then start.

**\*\*\*\*\*:** Yes. Actually, this is my speech.

**Katz:** Good. We don't want a speech, we want a statement. All right.

**Xiaoyang Wang:** Good morning. My name is salun. I have been living in Portland for 13 years. I have three children, and I work as a translator. I would like to share my experience in practice with falun dafa with you and tell you how good it is. We will have conference that will be held in february. We are celebrating falun dafa in Oregon and planning some events. I hope you will join us and support us by issuing a proclamation. Falun dafa is an asian practice of mind and body. It transcends the boundary of race, culture, religion, and nationality, and is practiced by 100 million people all over the world. We emphasize the cultivation of one mind and heart. Practitioners try to conduct themselves according to the universal principles of truthfulness, compassion, and the forbearance. The practice has five sets, gentle exercises, similar to tai chi and yoga. It is to improve physical health and mental clarity, but practices falun dafa has many benefits. Personally I have benefited greatly from having a peaceful mind after practicing falun dafa. I am able to take personal gains and losses more and more and focus on what's right when dealing with everything. I do better with my work and I have more confidence in teaching my children to be truthful, kind, and tolerant by a higher moral standard. Looking within myself, always helps me find ways to solve problems and maintain harmony with others. As a result of less mental stress, I have always become healthier and more energetic. Falun dafa has changed millions of people's lives. I think other practitioners here with me today has similar story to tell. As part of the community, we are happy to share this wonderful practice with more people. We have workshops in various neighbors,

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participated in community events, such as rose festival, chinese gardens, cultural program, and the street fairs. We have three practice sites in Portland and all the activities are open to public and free of charge. Finally, I will talk about the percent accusation in china in july of 1999. Chinese president -- the chinese president started the crackdown on falun dafa many people have been tortured to death, sent to prison, mental hospitals and the labor camps, and lost jobs, homes, and their educations. Around the world, chinese consulates send out materials, putting political and economic pressures on government officials to stop them from recognizing and supporting falun dafa, they even harass the practitioners in the u.s. This is another reason we are here. We want to show you the truth about the falun dafa. We hope you will understand the actual situation and not believe the lies spread by the chinese government. Thank you very much. I am happy to take any questions.

**Katz:** Thank you for the communication. Thank you. All right.

**\*\*\*\*\*:** I need to say one thing for the record, I have my business package, but we do not speak for the --

**Katz:** I understand. Why don't you just provide the clerk, the auditor's clerk, and we will get the information. Is jada mae here? All right. Is everybody here for evolvment? Can we start a little earlier?

**\*\*\*\*\*:** The consent agenda?

**Katz:** Yes. All right, let's do consent agenda. Any items to be removed off the consent agenda? Anybody in the audience wanting to remove an item off the consent agenda? If not, roll call on the consent agenda.

**Francesconi:** Aye. **Saltzman:** Aye. **Sten:** Aye.

**Katz:** Mayor votes aye. All right. Do we have everybody here? Okay. Let's read item 67.

**Item 67.**

**Katz:** Let me open it up and make some very brief remarks. If you recall when commissioner lindbergh was still on the council, we talked about the future of technology here in the city, and he and I and others advocated for a 24-hour city hall. At that time, we weren't as technologically savvy as we are today, and in partnership with the innovative partnership group, we have started a pilot project, an evolvment project in portsmouth neighborhood. That project is focusing on public safety. The whole idea is to increase civic participation with the community and their conversations with us through the technology, through the web, through the use of the computer. We hope that this will eventually expand and we will hear a bit about the future of this on other city services, but for now with the cooperation of the Portland police bureau, it is provide information on a daily basis, information that the public wants to hear because they will tell us what it is that they want to know, and able to communicate that information back and forth with citizens of portsmouth. The other nice thing about it is that in cooperation with a lot of companies, and you are going to hear about it today, computers are made available to people of low income so that we truly try to bridge the economic and the high technology divide that is evident in the city even though we have one of the highest numbers of households hooked up to the computer. There are a lot of poor people that still can't afford it. This will make it a bit easier for them. Having said that, let me turn it over to -- over to tim.

**Tim Grewe, Chief Administrative Officer:** Thank you, mayor Katz. Good morning, members of the council. It's really a privilege for me to be here today because i've been working on this project with many of our partners since the beginning. And because it addresses an area that I think has been an issue for the city for quite some time, and that is public participation. The city with its partners have been quietly working on this project, and if it's successful, I believe that we will make e-government a reality in our neighborhood. For years, there has been, I think, a growing

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acknowledgement often accompanied by a great deal of frustration. The approach as a community involvement, even though we have a national reputation in that area, those old approaches haven't been working very well. People are too busy. The issues are increasingly complex. Information is difficult to access, and with the exception of hotly contested issues, although today may be an exception judging from the audience, public meetings seldom have good attendance. Budget hearings, as you well know, even though we have them in the neighborhoods are sometimes not well attended, even though many, many very important decisions are made via that process. Our approaches also aren't very supportive for the new approaches that we are taking for the provision of service. Things like community problem-solving in general and community policing in specific.

As a result the city sought to investigate whether or not technology could be applied to improve community interaction with government and community problem-solving. Innovation partnership, a local, nonprofit provide a vehicle performing the national partnerships between the public, private, and not-for-profit sectors to test the use of technology for this purpose. It expands the use of the city's investment and web-based geographical information systems. It has also effectively used the talents of the office of management and finance and in particular, the bureau of information technology and its geographical information section. It's also used with the Portland police bureau and the office of neighborhood involvement. And more importantly, I think, it gave us access that we might not otherwise have had of the talents and assets of at&t and the knowledge of economy 1, who has for some time now been attacking the problem with the digital divide. As you will see today we have gone live with the system. There may yet be bumps in the road, but we have worked very hard to make those small bumps. Successful or not, I am proud on behalf of the city to have been part of such an energetic and dedicated partnership. With that, i'd like to turn it over to ruth scott to talk a little bit more about the partnership. She's the head person of the organization.

**Ruth Scott, President, Innovation Partnership:** Hi. Good to see you all this morning. This is a challenging day for us as no day we have seen really in the past few decades, and while this project may seem to you like, you know, one of those citizen involvement projects, ya, ya, ya, but the truth is going forward, we have got to have our citizens involved in the decisions that we have to make, the very, very hard decisions that we, as a community, have to make going forward because of the budget crunches that we are, that were seen on every single front. So this piece of -- this new tool that we bring to you today in a very small form, because it's in its test mode will help us know how to more efficiently see how to most cost effectively really get people communicating between government, among themselves, and that real back and forth kind of communication that we truly need. And I was just at the doctor's office, and he was bemoaning, you know, what was going to happen to him and his patients and how hard it was going to be for him going forward and how hard it was going to be for his patients. So, I don't think that we can take seriously enough the decisions that we have ahead of us and the opportunity to use the new technology in ways that we never ever have before. So, innovation partnership is here to bring partners to the table, and that's what we have done on this project. Partners that, in the past, haven't necessarily worked all that much together. We always and have here brought together community, government, and business. And we take on persistent community problems. We didn't realize how persistent this one was when we picked it up, but it's turned out to be a very significant one. How do we have better communication? How do we help citizens communicate with their government in a way that it's being heard? How do we help government communicate with each individual citizen in a way that they can hear it and use the information they get? And how do we help citizens communicate with each other around issues that they care about and can do something about themselves. So, it's three kinds of communication that we are working on here. Someone said, in fact, we have even dubbed part of the website, the "back fence." it's sort of like when mom was home talking over the back fence and everybody knew everything that was going on. We need that kind of communication in



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our society these days. We need it in every single form. We need the network. We need to know what johnny's doing and whether sally is okay getting to school that morning. We need that communication. So hopefully, this is a tool to help us in our neighborhoods and to help our neighborhoods work with our government to have a better life for all of us. I'd like to recognize our partners that are here today because this is about partnership. This is about partnership in its purest form. From our government, as tim has mentioned, we have our police bureau, which is coming in a very innovative and creative way. They are leading in a way that is truly remarkable. We have our technical information services from the city and our office of neighborhoods. Three different bureaus working together on this project. From business, we have at&t, not only at&t broadband, the technology and the community outreach. They have done some fabulous community outreach on this project, but also the at&t foundation. They have all been at the table on this. The corporate, the public policy people, every single part of their group has been participating in one way or another. And then from community, we have the community association in portsmouth. We have one economy, and we will hear from dave in a minute. We have ochta. I going too fast? I'd like all of to you stand up when I finish this list. And also the portsmouth community development association. So would all those partners please stand up so that you can see the array of people that are here today.

**Katz:** Thank you.

**Scott:** All right. Thank you very much. This is such an important partnership. Without this group, believe me, we have put in tons of hours of inkind, not to mention a lot of very real dollars that are making this thing happen. The one group I failed to mention that is incredibly important that's also sort of -- and I think my mistake is, where do you land them? Are they government? Are they community? And that's the mt. Hood cable commission. Do we have someone here from the mt. Hood -- david is here. I know that julie is out of town. Okay. Great. Thank you. They are playing a very important role in getting the computers in the hands of, of the low income families that are needing them. So with that, let me turn it to dave.

**Dave McConnel, Mt. Hood Cable Commission:** Good morning. I am dave mcconnell. We are delighted to be a partner on this project. For those of you who don't know, we are a national nonprofit, and we have a focus here in Portland, among other cities. We helped bring access to the internet, to low income families, and we use the beehive, our consumer website, to connect these low income families to opportunities to improve their lives. In terms of access to technology, our particular focus is on getting technology in the homes of low income families, so there's a natural extension of our work to be here today. Our primary role in this project is to offer low-cost computers to low income families who need them. These computers are brand new gateway computers, another partner in the project, and they are being offered at a ridiculously low price of \$250 through a subsidy from the grant from mt. Hood cable commission. They were sold primarily through computer fairs where people could learn about the project. They could learn about their computers, the internet, access through at&t and so forth. Families who make this first purchase of a computer can then receive help, training and technical support from youth who run a help desk managed by Portland youth builders. We all know that today youth are the natural translators of technology. We rely upon them every day. I certainly rely upon my kids to teach me about technology, and they will play that role in this project. I want to recognize mike hicks from Portland youth build who is here today, and we thank them for their work.

**Katz:** Thank you. Not that one. That one. Yeah. Why don't you just scoot over.

**Dan Williams, AT&T Broadband:** Good morning. My name is dan williams. I'm here to represent at&t broadband and to take a moment to talk about our involvement in this project. At&t broadband has been very excited to be a part of this innovative concept in bringing advanced technologies, computers and internet service into the community to help local citizens as ruth

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described become more involved in the decisions that are affecting their lives. This innovative concept brings a group of very strong partners together, and we are delighted to be able to provide not only our technology resources, but also our human resources to help out in any way that we can.

Supporting good government and community building is very important for at&t broadband. Of course, we are known as a big national company with a big brand, and one thing that often gets forgotten is that we do have a strong local presence. The Oregon and southwest Washington markets are run by a group of people who live and work in the communities that we are talking about. We have several dozen employees who live in the portsmouth area, and we also have many, many customers in the Portland area. So, we are thrilled to be able to be a part this far project. We are looking forward to learning more about how this works and how we can play a role in this kind of success ongoing, and we are very appreciative to be here today and to be a part of the project.

Thank you.

**Katz:** Thank you. All right. Come on up.

**Bob Hatfield, Project Director:** Good morning. My name is bob hatfield. I am the project director for the evolvment project. I want to speak briefly about the activities that we will be -- that will be taking place shortly on saturday. We have a canvassing blitz to cover the portsmouth neighborhood. We already have 100 of our targeted 300 portsmouth residents signed up. We will gain the next 800. The buzz in the neighborhood is very strong. We will gain the next 200 over the next week or ten days. This project, of course, is to determine if the internet will help the neighbors communicate with themselves, the neighborhoods communicate with their public service providers.

In order to do that, I want to stress the value of the \$250 computers that we have been able to provide to the community. We have sold just under 100 to qualified low income families through six computer fairs that have been held throughout the portsmouth neighborhood in church, schools, and community centers. The low-cost broadband access that at&t is providing has roughly also 100 signed up already, and that is not limited to low income families. However, that will enhance the project by allowing all participants to sign up for that particular part of it. We have paid very careful attention to the privacy concerns of neighbors to make sure that they understand that our policy is clear that any personal information that is gathered in the course of this project shall not be released to anyone for any purpose and is actually impossible for somebody's name to be corrected to any certain income or demographic information. We have made an outreach to the latino community. We have roughly 30% of our current subscribers. I will call them subscribers, but our current subscribers are from the latino neighborhood, and once again, I want to recognize ocha's help in that effort. We will have, or we do have, excuse me, a spanish version of the website, the dynamic pages have been translated -- excuse me, the static pages have been translated. The dynamic pages will be translated through altavista, which gives a translation, but having lived abroad myself and not been completely fluid, it is much better than any alternative. We will track the use of the site. The innovation partnership will track the use of the site in conjunction with the city, and through the use of web trends, we will be able to understand and very quickly determine which, which parts of the site are successful and which are not. We will also have, in the neighborhood, a neighborhood coordinator whose specific purpose and task is to perform outreach to the community, focus groups, canvas the neighborhood in a very specific effort to make sure that everyone who has signed up is comfortable with the project, is knowledgeable, and we get the best use from it. We will also track the responsiveness of the answers that will be given from two sources. There is what we call a neighborhood back fence, which is -- I am reluctant to call it a chat room because I am not allowed to call it a chat room, so we will call it a neighborhood back fence. But, it will allow neighbors to specifically through a log-in, communicate with each other about issues that are important to them. Largely, obviously, surrounding public safety in this first iteration. There will also be a bulletin board that will allow participants to ask questions of their

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public service providers and those answers will be posted for all to read. Finally, we will document user satisfaction, and that will be dealt with later in this presentation. At this point if I have forgotten nothing, we should pass it on to jane, I think --

**Scott:** The only thing I would add is reinforcing what -- how wonderful it's been working with the Portland police bureau and their, and their putting this project together, as well the i.t. Group and how significant mt. Hood cable commissions financial participation is. Without that, the computers would not be out there.

**Hatfield:** And I would be remiss innocent mentioning that since this was a community, this bubbled up from the community, if I didn't mention susan landour of the community association of Portland and suzy law of the peninsula community development corporation, I would be grossly remiss. Thank you.

**Saltzman:** Can I ask a question? Question, mr. Hatfield, and maybe at&t broadband can answer this, what is the discounted broadband access? What's the discounted rate?

**Hatfield:** They have free installation and the discount is -- the cost per month is \$15 per month through the period of the project, which is until june 30 --

**Saltzman:** And what happens after june 30th?

**Hatfield:** After june 30th the rates will go to the standard market price.

**Saltzman:** Will the people who signed up know that this rate is going to go up and will they have the opportunity to decline the rate increase?

**Hatfield:** Absolutely. Nobody is forced to do, to sign up for at&t broadband. They are welcome to --

**Saltzman:** What I am saying, I want to make sure this is different from a straightforward at&t broadband promotional where you sign up for a discounted rate and it revert to say a higher rate. Most people don't usually decline the higher rates.

**Hatfield:** Everybody is well aware of the situation --

**Saltzman:** So they have a chance to opt out specifically after the six-month period?

**Katz:** Why don't we allow -- is that correct?

**Williams:** That's correct. Anyone who signs up for the discounted program will have to positively elect to continue at the market rate.

**Katz:** Okay. We have a long presentation, so let's move on. Who's next? Are you going to show us -- I am waiting for that. All right.

**Jane Braaten, Portland Police Bureau:** Thanks. I am jane braaten with the Portland police bureau and have chaired the content committee for this, and also I wanted to acknowledge, because we have got some members in the audience, I wanted to acknowledge them by name. The community association of portsmouth, the chair, susan landauer and jason handshaw and their members have been valuable in guiding this project and look at their features.

**Katz:** Could you stand up? I don't -- there she is. Didn't see you, susan. Thank you.

**Braaten:** And also the staff of the Portland police bureau in addition to the north precinct and jason christensen, who is the s and o for portsmouth, and he's here today.

**Katz:** Officer christensen, good to see you. Hi.

**Braaten:** Our bureau of information technology corporate, g.i.s. Staff, and you will be meeting many of those, and our crime prevention program specialist melissa delaney, who will be a consent editor --

**Katz:** Melissa? Thank you.

**Braaten:** All of these people held -- have helped work this past year to come up with ideas for the features, what are, what are community members asking them for, what can we provide through technology and we have worked in partnership built on many of the partnerships that we have done with crime mapper and our public information site to help build them and now we will spend the

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next six months updating them and continuing to keep them fresh and useful as we test all of these tools. And this project came about based on chief kroeker's concept paper that he put in for this project about how to create tools to communicate and to link senior neighborhood officers with crime prevention specialists, with block captains, and with all community members. And so, i'd like to introduce chief mark kroeker.

**Katz:** Chief?

**Mark Kroeker, Portland Police Chief:** Thank you, jane. I am mark kroeker, Portland police chief. Good morning. I am convinced that the core of community policing is communication, and in that communication is our ability to involve people and keep them informed. Without those tools, we operate in the great divide where police and community remain a part -- remain apart, but the fear of mine that I have had throughout the years is that as we adapt, new technologies we can, in fact, have high-tech and low-touch through the atm that has moved the customer away from the bank teller. But in this project, as I see it, and the reason that I am so excited about it is that it is not a substitute for police direct contact with the community, but rather, an enhancement of that. It produces in a most exciting way the, the advent and the explosion of information technology to the relationship between the police officer and the community, the block captain, the crime prevention specialist, the people who are engaged in problem solving to enhance the quality of life in neighborhoods. All of that is an enhancement, so I am very excited to see where it's going. I am happy to see so many partners involved in the classic approach to the community policing. Need a lot of people working on the same vision, and that has, in fact, happened. And so jane, who sits right next to me, I think, is one person who needs a lot of recognition because she has taken this on with a lot of personal passion and desire and has, as a result, made this work for all of us. So my hat is off to jane.

**Katz:** Okay, jane. You're on.

**Braaten:** Well, this has been a team effort all the way along, so let me introduce my partner, rick shulte, who is your corporate g.i.s. Manager, and he's going to do was we are all waiting for, which is to take this for a spin.

**Katz:** If you remember, he promised this when he was hired. [ laughter ]

**Katz:** We remember.

**Rick Schulte:** Make sure the technology works here. Good morning, mayor Katz and members of the council. My name is rick shulte, the corporate mental expert for the city of Portland, there is a lot of things going on, and again, I am more in the front to a lot of back end that's happening. I would like to make a very big thank you to my technical team, who if they haven't ducked out of here yet, has spent many hours developing this infrastructure. Phillip, dan, aaron are a few of my key team members that really helped put this together, and I know that a lot of the times we get to see the fruits of their labor, but I did want to thank them today. Let's see, if we have got -- I need some help getting this up on this screen. Here we go. Now, can you see that on your screen?

**Katz:** It's rolling.

**Schulte:** Okay. What you are seeing here is a culmination of a lot of work, and a lot of input from community members. We had a content committee, various committees from the public and so what we have put together here is an organization of information that will hopefully be very intuitive to the portsmouth neighborhood and so that they can find the information and start the communication flow that everyone has been talking about. What we have got here is actually a -- an organization. This is what you would see when you come to Portland -- it's [www.Portlandonline/portsmouth](http://www.Portlandonline/portsmouth). This will be the personalized page that a user would have when they came in from their neighborhood, and this is specific information about the portsmouth neighborhood and all the activities that are going on there and the information that people are both contributing to, as well as gaining from very sub -- various subscriptions. On the left-hand side

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here, these are the -- we call them the "i want to say." we can continually update this, but these are the kinds of things that we put up front that people are saying i'd like to report a noise complaint or an abandoned vehicle or graffiti and various other things, and it gets them right to those areas, so they are actually not a part of this site, but if I wanted to report a crime or a nuisance, then I could do so -- actually, that's going to create an e-mail. Go to graffiti. What we do is then link over to the -- our graffiti program. And again, it's more of the trying to get citizens not to understand our organization or how we work, get to the services that they most need. Here we include our city agencies so we can still provide and the mechanism to get to one of our city agencies, all our city services that we have here as far as, you know, all, all of the various city services that we have got, nuisances, noise control, permits, and the like, so again a one-stop shopping for city services. We have integrated down here on the left our crime mapper application that the police bureau has, and they can directly type in their address and go directly to that. As we talked about earlier in the support for the diverse community that we have in portsmouth, especially an example is in the latino and spanish community, is we actually allow the ability to translate, dynamically translate our site into a number of languages, spanish being one of them. So what you will see here is the site will now automatically be generated in spanish. And what we -- the benefit of this dynamic or automatic translation is we only have to put it into one language and then we automatically create those other languages, so it doesn't create a lot of time and overhead to create a simple piece of information. And then in the center here is actually kind of the news bulletin, and this is going to be updated and maintained by the community policing officers or content providers in the Portland police bureau or members of the community. And I will show you an example of how that would happen. These people do not have to be technical and they can be actually anywhere. They can be at a neighborhood level. They could be at a city level, and I am logged in here so that I can -- I have the security and the rights to be able to add a piece of information to this website. So, up here on the top right hand I am going to actually go in and create a piece of information. So, I am going to basically -- i'd like to say that the, that the -- if I can type here. And we can then, we can then, you know, add some text here to the site and -- I can't hardly see.

**Katz:** Could you tell us what you are typing? We can't see it from here.

**Schulte:** Oh, okay. What I did was I typed in a name of this piece of information. I am saying, "the site goes live today," and then I can type in the summary. You know. Here we go. The message here is like, you know, take it for a spin. I can add -- I could add a picture to this or any type of text to that. I am going to go ahead and submit that to the system, and now if I refresh the website, you will see up here at the top that I have -- that piece of information has just been added to the website. It didn't require me to call anyone. It didn't require me to involve any technical person, and now that information within seconds is available to the site. And that's a very important fact in that if there is crime alerts or very time-sensitive information, we can get that immediately to the site and to the community. We can also -- we are also very proactive in that the citizens can elect to not only come to the site to get this information, but they can also subscribe the content or when changes happen to the site. Up here on the top, the top bar here, I am actually going to go to the subscribe button. You will see here I have two categories. I have the portsmouth information and I have the events, which mean like meetings or community events or whatever, and I have elected to subscribe to both of those, and I have also subscribed that I would like to be notified immediately. But, if I want to be less frequent, I can say like to here, daily, weekly, or monthly. Once those subscriptions are in place, any time information is posted to the website, those individuals are then e-mailed and with a link to that -- directly to that information, so it's that proactive communication, elective proactive communication that will hopefully increase the participation at the citizen level. Here in the middle we have the portsmouth focus and actually this is a number of information that is coming from various parts of the site. Here we actually have a

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notice from the north precinct of a search warrant that was issued in december on 12-5. The citizen may want to know why the sert team was at this location. And just to give you an idea of the level of integration that we have here, we also say, while we actually -- the search warrant for the drugs is located at this address, can click on this address and go into crime mapper and see the crime information. This, this took us, in order to add that link in this functionality, I did this morning in about 30 seconds. So this is the level of control and timeliness that we are going to have as we communicate with this.

**Katz:** This is far more real-time --

**Schulte:** Exactly --

**Katz:** Than it was before.

**Schulte:** Exactly. It's real time and it doesn't involve a technical person. Like I said, I did this myself in about 30 seconds this morning. [ laughter ]

**Katz:** They don't believe you.

**Schulte:** They don't think that I am technical. [ laughter ]

**\*\*\*\*\*:** Or you do believe I am technical.

**Braaten:** Those are the new content editors.

**Schulte:** That's right. I just learned that this morning. Here we have the -- we are linking into the Portland police bureau news, and if I click on one of these items, it actually goes into, again, another service that we developed for the Portland police bureau that comes from the public information office. So all of that information and content is also available right here on the home page. Over here on the right, we have a question that will change periodically, and we will be able to pull the citizens on various topics. I can say that in my neighborhood I feel unsafe in my particular things, so i'd like to place that. Here, actually, you can see then the results. In real-time, how people are responding to that question at any time. On the left here, we have the opinion. It goes from very safe to don't know. We have a little graph in the middle that shows the representation of the votes, and so on and so forth. So again, another feedback mechanism that not only citizens within portsmouth can see what each other thinks of a particular topic, but also this is a government or service provider can see how the citizens are feeling and take that into account as we move forward with the various initiatives. We also have included here for convenience the actual current weather conditions -- and the like. We talked about the back fence and as we were, you know, we don't like to use the word "chat room," but this is actually a citizen-to-citizen communication tool. If we go in here right now we have various discussion forums, and we have a question forum here. Here's some questions. Again, this site hasn't gone live yet, so you are not seeing very much activity. But, this is where we can actually entice or encourage some citizen-to-government or citizen-to-citizen communication. Here's an actual discussion that was incurring about a stolen car, the stolen car and wanted some advice from anyone in the neighborhood, what they could do about it, and then there was other folks here in the community that then responded with some ideas and contact information. So again, trying to encourage the communication. This is one of those, one of those tools. The other one that we have is, is the bulletin board -- okay. The bulletin board here is not a dynamic communicate, but right here anyone can submit a question, and that question will then be responded to by one of the community policing officers or somebody that actually has the business knowledge to answer that question, and then the answer will be posted back on the site. So this is, again, I want a question, I don't know who it goes to but i'd like to ask it and then we will handle the question and then post the answer back on the website. We have our crime prevention area here, which talks about the block captain programs and north precinct with its crime alerts, and this is where they can post those informations so again, a proactive communication at the north precinct. We have the newsletters, and again, back to some of our other services. In the community tab here we actually have the events calendar where there could be community

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activities, events, those types of meetings. Again, this is all much the same as how I added that piece of information, but again, I added this morning is an event that worked, you know, here today at council and added that to the calendar, so the folks in the community and the community policing officers and that can then use this as a scheduling and community tool. And likewise in the subscription service, they can subscribe to be notified when there is meetings or events that are going to happen and proactively talk to them about that. I am also -- we are experimenting with some of the higher technology and some of the graphical technologies. This is an example of what we will be adding to this, but in order to test the capabilities of high-speed internet and broadband, we are actually having online videos of training videos or crime prevention videos or any type of video-stream council meetings, neighborhood meetings, and actually stream that live here on the internet. This is an example of a crime prevention video that's published on the net and its actually streaming to the desk top right here. So again, trying to, again, utilize some of this technology and test to see how useful it is to the citizens. That -- and then, oh, up here, actually, the last tab it does have the, "about us," where we actually go through and explain the project and those types of things, so that's just a brief overview of the site. We welcome you to come and take a look --

**Katz:** When is it going live?

**Schulte:** It's live right now --

**Katz:** Now?

**Schulte:** And you can -- it can be reached at [www.Portlandonline/portsmouth](http://www.Portlandonline/portsmouth).

**Katz:** Thank you. Lets put the lights on. Thank you. Who else do you have? Jane? Thank you, chief, for participating in this.

**Scott:** We want to wrap up with a very important piece, and that's evaluation. And also tim.

**John Campbell, Campbell Delong Resources:** I am john campbell, campbell delong resources and we have been hired to do the evaluation on this pilot project, and I will just be very brief. Essentially, there is a presurvey and a post-survey for participants in ports mouth to log on at the loggon process in order to log on, they need to take an initial survey on the way in. And as they take that survey, we ask them questions about their internet configuration, their expectations of the program, their current level of neighborhood involvement and their perceived level of neighborhood safety that they are currently experiencing, their perception of public safety services and policing, specifically. Some questions that parallel the community survey we are doing for the city of Portland, as well, so that we can cross-talk some of that to the city-wide information, as well, and, of course, demographic information. So, we will collect that as really not a sampling but a census of the participants who log on through the ports mouth survey for the project. Then at the six-month point, we will do a post-survey that will involve smiling out a link to the folks. We will also have their phone numbers, their addresses and I expect that we will be doing additional follow-up to make sure that we get as full participation in that post-survey as possible. When we complete that, we will get a look at the comparison between how they were expecting to use their site, what their frustrations were, their level of involvement and how that changed, if at all, and in which directions and which dynamics, whether it's neighbor-to-neighbor, citizen-to-police or citizen tao citizen and what those dynamics were and how those and how those changed over time, so we will look at the value of the service and the relative value of the various components. When we complete that, we will give you one of our reports that documents pre and post-information, our analysis of what we think worked and didn't work, and we will be back here to present that to you.

**Katz:** Thanks. Tim? No, tim.

**Grew:** I should know this. Just real quickly, the goal here at the end of this project is to have truly tested whether or not it's appropriate from an information perspective, from a financial perspective to expand this to additional neighborhoods within the city. And it will be fully capable, technically, to do that. The goal, also, however is to have this portable to other jurisdictions,

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literally, any place in the united states that has technological capabilities, and already there's some inquiries from gresham, who wants to use this as another phase and quite possibly for clark county and vancouver, as well. So, there's a lot of interest in this project. But, if it doesn't work, we will know that, as well, and we will know the strengths and weaknesses of the project and be able to figure out if we can approve upon it or maybe we need to put down another track. That's the innovative part of the project.

**Katz:** Are we being entrepreneurial in this when the communities want this information?

**Grewe:** We have thought about that.

**Katz:** Okay. [ laughter ]

**Scott:** We are not done discovering yet. Just a couple of things to reinforce the sustainability, we need to know what is cost effective, what is reasonable for government to do in this way, and can you cut back in other areas because there are pieces of this that are more cost effective in delivering information, receiving information, and that kind of thing. So, sustainable and cost effective are big threads running throughout this project. The other thing I want to come back to, I cannot emphasize enough the partnership here. We all know that 9-11 really changed the way we are all thinking and living, and I have to say very clearly that it's at&t that bailed out this project. We started on a good soundtrack, but they have come in over and over again to make sure that we are here today with a project for you. They have been a partner like, like you would not believe, and I just want to be very, very clear about that, that we would not be here today without at&t's partnership, period, end of subject. They are the ones -- this is a project about government. This is a project about helping government work better, and they are there trying to really make sure that it happens, and so I want to emphasize that. The other piece that I want to emphasize is the Oregon council for hispanic advancement. It is so important that we learn how to communicate with all of our citizens. So they are coming to the table. Their willingness to step in as we started stumbling has been just very, very important and I want to really clarify that, also. The partners here are essential to the success. The police bureau's entrepreneurship, which you don't always credit police with, but boy, they are being entrepreneurs on this one. So thank you for your time. We are thrilled to have our partners. We are thrilled with our technology guys, even though they think they aren't technologically -- even though you did it in 30 seconds, rick. [ laughter ]

**Katz:** Thank you. We will grab questions later on, I just want to make sure we hear from the public. Anybody signed up to testify?

\*\*\*\*\*: They both spoke already.

**Katz:** They have. Anybody else want to testify on this project that hasn't signed up? All right. Any questions by the council?

**Francesconi:** I just have one of tim.

**Katz:** Tim, you want to come up?

**Francesconi:** Tim, we did hear reference of making sure that it's cost effective, but I didn't see anywhere in the report or the testimony about cost. How much does it cost, especially to maintain it and who is going to pay for it, and is it realistic to ramp that up to the whole city?

**Grewe:** That's part, commissioner, of what we are tracking. We have been fortunate in this respect, the Portland police bureau is able to secure a grant to support the project. We did a lot of inkind contribution through b.i.t. And the police bureau and even through the cable office and the other bureaus of the however, because of the parallels to our e-government strategy and much of that was included in the budget already. So much of what we are doing here, we are in the game plan. What this brought was the resources of at&t and their cable network to allow us to do this. So, to make a long answer to your question shorter, one of the things we will come back to you and tell you at the end of this project is how much it cost, how much cost to maintain the content, and what we believe it would cost to expand elsewhere in the city.



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**Francesconi:** Okay. I have a second, brief different question. You mentioned in the report that the budget would be the next -- could be the next project in terms of getting more citizen participation and the decisions we make up here on how we spend money, the citizens' money. Are we going to be able to do that in time for this budget?

**Grewe:** No, I don't believe so. Although, there is a lot we are currently doing on the budget. Our capital budget is currently on the website, including the location of the projects both proposed and approved. We have the ability on the website to -- for people to express their comments directly to the council, and we tabulate those each year for you. There's an interactive survey on the website. Where we want to take that is actually to be able to hold some type of a hearing, perhaps, on the website and get into the operating portion of the budget to show people service levels in their community, what new things may have been budgeted, what cuts may have occurred, more on geographical basis and that's going to take some time and energy.

**Katz:** In addition to that, capital projects that have been built in the neighborhood --

**Grewe:** Right, and hopefully when they are scheduled.

**Katz:** Right. Correct. All right. Any further questions? All right. I will take a motion to accept the report.

**Francesconi:** So move.

**Katz:** Do I hear a second?

**Saltzman:** Second.

**Katz:** Roll call.

**Francesconi:** Well, I mean, Bruce talked about this urgency of today and the lack of resources for our most vulnerable citizens and our children, so we have got a credibility gap, we, here at the city. I think our approval rating may be the lowest in a very, very long time. And then that's one problem. But then the second problem, we have a lot of new folks in our city that have really never participated in the city. Our schools and the population of the schools doesn't reflect the population in our budget hearings or our neighborhood associations, so we have got a lot of folks left out, so we have two problems at once. , so I guess this is really a terrific project. I guess we need to intensify the urgency of new tools and new thought and new strategies connect with all of our citizens. We have to elevate this dramatically because we've lost our ability to communicate directly and maybe get some feedback that we need back, so I think we have to do that. The second thing is -- we need a little -- I don't understand how this fits into the overall strategic plan to increase the citizen involvement. For example, we have a bureau that the neighborhood office, whose job it is to do that, so I am not quite sure, you know, the police are in this, bureau of information technology is in this -- I am not sure who's clearly accountable to do this, and so in my brief exposure with the neighborhood office, there's many strengths there and many good people. I think they need some help, though, with new tools and new ideas. It doesn't make a lot of sense to have a bureau charged with this who is just one partner, and so I think we have to be clear because then we are not -- i'm not sure who is accountable for this project. The way it currently stands, and it is so important that we cannot leave it like that, but thanks for your work that we can build upon. Aye.

**Saltzman:** Well, it looks exciting. We will see what happens in six months. Aye.

**Sten:** Well, just briefly I want to thank everybody for their hard work on this. There's been a lot of sense for a long time that the internet and technology really is not neutral, either it will bring people closer together and allow people who are maybe a little bit outside of the communication loop to have more access or it's going to drive people further apart, and particularly when you look at low income neighborhoods, if people can't get access to computers and technology, it actually becomes more of a divider rather than being what, I think, we all hope it can be, which is a way in and a way to break down some of the barriers. So, that's been a sentiment that I think the city has believed for

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quite some time, and I believe it is a real opportunity. On the other hand, actually doing it is an immense amount of work, which I think you demonstrated today whether it's finding the computers, linking people up, looking all, at all the partners, private sector and public, it's dramatically easier said than done to try and bridge the digital divide, and I have been working very closely with them for several years, and I am very tickled that they have some local connections and picked Portland to be one of the first places, and we are going to try and build on this and do some similar work in other buildings, as well as neighborhoods throughout the city where -- we are close to having a strategy to say that all of our new affordable housing that's built ought to be wired right way, and the next piece, the computers and the contents. , so it's an issue that I think a lot of people recognize, but almost nobody has been able to take on, and that's what I really admire about it is actually taking it on and doing the difficult, somewhat tedious work of trying to figure out how to put a network into place and maybe actually bridge the digital divide because I think we will either bring people together or push them apart. There's not a middle ground on technology. , so my hats off and ready to help. Aye. And thanks to the mayor for sponsoring this.

**Katz:** I want to thank everybody. It is truly a partnership and it's both public and private information that is going to be shared with the community that they can share back with us. And commissioner Francesconi, you can hold me accountable. Aye. All right. Item 68.

**Francesconi:** Is there anything else I can hold you accountable on? [ laughter ]

**Katz:** I am sure you will find some. [ laughter ]

**Item 68.**

**Katz:** All right. This is, this is also -- this morning, we have several very critical items. If you recall a couple of years after I became mayor the question was asked, "are we discriminating among minority-owned businesses, women emerging small business." the anecdotal information was a resounding yes, but anecdotal information wasn't going to drive the mission of the city to make sure that we close that gap, and we did the ratio disparity study, as you will recall, and we created a forum to deal with contracting issues and I remember being at a meeting, I don't know how many years ago it was, but I had a feeling, a gut feeling that we are probably doing far worse in professional and technical contracts. And there was some private sector people around the table that agreed that that is an area that we needed to look at. We were very busy to deal with the contracting contracts first. We did a review of our situation with professional and technical contracts, and sue will give you a little bit more information, but I just kind of want to scan it quickly. The auditor did it, and lo and behold, the gut was right. We had lack of -- I have got to tell you, all the bureaus are guilty. Some more than others. Lack of information about pte contracting opportunities, poor tracking and monitoring and compliance, lack of adherence to bidding standards and policies, lack of contact with minority -- and contract with minority and small emerging and women-owned businesses. And the upshot of it was that there were too many sole source contracts and the bottom line was we were shedding minority women-owned and emerging small businesses out of sharing some of the contracts or many of the contracts of our city. Many of them are small. Some are big, and we needed to make sure -- we need to make sure that we are doing this the right way and reach our mission and our goal. This is one of the top priorities for the city of Portland. So, with that, let me turn it over to tim and then to sue.

**Tim Grewe, Chief Administrative Officer:** Thanks, mayor, council members. Tim again, chief administrative officer. I will be very brief. It was over two years ago that you gave direction to the office management of finance to begin a process of reforming our administrative services in the city. We have done that, I believe, effectively in our doing that, but we have also done it in a way that tries to attack issues as we become aware of those issues. One of those that's been there throughout that period of time as the mayor just indicated was how we do professional and technical contracts within the city. You, individually, and at some times as a group have been very clear to

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me and to sue that you want to see something done in this area to approve its fairness, but also to improve the accountability of the system, and we have been working on that, and you directed us to come back with recommendations. That's why we are here today. I wanted -- one of the tests I always use to determine if an issue is a real issue is when I hear about it out in the bureaus, but more importantly, when I hear about it outside the walls of the city hall. I can't -- I have lost count of the number of times that people have approached me, probably because of who I am, talked to me about how difficult it is for them to engage in business with the city and their professional and technical contracts, so this is a very real problem for people trying to interact with the city. No one knows better than I the difficult budgetary situation that the city faces going into this budget process, so it's with some hesitancy that I have come before you requesting additional dollars if you elect to implement the recommendations before you today. But, it's because of those a.s.r. Reforms and the cuts that we have experienced in these areas that I find myself having to do that. The soup has become very thin, and we truly are now down to the meat and potatoes in the support services area. , so it's not a situation where I can ask the bureau of purchasing to take on a new responsibility and expect them to absorb that. Those days are over because of the reductions they have experienced in their budget. We have tried to come forward to you with a reasonable proposal, one that we think makes sense and tries very hard to hold the costs down, but I did need to point out to you that this will not be free of the system today. I want to turn this over to sue who will take you through more of the details. I want to point out that sue and her staff have worked tirelessly on this issue now for a number of areas -- on this issue now for a number of years, and I believe will come forward with some very good recommendations on how to improve the city's performance in this particular area. So?

**Sue Klobertanz, Director, Bureau of Purchases:** Thank you. I am the director of the bureau of purchases. I was at a meeting late yesterday and the topic was diversity and employment and contracting and one of the very articulate leaders said in the meeting that the community is interested in two items, education and jobs. Well, i'm here to talk to you about jobs today. I want to briefly outline why we are doing this, what are the problems we are trying to solve, what this proposal does, what this proposal doesn't do, and then the cost of accepting the proposal. Why are we doing this? Last week the Oregonian had a nice headline that said, "faith and government's rodes." you know, for some of the people that I work with here in the city and other governmental agencies, which I talk to them about this issue, some are surprised, some are offended, but much like tim, it doesn't come as any surprise to me as purchasing agent, director of the bureau of purchases for the city of Portland, I can't go anywhere, church, social events, where someone doesn't come to me and say, you know, I tried to submit a proposal at the city and it was just too hard. Every bureau does it differently. I can't get the same answer from two, two people. Working with over 2 dozen bureaus is just too tough. None of these concerns are new. As the mayor indicated back in '95 and '96, we talked about this issue. At that time, we took a run at changing how the city does its professional, technical and expert services or p.t.e. Contracting. At the insistence of the bureaus, we stayed with the current decentralized system. It's no surprise to anyone the small business administration says that the profile of Oregon businesses are 6% minority owned, 27% women-owned, and that the number of small businesses by their division, which is rather large, but still is over 98% of the businesses in the state are small businesses. When we try to do business with professional technical, and expert services, our p.t.e. Firms, the bureau has control of the process. Purchases provides guidelines in the p.t.e. Manual, and we only give advice when it's asked because rest of the time we don't know what p.t.e. Contracting is going on. We learn about their contracts the same time the vendors do when they are advertised in the newspapers. Purchases has no authority to correct data. It has no authority to require standard boiler-plate forms, and it has no authority to stop requests for proposals or requests for qualifications being

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advertised no matter how poorly written they are. Those same difficulties that we are aware of exist now. I have provided to you some -- some data that was for a two-year period from July of 2000 through June of 2002. During that two-year period, the city reported 911 p.t.e. Contracts for over \$85 million. Most of those contracts, 89%, so almost nine out of every ten of those p.t.e. Contracts were under \$100,000. Those smaller contracts represent 28% of that \$85 million. When we looked at the data, we found that a large percentage of the contracts were sole-sourced. If we looked at all sizes of contracts, it was 42%. But, when we looked at the smaller informal contracts, particularly, under that \$20,703 limit, that number went up to 61%. Six out of every ten small p.t.e. Contracts that the city awarded during that two-year period were awarded with no competition. A few contracts that we looked at out of those 911 went to mw&esb firms. A total, if you add all three of those categories together was 8% of the dollars. If we look statewide, 34% of the firms are minority and women-owned, so even though there's not a direct one-to-one correlation, there is a huge difference between 7% and 34%. I will be the first one to tell you that the data is incomplete. We got the two years' worth of data that I just referenced from what we call p.t.e. Worksheets that are submitted to the auditor's office. There's no subcontracting information on that p.t.e. Worksheet, and I know that the bureau of environmental services has done a very good job in trying to insure that subcontracts for their larger, particularly architectural and engineering contracts, go to mw&efb firms. I'm not discounting that effort by the bureau of environmental services. However that's the only buyer when we did a survey of the major construction bureaus and said, okay, you have the main architectural and engineering contracts, tell us whose getting those subcontracts? The bureau of environmental services was the only bureau that could do that. No other bureau in the city tracks subcontracting data on these very large contracts. That sort of describes in a nutshell the current situation. Now, what does this proposal do? First of all it requires that all p.t.e. Contracts be advertised on the city's central purchasing website under "contracting opportunities." This is one of the proposal changes and how we do business that in my mind, I would clarify, or classify it as a no-brainer. It seems like a very reasonable thing to do. We've been soft-selling, if you will, the idea of a centralized website for advertising p.t.e. Contracts for the last two years to the bureaus. I've sent out cute little power-point demonstrations. I have sent out e-mails to the bureaus. We have talked about it in the various forms that we have with project managers and bureau folks. I have to tell ya that the bureaus chose not to use our central website. To give you an idea of how effective that central website is and how you just heard a demonstration on technology, the bureau of environmental services just a few weeks ago put a very large \$1 million p.t.e. Contract and advertised it on the website. Within 15 minutes of that being posted on the website, 30 firms had downloaded that r.f.p. And today, over 114 firms have enough interest to look at the summary information and to go that step further to register and download that r.f.p., and we know historically when there is more interest. We receive more proposals, and when we receive more proposals, it is more cost effective and competitive for the city, and we receive better results. The second item that this proposal brings forward is to increase the amount of coordinated outreach and marketing to the small, local, and certified firms. Increased contracting with these firms doesn't happen by accident. This position would, number one, work to identify contracting opportunities, and then secondly, act as a liaison with the small businesses and the certified firms to make sure that they know that that opportunity exists and help them get into a position where they can submit proposals effectively. The third item, collect prime and subcontractor award and information data. I know this is near and dear to at least part of the council because every time you have asked me, what are we doing in p.t.e. Contracting, I have had to say, I don't know. This proposal says that we would collect both prime and subcontractor award and payment information data centrally much like we are doing on the crux side. When -- on the construction side. When we received testimony on the construction contracting back in 1995 and '96, we heard repeatedly from the community if you are

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going to do something like this, do compliance on it. Without compliance, people will ignore it. That's where the central data and reporting comes in. Item number 4, require a consistent city-wide process. This piece of the proposal makes the manual a requirement. It would no longer be a choice of the bureaus as to what process to follow. Improvements in this p.t.e. Pros and in changes in the manual would be made through an open rule-making process much like we use now where we receive both bureau input and outside interest stake holder input. Item number five, provide a single point of signature authority for small contracts. This item moves the approval and significant authority for all p.t.e. Contracts under \$100,000 to the purchasing agent. The change accomplishes two things -- one, it streamlines the process for smaller formal construction contracts. Much like we did with -- on the construction side of the house by changing the signature authority, it reduces the paperwork in front of council for the small dollar items. This for between the formal limit of 20,000 plus and 100,000 would reduce approximately 75% of the p.t.e. Items you are seeing on the council calendar while retaining oversight on 77% of the dollars. So, it's a tradeoff of streamlining the process so the bureaus don't have to wait for the council agenda and that kind of thing. They can get approval more quickly while, while still allowing the council to have the oversight on the large dollar items. The other thing this proposal does is enables the purchasing agent and my staff to review sole source documentation. Remember, on the smaller contracts we were sole-sourcing or awarding contracts without competition on six out of every ten contracts? The purpose of having the purchasing agent have the signature authority on this small contracts is to catch that. When I see contracts going through to teach a yoga class, sole-source because the project manager says that there is only one person who can provide it, those kinds of contracts ought to be being awarded with competition, and that's, that's just one example. The examples go through all types of the professional services the city uses. Item number 6, require that all larger -- rtp documents be reviewed and approved by purchases and the city attorney's office prior to advertisement. As I indicated, there are -- there is no requirement now that a bureau who is going to put a large request for proposal on the street receive approval from either the city attorney's office or purchases. Quite frankly, the city is putting a lot of substandard documents out that then require cleanup, follow-up, sometimes readvertisement because the initial document was so poorly written and so incomplete. Item number seven, set a goal of 20% utilization for use of emerging small business firms. This was not my preference. What I wanted this to say was a percentage goal for use of minority women and emerging small businesses. The city attorney's office advises against that until we have some better data, so this is a step forward to lay the groundwork so that in 18 or 24 months, we can come back and ask the council to set a goal because we will have the data then that includes not only the esb's but the minority and women firms. And finally, this proposal would direct us to put more emphasis on diversity and hiring in the evaluation criteria. That's what this proposal does. What does this proposal not do? First of all, it does not take away a bureau's ability to control the evaluation process and select the firm best suited to provide the service. The exception to this rule would be when a bureau attempts to sole-source contracts for which competition is available but they haven't chosen to go out and get any. As long as an open and fair process is followed and a clear -- let me add, also, clear and documented process is followed, the bureaus could continue with the evaluation process as they currently do. This proposal does not keep information from the council, and rather, this proposal requires regular reports to be given to council muff like we do with the construction data, results and information will be provided on a regular basis to the bureaus and council offices. This allows you, as council, to hold each of your individual bureaus accountable. And finally, this proposal does not provide any guarantees of contracts to any groups, small, local, or certified. When it does do is insure that the public contracting process receives the maximum amount of competition. We can assist firms in knowing what the opportunities are, but firms must provide proposals in a professional, timely manner to be considered. That's what this

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proposal does. It's what it doesn't do as tim indicated, we cannot provide these services, collect the data and do the compliance with the staff we currently have. We are not doing it now. I see no way of stretching us any thinner. The estimated annual cost to add the staff necessary to put this in place is \$187,000. It's recommended the cost be distributed through the existing overhead model, and in simple terms, this means that the bureaus who have professional, technical and expert services contracts would pay in proportion to the number of contracts that they have. Let me stop there and answer questions and --

**Katz:** Well, we will hold questions. We have got people testifying, and then you will come back and so that we allow people to testify and then go on their way. Mr. Bou, member of the small business advisory council, and the mayor's contracting firm, is sam here? He had an emergency --  
**\*\*\*\*\*:** He submitted --

**Katz:** There's a letter here from the Oregon association of minority entrepreneurs. Peter, chair of the government and task force services council, david lane, director, and sam adams, mayor's chief of staff. Grab the mike. Thanks.

**Andre Baugh, Small Business Advisory Council:** Thank you. My name is andre baugh with agb, professional services consulting firm, project management, construction management, and soon environmental lumber services. I want to start the offices are at 3327 northeast 59th in Portland, Oregon. I want to say that this is a good first start. I am very supportive of this. I know the mayor's office and many of the council members have worked long and hard along with sue's office to get this done. Previously, I worked for the city of Portland and I know at that time this was an issue, and now on the other side of the fence, so to speak, I see many of the barriers out there not only at the city of Portland, but when you look at the, the larger firms as I am a single consulting firm, just myself, I want to partner with other firms, there's no incentive for them to partner with me on contracts and on the other side, there are no incentive for them in many cases to work with the city of Portland because sometimes their values don't match. The changes in the ordinance are a big first step to reduce the large qualified firms to provide service to the city. It will start, yes, to encourage large firms to include small minority firms, such as myself in the proposals and be serious about that inclusion, that collusion being that, that we are on the team and we are actually an active partner. It does not help me, and this is the part that I have some concern as, I am not an esb. I am registered in the city and the state of Oregon but not an esb. But more importantly, I believe that it cracks that door for providing an opportunity for minority firms and sets a direction and a climate that, that minority firms will, will hopefully start to have opportunities with firms out there to gain the experience to work with them and to work with the city on contracts that are proposed. The big part of this is that it's creating opportunities, and that opportunity, the opportunities are equal to, in the minority community, when you look at the minority community, they are the fastest group opening up new businesses, and in the professional side, you have the opportunity to take some very qualified people that are sitting in larger professional organizations and encourage them to step out on their own and to go into this wonderful world as consultants and come back and provide service to the city. You are creating -- there's demand there from the statistics that sue just talked about, you are creating those opportunities for that demand to be met by, by minority firms. I think that when you look at the opportunities, you also are going to hear -- well, there's not enough people out there today. Sure, there probably ought to be more firms, but you have to create the opportunity, and people have to see that opportunity before they start filling the demand and they start creating their own firms. There's never been, from a minority standpoint, I think a lack of willingness to go into business. It's -- they go into business whether there's a demand and opportunity, and you have opened that door. In closing, I just would like to say you are going to come back in a year, evaluate how this is doing. The things I would listen for is who has embraced this, who has provided resistance, how many new firms have had opportunities. You have a record

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today of how many firms have had opportunities, how many new firms have had opportunities, and I would look at -- you are not encouraging -- you haven't said mw, esb's, you have just said esb's but how much increase in the m and w's have you seen without saying now? Because you are encouraging and providing more opportunities. And lastly, I would say as you have not set a goal for the m and w's. Everybody has hopes and aspirations and those hopes and aspirations can be very persuasive, and as a council, I will hope that you could be persuasive in saying that you have an aspiration to encourage firms and your bureaus to use m and w's along with the esb's, even though it's not a goal. And I understand the legal issue, but it's a hope that you have, that they are included, too. Thank you.

**Katz:** Thank you. We miss you.

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

**Marcela Alcantar:** Mayor and members of the council, my name is marcella, and I am the -- I am an owner of a small business --

**Katz:** Can you bring the mike closer to you? Your voice isn't carrying.

**Alcantar:** I am a owner of a small business for engineering services. A woman-owned firm. I am here to support the p.t.e. Proposal that was presented to you. I have read the proposal and I have to admit that it is strongly, definitely the way to go, and I have to support it, the basis that my experience with the city and not necessarily the way the business is but how this supports the small business and the process to open opportunities. I have consistently, you know, pretty much -- about what are the opportunities for, for businesses like myself and not just her, but other individuals among the city. The information is not there, the opportunities are not there, and you have to, as a small business, when you need to do the work as marketing, you are spending much more marketing time when the large firms have somebody dedicated to that. And they are successful in getting those contracts based on the statistics that mrs. Culverson's office, and I can support this by personal experience, that when it comes down to big firms, they have those opportunities to be aggressive and the tools to do it. So for a small firm, not having those tools is incredible just working, trying to just open the door with the city. And I believe that this proposal definitely would at least take some of my time on doing marketing and just learning what needs to be done with my work and dedicate to do well in my job as a professional, and offer other opportunities to other small businesses. And I think the road needs to be paved. For my sake and also not for my sake, but the future of other minorities and mostly women in science. It just needs to be done there, and I talk for my daughter and I talk for possibly your daughters and it has to be done. So, I believe that just in conclusion, that this proposal will definitely bring a level playing field in the sense that I will be playing at the level of the big firms, and it is very important, and I have to say from personal experience, it needs to be tracked of what percentage woman and minorities are being used, and not just being used saying in the sense that we are given the percentage, but meaningful participation that is truly professional services by what the word means "professional services." so I think it's a win-win situation because it gives me the opportunity and you have given the opportunity to work with another professional, at lower costs and more competitive for the city. Thank you.

**Katz:** Why don't you move your chair. That's not a mike -- that is work something sorry. I stand corrected.

\*\*\*\*\*: All right. We will move it over.

\*\*\*\*\*: Is this better?

**Katz:** Go ahead.

**Peter Toll, Chair, Professional Services Council:** Good morning, I am peter toll. Thank you for allowing us to speak here this morning. I am the chair of the government task force for the professional services council. Formerly the professional services council of Oregon. About 90 percent of our members are in the city -- 90% of our members are in the city and the greater Portland area.

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First of all, I want to congratulate the purchasing officer. Her testimony and her proposal are 100% right on. I can't -- it's overdue. It is very necessary that the city step up and reach this level. I have three real quick points that I want to make. I know you are busy and I don't want to take a lot of time. I think we learned yesterday that restoring faith in government and in the public cities, while Multnomah county has a certain level of faith, for the taxpayers requires a whole lot more sunlight on various professional services contract opportunities, not less. There's a very rich pool of talented and experienced people in the greater Portland area who are ready and willing to work for the city and save the city money if given the opportunity. Portland, that's number one, number two, Portland should be the hallmark of transparent and open business practices. Instead, it has something of an opposite reputation, which you have heard. Ly that reputation is you have to know someone to know where the business is, which that always applies to a certain extent in the professional and the business sector. It is rampant in the city. There are several legislative proposals in salem dealing with that area of open advertisement and information because many government agencies are playing by their own rules. It is clear, then, that the right thing to do for the taxpayers, for the government, as a business entity, and for all of us as citizens is for the city to adopt this proposal. The city of Portland is not and should not be an entity where who you know gets you the work. Businesses who do business with the city should be selected for their qualifications, talents, experience and ability. Any other criteria becomes self-serving to the bureau. And unhealthy, overall. We are all proud of Portland and it's leadership role in our state. It's time for Portland to set the example.

**Katz:** Thank you. All right. David and sam and then we have, I have a note here jo ann bowman and elizabeth raintree are here. Is sam here? Is he coming down? Okay.

\*\*\*\*\*: I would like to speak --

**Katz:** Okay. Fine.

**David Lane, Director, Office of Neighborhood Involvement:** I am david lane, director of the office of neighborhood involvement, and I wanted to lend my support for this proposal. A couple of notes -- a couple years ago tim made reference to the a.s.r. Process with the evolvment project. We were looking at the p.t.e. Contracts as a place to save money was very difficult for us to find data. Commissioner Saltzman and I worked on trying to get data on p.t.e. Contracts and public involvement. It was very difficult because there was no centralized tracking. The mechanism for that -- I still believe there is some significant cost effectiveness and cost efficiencies that can be gained there, but we need to have the data to look at that. So, I think that any efforts to increase the purchasing ability to track the data and to provide information to council is very important. Second of all, recently we worked with both commissioner Saltzman and commissioner Francesconi to issue a request for standard services to get a list of qualified contractors for public involvement services and frankly, purchasing was great, but the, the efforts that took from our staff to do that was time consuming, and any effort to, to centralize that, to reach out to small emerging businesses, to minority women-owned businesses, we worked very hard to do that, but the hoops ahead to jump through were very difficult. I think that in our view, if we could have more support from purchasing to help us do that, in a more effective way, we would have been more effective than we were currently. Finally, just -- we have had extremely positive results from working with purchasing. Sue's staff, jeff by aer, and just a great job -- jeff bayer, and just a great job. We have had great support for them, so I think this proposal helped that and the city track the data so that we can look for better ways to support small businesses, minority women business, especially, and also, I think, look for ways for the city to do business better.

**Katz:** Thanks. All right, let's have public testimony.

\*\*\*\*\*: I work with elizabeth --

**Katz:** Why don't we have the three first. Three minutes each, you guys.



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\*\*\*\*\*: Three minutes?

**Katz:** I know, it's going to be hard for you, but you are going to have to. [ laughter ]

\*\*\*\*\*: Madam mayor, we actually said no, we are only going to speak for two minutes, and now you are telling us that we have got all this time. [ laughter ]

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

**Katz:** Good morning.

**Harold Williams, Chair, African-American Chamber:** Mayor, my name is Harold Williams. Members of the council, it is a pleasure to have the opportunity to come before you this morning. As chair of the African-American Chamber I'm here with Jo Ann Bowman, who is vice chair and Roy Jay who is president and CEO of the African-American Chamber. The African-American Chamber has 900 members. We are committed to increasing business opportunities in the public and private sector for African-Americans. We recognize that the city has moved in an area to assist and make sure the playing field is level for all citizens of Portland. You deal with the concept, the difficulties of life, you can handle with ease, the impossible takes a bit longer. So, I guess that we are dealing with the impossible because it's taken a little bit longer. About seven years ago, the city of Portland along with 1 other public agencies sought to determine why minorities, women, and emerging small businesses will not be receiving their fair share of the public contracts opportunities. That finding was not surprising to us. We find that less than 1% was going to African-Americans. We feel that this process gave a clear picture to the dynamics and the impact that this has on the African-American community. The proposal before you today offers opportunities that we must applaud because any, any effort in a positive direction you must support. We have some concerns that we will address with you today. But before we get into the specifics, I want to say you have to look at those persons who have not been on the stage of opportunity and see and not deal with just statistics, but deal with the economic impact that it has on lives, mothers and fathers and children and how they live their lives, what contributions that they can make to our society, and all of those efforts are not from a less beginning stage but a creative and productive stage. And from that standpoint, we feel that we have people who can produce and are producing and who are qualified at the higher level. Roy and Joanne will give you the specifics of where we go from here.

**Katz:** Thank you.

**Roy Jay:** Good morning, Mayor and Commissioners. My name is Roy Jay. I am at 8739 Northeast 21st here in Portland. I have listened to the testimony and the statements from the people that went before us, and like Carol says, we do applaud the initial effort to try and move forward in this P.T.E. Contracting requirement. There are a couple of things that as we read the materials and the, you know, before we came here, and some of these are basically right, recommendations, some of them are questions. The African-American Chamber wants to step forward and hope that the city will understand that these two and a half positions you are talking about are going to be filled by people that have some type of outreach to ethnic and minority communities. That's real important, if you really want to move forward and fry and do some outreach. So, I am hoping you would take that under consideration or Sue's department, or whomever would be real sensitive to making sure there's an outreach to African-American, Latinos, Asian Americans, those things, people that know how to communicate with our groups. Second, there's a question in reference to the 87% of the contracts that were awarded by the city over the past two years to noncertified firms and trying to figure out exactly how this new proposal will help increase ethnic participation because it seems like you don't have to be certified to get the biggest piece of the pie. So, I'm hoping that, that before you pass this, this resolution, that you really examine how this is going to really benefit or is this going to be something on the books. And last but not least I heard the city officials talk about their outreach by doing a website, and I think that there was in, some your, some of your material they talked about

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advertising in the daily journal of commerce. If you really want to be proactive, I think you should include all the ethnic newspapers, the scanner, the Portland observer, the hispanic news and agent times if you really want to reach those folk. Was we discovered most ethnic minority businesses -- there is only a one quarter percent of minorities subscribe to the daily journal commerce, so we have done our homework a bit. , so I would hope that if you got positions to fill, in employment, that you would actually spend some extra money to go and do some regular outreach about these contracts. And janey is here from the agent border and I am sure that he will back up what we have said. I did this in less than three minutes.

**Katz:** You did it. Good, good -- thank you, roy.

**Jo Ann Bowman:** I am jo ann bowman, as I have been announced, and, um, I kind of feel a little bit like andre because andre was at the city when the disparity study came out and I was at Multnomah county, and my job at Multnomah county chair's office was actually to move forward a process very similar to the one that you are talking about today. But some of the points that I want to make is on page 3, paragraph 4 of the proposal that you are voting on, it talks about requiring the bureaus to contact one minority woman or emerging small business for contracts that are \$\$100,000 or less. I think that that's a very low hurdle to put for managers of various bureaus, and in fact, if the goal is to really increase participation of minority women and emerging small businesses, all contracts under \$100,000 should go with one minority, one woman, and one's merging small business. So that one of those three categories has the ability to not just bid, but actually receive that contract. And so that's one recommendation that we want to move forward. One of the other big points, and I am someone who actually -- i've been on both sides of this. I am really schizophrenic when it comes to the issue of doing business with the city of Portland. I am on a preapproved contractor's list to provide public involvement services. I've been on that list for about five, six months, and as of today I have had zero contracts. Now, in addition, I am required to carry a half million dollars of insurance, liability insurance so that one day in the hope of getting a contract with the city of Portland, that insurance is in place. That was the process that was presented to me. That was the only way that I was told that I would ever be able to possibly get a contract, so as someone who has used the system that's in place now, worked with the office of neighborhood association, worked with other people who are trying to improve contracting opportunities, I am sitting here today saying to you, even with everything I have been told works put me in a position to be able to compete. I received one phone call in six months asking me to submit information for a bid, and that contract was ultimately awarded to someone else that that manager had worked with in the past. And so in closing, I want to say we all know the only way to get contracts is through building relationships, and the proposal that's in front of you today does not go far enough to build a relationships necessary to make sure that minorities, women and small businesses have the opportunity with these contracting opportunities. So I thank you very much.

\*\*\*\*\*: We would like also to thank the bureau of environmental services because they are the heroes in our opinion because they have done 66% of contract awards to m and w and esb's, and we appreciate their efforts.

**Katz:** Thank you. We will come back. Sue will respond. Dean, that means you can't testify. No, you will have to wait. Sue, we will come back and respond to the questions. Okay. Who's next?

\*\*\*\*\*: Owen and I met --

**Katz:** You need to identify yourself for the record.

**Elizabeth Raintree:** I am elizabeth raintree and I am the owner of a small p.t.e. Firm certified, have the same contract that joanne has and the same experience. One thing I had like to say is I support this proposal and I support all of the comments that have been might have had regarding it. One of the reasons that I am most eager to support it is I understand that the city had, in the past, discussed providing a group liability insurance to small p.t.e. Contractors but have discarded the

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idea. I think in lieu of that, that the bureaus should be required under this proposal to ask the city attorney's office before putting out a solicitation whether a given p.t.e. Contract warrants consultant liability insurance and also the access auto insurance. There are a lot of types of contracts, public involvement being one of them, where the risk to the city would -- appear to be pretty negligible. So, I would like to propose that under this proposal the bureaus be required to ask the city attorney's office and then get that information into the solicitation, itself. If consultant liability insurance is required, if it's not insured, if the access auto insurance is required or if it's not required. That's one of the hurdles we face. That's a big one.

**Katz:** Thank you. Anybody else? Peat p.t.e..

**Vernell West, West Contracting and Consulting Services:** Good morning. I am vernell west.

**Katz:** Grab a mike so we can hear you.

**West:** Good morning. I am vernell west with d. West contracting and consulting services. I am here to day in support of this proposal -- to testify in support of this proposal. Unfortunately, I haven't had chance to review it in detail. I have concerns that I think can be worked out. The 20% asb goal, I think that should be more inclusive. We found historically in the past that if you don't have a special emphasis on minority and women business participation, it seems to not happen. I think that there is ample history regarding that, and I would also say that over and beyond the reporting requirements, I believe sue mentioned that in terms of compliance, I think that compliance goes far beyond just reporting requirements. I think we need to look at when a, a commitment is made, in essence, when a contract representation before council is that firms will be participating, that they in fact, do participate actual performance by the firms, that they receive actual payment. So, I am, indeed, in support of this. -- of this people and would like to have further discussions on it, given that I haven't had a chance to review it at this point in time.

**Katz:** Okay. Thank you. Dean?

**Dean Marriott, Director, Bureau of Environmental Services:** Good morning, mayor Katz, members of the council. I am dean marriot, director of environmental services for the city. I first want to thank sue for taking the time in the last few months for working with the bureau. As you have heard, the bureau of environmental services has been very active in this you are. When I came here nine years ago frankly, the question I often got from project managers or project engineers was why do we have to do this. That's no longer a question being asked. The question now is -- how can we make this work. I think the numbers reflect that the amount of contracting -- the bureau of environmental services does 60% of the p.t.e. Contracting for the city. That number is going to grow given the size and magnitude of the projects that we have coming before us in the next decade. There are a number of provisions in this proposal that I support whole-heartedly. Certainly the proposal to increase the dollar amount of the contract that can be signed by the purchasing agent, not have to come to council, I think, is a good idea and will help streamline the process. I agree that the purchasing needs some additional assistance. They have identified some software needs and other information systems that they need to be able to collect and track data. I firmly believe you need to give them the authority to require the data be reported. I think you have heard this repeatedly, that there's, there's lacking in data. They cannot tell you precisely what's going on in the contracts. I also believe that sole source contracts ought to go to the purchasing agent for their approval and review. I think that that's an area that we could address very quickly and clean up very quickly, as well. I have a cautionary tale. Since we do over 80% of the p.t.e. Contracting with the city, there's reason for that. As you know, we are under orders to complete some very complicated projects by specific time lines. I want to make sure that the process works and that it's efficient. So my recommendation and advice to you is before you spend \$70,000 this year out of a contingency account and almost \$200,000 next year, which will come out of all the bureau's budgets through the interagency formulas, that we make sure that we have the data. I want to get to

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that in just a moment. Let me just say that I think that b.e.s. Has done an excellent job. I have been in front of you this month alone with two contracts to work on the c.s.o. West side project where over a third of the subcontracts let so far have gone to certified firms and the contract with the east side predesign that you approved just very recently where 27% of that total dollar amount went to certified companies. We are proud of this. As far as I know, we are the only bureau that has a staff person assigned for business opportunities, that works with the community, that tries to make sure that the outreach is there and the contacts are made. If you just read the report as submitted, one might think the city is, in fact, not doing a very good job, and I think that part of that reason is because the purchasing agent doesn't have the data that they need to report to you just how we are all doing. It appears that only about 6% of the dollars are going to certified firms. If you include the subcontracting dollars and the only bureau that submitted subcontracting dollars so far is b.e.s., that number goes from 6% to 16%. Just because our subcontracting dollars have been included. If you include the subcontracting dollars with the prime dollars, our rating goes from 2% to almost 20%, so I think that the real story is told by if you follow the money and see where the money is going both through prime contracts and subcontracts. So here's my suggestion -- that we give the purchasing agent the resources necessary and the authority needed to require the data from the bureaus and process that information and report back to council and the public just how are we doing, both the prime contracting and the subcontracting. You heard sue say that she was not able to get the information. I think if you shine the light of day on the situation and show everybody which bureaus are doing a good job and which ones aren't, that all of the bureaus will come along and do the right thing. I ask you hold us accountable. I am willing to be held accountable. I think that we have done a very good job so far. What I worry about is more process. I think at the end of the day, what you are after is getting more contracting opportunities and more dollars to the historically underutilized businesses in this community. I share that goal. It's been a passion of mine since I have come here. I don't think necessarily instituting additional procedures will result in that outcome. Thanks.

**Katz:** Okay, sue, come on up. You have heard issues raised by everybody, including dean. I can respond -- I will respond to dean in a few minutes, and then we will open it up to questions.

**Klobertanz:** We have heard some testimony, some good suggestions, some of which I wish I could implement --

**Katz:** Go ahead and go over them and let me respond to the people who raised these issues.

**Klobertanz:** Let me go over, from the african-american chamber, the suggestion by roy jay regarding --

**Katz:** You don't need to be that specific about who and what --

**Klobertanz:** Regarding advertising in ethnic newspapers, our budget in purchases, as you know, has been cut over the last few years. Our -- are trying to balance the law requiring us to advertise in the paper of record, which is the daily journal of commerce is the only paper in town that meets the legal requirements, so we are balancing that legal requirement with the need to notify a broad range of, of firms as to the contracting opportunities. What we have done basically through technology is we have said we will advertise everything on the purchases website and what we do is every addition of every ethnic paper has a business card-size ad that says "for contracting opportunities go to this website." we believe that that is as effective or more effective in directing people to where they can register because if they register in our system on the website, then not only do they automatically get notified of the contracting opportunities in the area they do work, but they are also automatically notified of any amendments or changes to the bidder or proposal documents. So that, by what we have done is we have said that we do want to notify people of all colors and women and as broad of base as we can of the contracting opportunities, so that's the way that we have met that

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one. If you would like to give me more budget, I can take out bigger ads, but we are trying to make that balance. Regarding the --

**Francesconi:** That's what roy votes for. [ laughter ]

**Klobertanz:** Yeah, more budget, okay. The issue of -- let me come to flexible services contracts. You have heard a couple of people not only today, but other times, say that we have difficulty with flexible services contracts, and I believe the audit of p.t.e. contracting released in december a year ago also referred that, total agree. We have some work we need to do in that area, and we are working on that in an effort separate from this particular proposal. There was the question of -- for particularly p.t.e. contractors' liability insurance. This is another area where, quite frankly, if proposals, r.f.p.'s had to come through the city attorney's office and through purchases, we could catch some of these things. There are times when it is appropriate to waive insurance -- to waive insurance requirements but because of the drafting of the r.f.p.'s and the contract documents is decentralized, not everyone understands that and not everyone knows to ask the right questions so that when that process happens, that insurance requirement can be waived. So that's another area which number one, we are working with the city attorney's office on to make sure we are not requiring more than necessary, but number two, that we believe through the decentralization and review of r.f.p. documents, we will get to some of those issues.

**Saltzman:** So we will be in a position to waive liability insurance requirements as appropriate?

**Klobertanz:** As appropriate.

**Saltzman:** Not subject to further legal analysis? We will have that ability?

**Klobertanz:** It has to be on a case-by-case basis is what we are hearing from the city attorney's office. But we are looking at that --

**Saltzman:** The answer is yes, we can do that?

**Klobertanz:** Yes, we can do that.

**Katz:** Sue always answers that question with an affirmative.

**Klobertanz:** Yes. Let me come back -- a couple of people talked about the esb goal, that it should include m and wbe's, that's how this proposal was written. After much sort of hyperventilating and nashing of teeth back and forth with the city attorney's office, you have the proposal in front of you for an esb goal. I totally agree that the council, by sending a message that they are interested in minority and women contractors, that the bureaus need to hear that legally until we have some data, I am told by the city attorney's office that that is not an appropriate thing for the city to do.

**Katz:** But the point is, that is the goal that the city has. You just don't want to see it written down anywhere?

**Klobertanz:** Correct.

**Katz:** Okay.

**Klobertanz:** And let me, if I may, come back to some of dean's comments. I totally agree that the city does not need more process. What it needs is results. And dean and I have spent considerable amount of time talking about this issue and I am the first one to say that b.e.s. has done a great job on subcontracting. They have 60% of the dollars. They only have, on the other hand, 16% of the total contracts, so we have lots of other small contracts out there. This proposal did not attempt to deal with subcontracting, although we are going to start tracking that so that we can address that issue better in the future. What it did attempt to deal with is the opportunity for our small certified local firms to have more contracting opportunities as prime contractors and when I look at the bureau of environmental services and I look at their small contracts, not their big contracts. I will be the first one to stand up and say, yes, b.e.s. is a hero because they have had the staff to work on it. But when I look at their small contracts in terms of the number of contracts, the informals made up over half of their contracts, and that of those 77 contracts, none were awarded to minority business firms. Eight went to w.b.e.'s and one to an sbe, so 68 are 88% of their informal contracts

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were awarded to noncertified firms. That was the 1% -- 91% of the nonformal dollars went to those firms. Of those 77, 67% were awarded with no competition. On the one hand they are doing a great job on the subcontracting on their larger contracts. On the other hand, they are still not getting it in terms of providing opportunities at the lower dollar level. Dean talked about, about collecting the data for subcontracting from the other bureaus. The reason that I couldn't get it is because it does not exist. I was in contract -- contact with all of the major bureaus, and they all came back and they said, we don't track it. We don't know. I think that one of the speakers said that there's an issue about commitment so when a contractor comes in and says, do they use these subs? They use them, that's what this proposal attempts to do.

**Katz:** Questions by the council. Add couple of questions, dan?

**Saltzman:** Yes. I think this is a positive step forward. I say that -- I guess I wear two hats, the commissioner in charge of the bureau of environmental services and I am very proud of the record of subcontracting and take to heart your points you just made. I also bring to the point of the city commissioner who arrived here four years ago, and in the context of asking questions about, about do we know how much we subcontract for public involvement as a city. Do we know how much we subcontract for you name the category, and I was astounded to hear the answer was no, we don't know that. I guess that that's a part of how the city operates, but it has got to change because it's no longer acceptable to have the inability to answer those questions. We spent \$85 million last year in this arena. We have to be more accountable. So, will you have the ability as dean said to compel every bureau to provide you information on subcontracting under this new manual and under this new regime?

**Klobertanz:** The intent of this proposal if the council passes the ordinance is to provide a staffing ability to staff up the last quarter of this year and then July 1 implement new rules regarding p.t.e. contracting. During April, May, June, we are going to do a training blitz like we have never done with the city before, and that would then put into place the process that we have talked about here where the purchasing agent has significant authority for the smaller contracts and that r.f.p.'s would need to be approved by the city attorney and the purchasing agent prior to being advertised so it provides us the checkpoints to both collect the data and to put into place a system that would do just what you described.

**Saltzman:** And that will include the ability to actually insure that when a prime proposes a minority sub, they actually use that minority sub when they get the contract?

**Klobertanz:** That's part of the compliance. What a speaker talked about is that that's looking to the prime contractors to provide us information as to their actual payments to the subs and matching up.

When we have a prime that isn't using the subs, they indicated muff like we do on the construction side, then -- much like we do on the construction side, there would be a breach of contract issue.

**Saltzman:** So a year from now, this has been in place for a year, let's take it out for a year, I'm asking every year how much do we spend on the contracts, both subcontracts and prime contracts.

**Klobertanz:** Yes, sir.

**Saltzman:** I guess this is a question that I was just thinking about. I mean, this is a very positive step forward for the city. I think it needs to occur at the Portland development commission. I am assuming these rules don't include the Portland development commission, which is our other major contracting entity?

**Klobertanz:** That's correct.

**Saltzman:** So --

**Klobertanz:** They have their own rules and operate under the rules that their commission approves.

**Saltzman:** Okay. I know many of the people here would probably speak to the difficulty that they have had doing business with the city of Portland equally applicable to doing work with the pdc,

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and I was a former consultant myself. I can testify to that first hand, so I would ask you, mayor, I would like to see the Portland development commission similar to what they did with the city's green building policy, take this policy and adopt it.

**Katz:** I will certainly talk to them, and my hope is the next time that we have a work session, that we put that on the calendar for discussion with them, as well. I don't know what barriers they have. I hope that they don't have any, but sue will help me through that.

**Saltzman:** I think it's a lot of the sole source issues that we have heard about here. The -- will you be now looking at the composition of the committees, had that the city, or a bureau appoint to say review its r.f.p.'s and r.f.q.'s, as well, when you do now review the r.f.p. documents for other things, will you look toe composition of the committees they propose to review the responses?

**Klobertanz:** Yes.

**Saltzman:** And saying like, we need more outside people and things like that?

**Klobertanz:** Correct.

**Saltzman:** Okay. I am assuming you review the r.f.p. And r.f.q., sign off on the form and criterion, the bureau goes out and conducts the process, comes back with a recommendation either to city council or to you about the award, and I am assuming that that recommendation, as long as it's done to form, cannot simply be turned aside and saying, go out and find a minority or woman or e.s.b. Firm instead?

**\*\*\*\*\*:** Correct.

**Saltzman:** That cannot occur? That scenario cannot occur?

**Klobertanz:** Where we arbitrarily, if you will, say no, you can't pick that firm, you must pick an m.w. or e.s.b., that's correct, that would be illegal.

**Saltzman:** Okay. You mentioned the overhead model will be used to pay for the staff, and you said it would be based on a percentage. I guess I was curious, since b.e.s. is 60% of all contracts by dollar volume by 16% by all contracts. It's fair to ask which of those percentages will they be -- what percentage of the overhead are they picking up, 16 or 60%?

**Klobertanz:** They would pick up neither of those. What I have -- in my long discussions with the bureau of environmental services what we have said is that we would adjust their -- because they have a staff person, if that staff person wasn't there, I wouldn't be asking for 2.5 people, I would be asking for 3.5 people, so we want to recognize the time and effort and resources that b.e.s. is spending so we would adjust b.e.s. by at least 50% and then spread it on the number of contracts because our experience is that regardless of size, very small contracts can take as much time and energy as the larger ones.

**Saltzman:** My final question was, we will now have a new criterion diversity in employment and contracting under which proposers will be evaluated. Is that a criterion that already exists?

**Klobertanz:** Yes.

**Saltzman:** So that's already in the manual?

**Klobertanz:** That's already in the manual am we find that bureaus often ignore it or use such a small percentage of the total evaluation percentage that it sends the message that it's not important.

**Saltzman:** Now it will account for 15% towards the award?

**Klobertanz:** Yes, that is the proposal.

**Saltzman:** Okay. Thank you.

**Katz:** Further questions of sue? Thank you, everybody, and this will pass to second to a vote next week. All right. Let's go to regular agenda item 84.

**Item 84.**

**Katz:** Thank you. Judy, come on up with your team. Judy, who is head of the northwest Oregon labor council presented us an opportunity to introduce this resolution for the city of Portland. As

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you can see all of us made a commitment to sign on this and we are going to hear some testimony and we want to welcome commission of labor and industries. I use to only call it commissioner of labor. I know we changed the law, but so I will try. Dan gardner, I don't think that we have seen you here before, so we are very happy to see you now. So judy, go ahead.

**Judy O'Connor, Executive Secreatry-treasurer, Northwest Oregon Labor Council, AFL-CIO:**

I was going to ask, is it appropriate to have the resolution read?

**Katz:** Oh, you read it?

**Moore:** I read the title.

**\*\*\*\*\*:** Just the title. Your testimony can include it but --

**O'Connor:** Thank you. And I am glad that I can still say good morning. My name is --

**Katz:** Sorry so people you waiting.

**O'Connor:** I am the executive secretary treasurer of the northwest Oregon labor council, afl-cio, and on behalf of the 63,000 working families in the greater metropolitan area, they also are glad that you have adopted this resolution. It is something that is -- has been needed for a long time, and we are glad that today happened. This is an exciting issue for all of workers. It is important for union members, their families, and union leaders to know that all of you, each of you stand behind them on this resolution. Working families would be better off if more workers were represented by unions. As noted in the august 31rst, 1997 financial section of the Oregonian, I quote, "economists across the spectrum agree turning a nonunion job into a union job probably will have a bigger effect on life-time finances than all the advice employees ever will read about investing their 401(k) plans, buying a home, or otherwise making more of what they earn," unquote. For our economy to prosper, we must have appropriate compensations and standards for workers. Our hope is that all workers will feel more comfortable knowing that not only is it their right, but that there is respect for their right to join a union. I say that again, not only is it their right, but that there is respect for them to join a union. One of the, you know, we hear a lot about bad employers, and one of the good employers that has been brought to my attention, and that has been working with organized labor is kaiser permanente. During the fall of 2000 the employees there organized with the Oregon federation of nurses and health professionals, kaiser permanente was very cooperative and respectful of their right to organized union, management remain neutral, entirely neutral during the organizing campaign. Kaiser permanente should be compensated for its neutral and respectful approach to employees approaching an union. I want to say thank you today for each of for you doing the right thing. This is a win-win for all of us. It's not only a win for workers that believe and want to be organized, become a union, but to make themselves more profitable by doing that, the economy in Portland is going to flourish, so I want to say thank you for adopting the resolution.

**Dan Gardner, Commissioner, Bureau of Labor and Industries:** Thank you, mayor, and members of the council I am dan gardner, commission of the bureau, labor, and industries. I come here today not only as commissioner but also as a third generation of the brotherhood of electrical workers and a officer of ibew 48. I want to draw your attention to a resolution under robinson. Number four where we publicly support workers who form unions, we affirmed the importance of unions to our community by taking action such as issuing public statements and sponsoring public forums. I did hand out a small packet included with it are several letters of support from various elected officials all the way up and down the line. But I also wanted to draw your attention especially to the last page where both as elected officials, we have all been through various different elections, and if you think about elections in terms of our union elections in terms of the normal electoral process, if you compare the national labor relations act to being an election, basically you would have to wake up after a november election where the challenger wins, but the incumbent files objections to the conduct of the election, and the courts will issue a decision in two to five years.



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The incumbent is to hold the office pending the outcome of the litigation. That's how national labor relations act would be in a comparison to our normal elections. There is several other bullet points you will see included within the information where the incumbent would be given unlimited television time, including several hours a day of compulsory viewing and the challenger would be restricted to door-to-door campaigning because during a union campaign, employers have the employees eight hours a day while union organizers have no access to the work site. About -- challengers and supporters would risk losing their jobs incumbent decides to fire one of the challengers, campaign workers in every precinct to send a message to the voters. In union elections 1-10 union activists is fired according to harvard professor, paul wyler. The only penalty is back pay and reinstatement long after the election is over. As you go through several of the bullet points, you can see i've been involved in union elections before. I've been involved in political elections just as you have. If we had to play in political elections by the same rules as union elections, it will be a very difficult system to say the least. I think if you think about it in that respect, it's better to understand what union elections are like. I really would like to thank all of you for supporting this resolution because I believe the ability for those to organize and collect the bargain is one of the most cherished rights we have in this country. Thank you.

**Will Myers, Sheet metal Workers Local 16:** I am willie myers, the director of organizing for sheet metal workers, local 16. I am here to tell you that the secretary point on the resolve is critical. Approximately 200 workers at our company, located in the st. Johns area have had their right to choose a union denied. In may 2002 several workers from boyston met with local 16 to form a union. Because they wanted a voice at work on issues like safety, health insurance, and fair treatment. Over 80% of the workers at boyston signed authorization cards signifying that they wanted a union. Union supporters who had flawless work records suddenly received poor evaluations. Many examples of promises, threats and intimidation were all documented. The election ended in a tight vote. Elections were filed with the nlr, and the nlr found the company had violated the law so egregiously that a new election was ordered. The employers intimidation and harassment of the union supporters did not stop. Let me give you one example. Ivan, a local union supporter was moved from job-to-job following the election. One day he was called into the office and told to sign a job description form. Ivan is a native russian, a father of 12 children and his english is limited. He was fearful of signing a paper that he could not read. The company suspended him for two days for questioning the form. When he returned, they handed him his check and told him that he was fired. This treatment of a co-worker was very frightening to the other russian-speaking workers about voting for a union. While the union will win the nlr battle, the employer wins the war. It has been eight months to date and still it is far from resolved. The employer's message about bad thing will happen to you if you support the union has been hammered home. There's no worker here today to do the testimony because of the risk involved in standing up in a public forum, and this is not right. As elected leaders, businesses will listen to you when you speak. Workers will feel more secure when you have spoken out publicly about their struggle and their right to choose a union. People who do business in the city should be held accountable for violating workers' rights.

**Katz:** Thank you. Judy, do you have any other members of the panel? Okay. Okay. That's it and then we will open it up for public testimony.

\*\*\*\*\*: Beunos dias.

**Cristobal Leon Garcia:** Hello. My name is cristo garcia, and I will be translating for him. I am a janitor with the company of abm. I work in pioneer tower. I have a 7-year-old son and a wife. I am a member of local 49. As a janitor with union support from local 49, when I need to go to the doctor, I don't have to worry about it. I have a stable job and I don't have if I reason to worry. I have some friends that don't have a union. They don't have health insurance. They receive

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minimum wage. After even three years after working still minimum wage. With local 49, we are about to enter into contract negotiations for a new contract. We need more janitors in the union. The support of public officials is really important because sometimes we are invisible. We think that -- we thank Erik Sten for his -- for the support he's already given for justice for janitors. And we also thank all of you for voting in favor of the resolution. So that workers can organize themselves to better their lives and that way we can help our families in a more efficient way. Thank you.

**Katz:** Thank you.

**Barbara Byrd, American Federation of Teachers Local 8035:** Thank you, mayor, and commissioners, I am Barbara Byrd and I am a member of the American Federation of Teachers Local 8035. I am here to talk about resolution 6, resolve 6, on the resolution. Portland, as you all know, is fast becoming a community where the gap between rich and poor is growing out of control. We applaud efforts by you, our city leaders to help create jobs, but if these jobs are not stable and if they don't pay a family wage and provide benefits, they will further accelerate this race to the bottom. That's why we believe it's so important for organized labor to be at the table during discussions of economic development. We need to be there to speak for those who are so absent -- so often absent from the debate, and that is working people and their families. We are the ones we believe that can raise most effectively the issue of development, and we can do more on a practical level, we can provide important information and ideas. We can help leverage financial resources and we can build support for the city's plans. For the plans in the public. Sapp example in recent months, some of us from organized labor have worked with a broader community coalition, the metropolitan alliance for common good in negotiations around affordable housing and good jobs for the city of Portland with the Portland development commission. Although we were ultimately unable to reach an agreement with the PDC, we all learned a lot from the process -- with the PDC, we all learned a lot. And the issues that labor brought to the table, responsible contracting, workforce diversity, training and prevailing wages will continue to be discussed, enacted upon at higher levels in the government. Without the presence of organized labor, though, in those discussions at the side of affordable housing advocates, the worker's side of the story would not have been heard. When we use the term "involvement," we are talking about more than token representation on advisory boards. We want to make that clear. We had like meaningful participation at all levels of the process from brainstorming to planning to funding to implementation, and we believe that we can help you increase the quality of life and improve it and enhance it here in the city of Portland. Thank you.

\*\*\*\*\*: Good morning, mayor.

**Katz:** Good morning.

**Don Reames, Local 701:** My name is Don Reeves, a member of operate engineers, 701, as well as a city employee for the bureau of general services. I want to specifically make a couple of comments on number seven. As a team labor of management, we need to work to find methods to promote equal growth between represented and new nonrepresented employees. Over the past 20 years, the number of DCU members has remained close to the same. While the number of nonrepresentative employees has steadily increased. We also need to work together to allow more input from representative employees and situations that could result in large family wage jobs, or family wage jobs being contracted out. With the cooperation of city council, bureau of human resources, and the DCU, we can bring back the pride of working for the city of Portland that seems to have been lost over the past several years. This will require open minds from all parties and the ability to look at opportunities from different directions. No finger pointing, no blaming, just open and meaningful relations. Thank you for your time.

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**Katz:** Thank you. All right. Further testimony? We are for you going to invoke the three-minute rule.

**James Hester, President Local 189:** Good morning, mayor, and members of the council. My name is James Hester, president of local 189. I am here today to speak on behalf of approximately 1100 city of Portland workers and local 189 members. First let me say thank you for addressing this resolution and bringing it before the council. As union members and leaders of labor, when we speak of union organizing and collective bargaining, we are not speaking of special privilege, nor the right of workers to something that they have not earned. Rather, we are speaking of one issue, and that is the, the -- excuse me, that is the issue of choice. The choice to gather and let a worker's voice be heard along with other co-workers facing similar needs and circumstances. The choice to exercise the simple constitutional right of free speech in a workplace. To gather strength and to make the changes needed to be made, a voice that can be heard on the job and in the legislature and in the city council. But, also the choice workers can make through the right of collective bargaining, to insure equality, equality and wages, promotions, job security, health care, and seniority among many other benefits. A choice to truly recognize and to insure that all men and women are all backgrounds are created equal. Nothing epitomizes all that has been said today and testified to today as the following -- in April of 1968 Dr. Martin Luther King, Jr. journeyed to Memphis, to some hard sanitation workers in their effort to bargain collectively. These members joined by Dr. King and other members were simply asking for a choice, a choice to organize and let their voices be heard and be treated with dignity and respect and to bargain collectively for fair wages and benefits. Today I stand with my brother and sister union members and applaud the resolution and I thank you very much.

**Katz:** Thank you, James.

**Moore:** That's all who signed up.

**Katz:** Anybody else want to testify who didn't sign up? Already. Any questions by the council members? Then we will do roll call.

**Francesconi:** First I'd like to thank the union members here and not here for not giving up on measure 28 and being the one group that stayed focused on this and almost got this thing passed. You send a powerful statement that maybe there's some hope in the state and maybe the rest of us need to join you. I, too, apologize you had to wait so long, and I am sorry that Commissioner Leonard wasn't here in some regards. Although, maybe Commissioner Leonard already understands this at a much deeper level than the rest of us, so maybe it's not so bad that he's not here. All that the union folks are asking for is, is for us to follow the law, for respect, and for advocating for what is a proven solution to do many things. I think that there are three basic reasons for us to approve this resolution. First, at a time that the public rightly wants more efficiency in government, I think including labor, continuing to include labor as we have, but even doing more and deeper to look at what services we provide and how we can do better by providing those services, I think really engaging you in our parks' bureau, in our transportation bureau more deeply to see what efficiencies we can gain, what changes you recommend, and how we can better serve the public is something that we need to do. The second is of the voices that are missing here at council, it's really important for us to try to listen to all voices when we are making decisions. Voices representing working people is one of the most absent, so at a time when we want working families in our city and we are losing working families because of wage issues, housing prices, school issues, an organized voice for working people needs to be present. And that means unions. The third, and I think one of the most powerful reasons is the studies do show by economists who are neutral that unions are one of the best ways of closing this growing wage gap in a country founded on the premise of equal opportunity for all, and that's above all else why we need to advocate for unions. That means health care. We have passed responsibility contracting language, coming back to that. There's some

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things that we need to do, and unions are the best strategy for dealing with it. So my commitments to you in addition to supporting this are the following. I guess that I have three basic ones I want to make to you. The first is with the parks as you know undergoing management change and maybe I should have done all this sooner, and I bear the responsibility, but we are going to resurrect some labor management committees in both parks and transportation. And we are going to get much more active. One of the first jobs of any parks' director is to meet with the working folks in the operations and I hope that she has already met with wayne, if not, she will. We also in transportation, we are very close to settling a long-standing labor dispute that's been a thorn not only in transportation, but in the city, and we also hope to resurrect and do better in there, as well. The second commitment, and I am sorry wally left, you know, there was some language in the earlier issue on minority contracting about lack of information about contracting opportunities, poor tracking monitoring, and compliance, the lack of it here in standards and policies. That also applies to davis bacon, and i've been slow. I'm responsible. Nobody else is responsible for not having moved on this sooner. I wanted to do it in conjunction with what is in front of us, but I soon will be coming to the council with an ordinance regarding this issue, as well. And then my final commitment, and I have already begun -- I really believe for us to continue in economic development strategy when the economy improves, we have to have a workforce strategy because -- or else -- the two have to be linked. As one witness testified, it has to be, yes, we need more jobs, but it has to be good jobs for our own citizens. If our own citizens can't access those jobs, why should they pay for economic development? And so we have to link those two together. In that regard, there is an emerging work.

**Francesconi:** Aye.

**Saltzman:** I appreciate the resolution being brought to our attention, or brought to our, brought to us by judy and asking for our support. The -- I find the most pressing issue today is really what's going on in the private sector. I think that the public sector in terms of the ability to organize is pretty much a nonissue, at least as far as I am aware. I know the city council has been very supportive of the efforts to organize within the city. I think that that's generally true in the public sector, but it really is the private sector where you hear a lot of the distressing stories, many that were brought to us today with boyston meltings, with efforts to thwart and ignore, belittle, delay legitimate efforts to organize and to union, collective bargain unions, and I have attended previous forums on this issue and been alarmed to see just how easy it is to really, as this previous speaker said, to win the battle, but, you know, lose the war, and, in fact, the cottage industry we know exists of professionals who advise people on how to avoid unions and how to make sure that they don't happen, and it's, you know, as despicable as I find that, you know, nevertheless, it is a sector out there that is growing. And it's deflected in the numbers. The number of private sector members belonging to the unions has been on the decline ever since i've been tracking the number, at least the last 10, 20 years, it's going down every year. And so, I think the attention you have brought to this and the attention that we can shine on this, as well, by having this resolution before us and restating our belief that everybody has the right to organize and should be allowed to do so unfettered, and according to the law. I think some of the handouts that we got, maybe the labor relations act needs to be revisited and the election process needs to be given some teeth and if you want to bring us back a resolution, perhaps, to ask our congressional delegation to, to do that, in fact, we are going to be considering our federal agenda and -- next week. Maybe there is something there that we should stick in there as a priority, too. Because I think the national labor relations act has become more of a tool for employers to prevent unions than it has for workers to organize the unions. So, there's an open invitation there to revisit us on that topic. Aye.

**Sten:** Well, I want to thank everybody for hanging in there and coming out. It's a great turnout, and it's an important statement. I think that it's important that the council takes these policy

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initiatives and sends a message because it does resonate. A lot has been said, and I don't want to reiterate it, but I do want to say that I think that with the economy struggling and all the things that are happening right now and as jim said, I do appreciate all your work on measure 28 and it showed some hope even though i'd like a little more than hope sometimes. I'd like to win some of these things. I think that there's a tendency right now, and I am seeing it across the board, to use the bad economy as an excuse to go to really bad regressive policies that cut back on the people that need it, and I could give a lot of explanations, but I am seeing it across the board. This is a somewhat political statement today, and I am free to do that. I saw it in the state of the union last night, and I think that it's a very important time to say, if you look back at the really good time in the '90's, the actually truth is that many working people's actual buying power went down when the economy was booming, so if we are going to build back from this economy and if, in fact, you don't change things that are structural when times are good, let's change them in a way that next time when the economy comes back, people benefit from that more than they did the last time around, and to do that, there's only one way to do it, which is through organizing and hard political fights, and I think that when times are good, many of you were the only folks kind of ringing the bell, and I am glad that there's a little more ringing in the room today and that thanks to you, it was -- the support was always here but you have given us a chance to make that message. We ought to think hard and fight hard, and as we fight to rebuild the economy, we do it in the right ways. So, keep up the good work, and I am very, very proud and honored to be able to vote aye.

**Katz:** Judy and on behalf of the council, thank you for bringing this resolution before us. It wasn't that long ago that we cast a vote, 1973, to give state employees the right to organize. I remember that was my first session, and if I recall correctly, I think that it only passed by one vote. And the message was clear then, as it is now, this is a right for workers to organize, to demand decent wages, to demand good working conditions, health care, day care, the issues that you have all identified for all these years. I want to thank also all of our city employees. We have a, a -- two roles here. We are employers and yet we have to be and want to be supportive of our workforce. Those issues sometimes, especially during bargaining, kind of create some tensions, and I recall last time when the council was reluctant to provide benefits for nonrepresentative workers, I said to them, go organize because if we, as employers, don't see the responsibility that we have to provide benefits for everybody in our family, in our city family, then you ought to go do something about it and teach us a lesson. I kept saying it over and over again, and I mean it. Commissioner Leonard joined me, and I hope at some point the rest of the council to flag a word of caution on what's happening at the legislature with regard to pers. Especially some desires to go back retroactively and take away not only the resources in accounts, but some of the benefits. We do need to make changes in the pers system, but it wasn't the state employees or the city employees or the county employees that were responsible for the decisions made over the years. So, I say that. I know that as an employer some of my management team sort of frowns at me, but I have to be very honest that we need to treat our employees in the state of Oregon, and certainly in the city of Portland with that kind of respect and that balance. I want to thank the workforce for doing a very hard job, especially now when -- in the many years that we have been cutting budgets, so we have been asking our workforce to do more with less, and they have delivered for us, and for that, you have my gratitude, and I know that I can speak for the council. You have their gratitude, as well. Labor unions have played a long and very important part of america's history. The right to organize is a basic right for everybody in this wonderful country of ours, and so thank you for reminding that for us and thank you, council, for assigning on to this resolution as we vote in support of it. Aye. All right. Thank you. Oh, let me just ask all of those who are here who didn't testify, would you stand up so we can thank you? I know the room is filled -- thank you very much. Thanks. All right.  
\*\*\*\*\*: Thank you.

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**Katz:** Thank you, judy. We don't -- we do this. All right. 85.

**Item 85.**

**Katz:** All right. Tell us -- hi. Tell us why you need that in light of the cuts that are going to come?

**Captain Cliff Madison, Portland Police:** Good afternoon, mayor Katz and council members. What you have in front of you is the ongoing agreement that we have with the d.e.a., department of justice.

**Katz:** Identify yourself, cliff.

**Madison:** Captain cliff madison, joined by lieutenant frank romanaggi. You have a renewal of an agreement that we have had in the past. It helps us both with personnel staffing and financially. Up to a limit of almost \$20,000 that it gives us through d.o.j., that does not have to come out of my pocket, basically. You know the nature of investigations now in narcotics is becoming so highly technical and definitely involving a conspiracy style, that it takes much more investigative work to bring those to conclusion. We are seeing the increase in the amounts of narcotics that coming into the Portland area, as far as the groups bringing in as opposed to just a hand-to-hand type of deal, we are now seeing organizations that are bringing in narcotics basically up to including tonnage, and that's what we try to work, and with our partnership and the ongoing partnership with d.e.a., it has been very successful, and i'd like to see that continue. This helps me and helps our division a lot in that process.

**Katz:** Frank?

**Frank Romanaggi, Portland Police:** Like the captain said, this is additional funding that d.e.a. Provides to us to reimburse our overtime so we can work longer on the streets by the federal government picking up the tab, so to speak. We worked on several organized crime cases this year with d.e.a. That have been very successful, and we get funding there, also, so this is very important to the funding and the drug cases throughout the city. Unfortunately, we have made over, well, all the officers throughout the city make approximately \$5 -- make 5,000 arrests a year in the city.

**Katz:** Thank you. Questions?

**Saltzman:** That was total, did you say? Approximately?

**\*\*\*\*\*:** Yes.

**Katz:** Questions? All right. Anybody want to testify?

**Katz:** Come on up. Don't go too far, I need you. Go ahead.

**Diane Lane, Portland Copwatch:** Diane lane, Portland cop watch. The Portland police participation in this new d.e.a. Portland task force raises many concerns similar to those brought up in the hearings of the p.j. Ttf. First, even though the ordinance states that the officers must follow Oregon law where it is more restrictive, there's no mechanism put in place to make sure that happens. This is another federal task force and civilian independent oversight most likely won't be allowed since it is disallowed for the p.j.t.t.f. Chief kroeker and mayor Katz won't be able to insure the officers are following Oregon law. Assurances that officers will follow Oregon law are not enough since Portland police have already violated Oregon law by gathering intelligence on noncriminal activists. And since the officers assigned to the d.e.a. Task force will be deputized as federal agents. Currently for the p.j.t.t.f., the ipr director and the city attorney can only look at investigations by the ciu officers assigned to the p.j.t.t.f. when they are not working for that task force, so this is pretty much going to be the same for the d.e.a. task force. According to the information on the Portland police website, the drug and vice division has 55 members assigned to it, as over \$4 million budget. They already work with the federal agents, so I don't understand why there is sudden al need for an official task force, another federal task force with no independent oversight. We don't know what the d.e.a. Policies and procedures are. For instance can they, like the f.b.i., open investigations solely on allegations by paid informants? We don't know which

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officers will be assigned. Are these sergeants, detectives? Where will the files of the task force be kept? There may be a need for further or improved intervention in this drug abuse issue. But, there's no evidence that it must come from this federal task force. This is a task force that council can't control similar to the Portland joint terrorism task force. The hearings for the p.j.t.t.f. should have demonstrated to counselor the concern that the community has for police accountability, that includes accountability for every single officer. It doesn't help the community build trust for the police in government services when officers are assigned to another federal task force without the safeguards of independent overciting and without broad public input into that decision. 6 p.j..

**Katz:** Thank you. Anybody else?

**Francesconi:** I am going to approve this. It would be nice to have a little more information on some of the issues that were raised here just so that I can better understand what kind of oversight there is. It's actually a serious issue. Well, the mayor called for a roll call, that's up to her. Can we ask what kind of --

**Katz:** No, we are doing roll call now.

**Francesconi:** Well, I am going to support this. I hope that there is oversight. I would like you to see me after this vote in my office, please, not right now, but afterwards so I can better familiarize myself with this so then I will have to decide if I have to do anything else. Like reconsider it, and I hope that I don't. I trust I don't. Thank you. Aye.

**Saltzman:** I will support this, too. I do think that there are parallel issues that exist with respect to our joint terrorism task force with respect to the oversight and sharing of intelligence records. We need to have those answers, we need to know what the safe guards are, so if you could provide that either to all of us in writing or through individual briefings, I appreciate it, aye.

**Sten:** Aye.

**Katz:** Aye. Thank you. Item 86.

**Item 86.** [vote retracted at end of meeting. Item 86 was passed to 2<sup>nd</sup> reading, February 5, 2003]

**Katz:** Roll call.

**Francesconi:** Aye. **Saltzman:** Aye. **Sten:** Aye.

**Katz:** Mayor votes aye. 87.

**Item 87.**

**Katz:** Anybody here want to testify on this?

**Francesconi:** I have parks here in case people have any questions. It's -- the course is not in the city of Portland.

**Katz:** Roll call.

**Francesconi:** Thanks for your good work on this, aye.

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

**Katz:** Mayor votes aye. 88.

**Item 88.**

**Katz:** Roll call.

**Francesconi:** Aye. **Saltzman:** Aye. **Sten:** Aye.

**Katz:** Mayor votes aye. 89.

**Item 89.**

**Katz:** Roll call.

**Francesconi:** We have had plenty of testimony on this. This is a good, very important transportation and freight project, aye.

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

**Katz:** Mayor votes aye. 90. Lien.

**Item 90.**

**Katz:** Come on up.

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**Gary Blackmer:** Good afternoon. Gary blackmer, Portland city auditor. We made a presentation to council on november 19th and provided an overview of a proposal to basically step up and do more aggressive collections of outstanding liens that were delinquent for 365 days and more and those also before they become delinquent, and we also submitted a draft code at that point seeking comments on it, on the general framework and on the language of the code. We took those comments and worked closely with lilly and ben from the city attorney's office to incorporate those changes but also to kind of dust the cobwebs off the foreclosure, which was not applied for over 30 years. So, what we have before you is, is a code gone through thoroughly and updated to apply to a better collection process and also to apply the foreclosure in those cases when all of the methods have failed. So, we distributed the draft that we got through the work with the attorneys to the various affected bureaus, asked for comments, incorporated any other changes and then brought them before council today, so at this point what you have is a draft that's gone through time and revisions to a point where I think that we have got it that we can at least start working on more aggressively collecting. And it will come back for a second reading. At that point, we will start ramping up -- we have already been building case files on the commercial properties that are delinquent. We will be sending out notices and working hard to collect on those dollars. So, if you have any questions, I am happy to answer them.

**Katz:** Questions? Anybody want to testify?

**Saltzman:** You are focusing on commercial properties?

**Blackmer:** Phase one is commercial properties. Phase two will be -- commercial and vacant land, I should say. Phase two are the rental units and phase three will be owner-occupied. Phase one in the next six to eight months we should be able to work our way through it.

**Katz:** Thank you. Okay. This passes onto second, but before you leave, karla, do we have a problem here?

**Item 86.**

**Moore:** Number 86, the amend property maintenance code, that has -- they want to do another reading next week.

**Katz:** 86?

**Moore:** Yes.

**Katz:** Why?

**Moore:** Second reading has moved to february 5th, 2003.

**Katz:** But that's what I said, it moved to second.

**Moore:** We took a vote, roll call on it.

**Katz:** Because I have it circled as second.

**Moore:** We did roll call, i'm sorry.

**Katz:** Everybody retracted their vote and moves to second. All right. Nobody else testifies? This moves to second, and thank you, everybody. We will come back at 2:00 for a -- hopefully a detailed report on the i-5 transportation and trade study where we spent over a year working with our partners in the state of Washington. We stand adjourned until 2:00.

At 12:22 p.m., Council recessed.



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2:00 PM

**Katz:** I assume, I have a very long testimony sheet, so I assume you're all going to testify. I love it. Better you than me. Karla, please call the roll. [Commissioner Leonard was absent.]

**Francesconi:** Here. **Saltzman:** Here. **Sten:** Here

**Katz:** Present.

**Item 91.**

**Katz:** Let's read item 91. I'm not going to give all the details, i'm going to leave it to the folks who will testify. I do need to tell you I never thought that this thing would work. When I was asked to serve as part -- as a member, I just felt oh, my lord, another year. Another year of hard, hard work with no resolution to it, no consensus, difficult times around the table. But I have to tell you, in all the years that i've served, to your credit, and to your credit, and to the credit of everybody there, hank and everybody, all of you who are here, and you, we had people around the table from both states. This is not just Oregon. From Washington. Representing the governor of Washington, representing the governor of Oregon. Representing citizens from Portland, citizens from Clark County, the port of vancouver, and on and on and on. The bottom line is, the final resolution wasn't one that everybody would jump up and say, yes, this is exactly what I wanted. But 99% of it was supported by everybody. In fact I think there may have been one no vote at the very end. And it was the goal of this group to solve the transportation and the trade element. We'll hear some testimony that we might not have gotten to resolve all the issues with freight issues and movement of freight, but there was a balance in what you're going to hear between those who wanted more expenditures for public transportation efforts, bus, light rail, and those who felt that it was important to continue moving the traffic, and you'll see the addition of lanes to deal with the congestion issue. A lot of work, a lot of research. You're going to bring the document, all the documents, you don't have it here for the record?

**\*\*\*\*\*:** Oh, yes, we do.

**Katz:** Huge amount of documents, and research done on truck movement, on automobile movement, on land use issues, land use implications, and how are we going to balance between Oregon and Washington with regard to land use issues. And so I assume the council will support this. I hope you will. The work is just beginning. The work now is to take these components and look at the funding and make -- and you'll hear about the funding and you'll hear about a time line to get this to happen. I try to protect Portland as much as possible, including the core, and you'll hear how we did that. And protect the land use issues. But there are still things that we haven't really completed. And I want you to hear that too. And I know that hank will probably tell us. All right. Good to see you. All right. Who wants to start?

**Stephen Iwata, Portland Office of Transportation:** I'll start. My name is steve, i'm with the Portland office of transportation. I was the city staff representative on the i-5 project advisory group. Kate dean and here, she's the project manager for odot, and she's here to answer any questions. What i'll do is give a quick overview of the resolution and a recommendation, it will be followed by henry, the cochair of the committee, and also members of the task force here to testify, and then also amanda fritz from the planning commission office is here. A quick overview, the resolution is here to endorse the recommendations as approved by the i-5 trade and partnership task force. They completed their work last summer in june of 2002, and this work was the result of an 18-month-long process as the mayor mentioned, it was a committee, the task force was appointed by the governors of Oregon and Washington. And I would like to add to the mayor's comment, this

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was a very extensive and very comprehensive planning process that Kate and the staff and Washington D.O.T. undertook. It was a very thorough community involvement process involving a number of community meetings, they did canvassing in the neighborhoods, had a pretty extensive web page effort, a survey effort, and it also included a pretty aggressive and responsive effort regarding the issue of environmental justice in the north-northeast community as well as in the Vancouver community. So those recommendations are included as part of the task force recommendations. As a staff person working on this project, I have to say that I -- this is one of the most complicated transportation corridors we have in the region. I worked on the west side corridor project as well as the south-north, and if you look at it from a 2040 perspective, it's very complex. We have Portland central city at one end, downtown Vancouver at the north end, we have our -- all our major industrial areas, central east side, Swan Island, northwest industrial area, River Gate and Columbia Corridor in this area. We have main streets on MLK, Killingsworth, Alberta, Lombard, and we have station communities as a result of the Interstate MAX project, and we also have St. Johns town center. So they're all in this corridor, and transportation access is important in terms of fulfilling our transportation as well as our land use and economic development goals. So this process is trying to balance all of these competing needs, and as a result, you have a very multimodal recommendation coming out of the I-5 task force. So in quick summary, the recommendation includes three lanes for the I-5 freeway, and a phase light rail loop system in Clark County, including I-5 and an I-205 corridor, in the area that's called the bridge influence area between Columbia Boulevard and SR-500 in Clark County, Vancouver, it's recommending interchange improvements including merged lanes and potential either additional span of -- or replacement across the Columbia River. It also calls for as part of the multimodal recommendations, capacity improvement for freight rail in the corridor, and I think one of the more innovative recommendations is the bistate land use. Basically to have a dialogue between Portland area and Vancouver Clark County region on transportation but also land use and economic development questions. And in response to the environmental justice issues, this recommendation includes the style -- looking at the -- to establish a community enhancement fund to address some issues in the corridor, and also the recommendation calls for additional transportation demand management as well as transportation system management strategies to encourage a more efficient use of the transportation system. The resolution does ask that council support the bistate accord and we request that ODOT provide sufficient funding for local governments to participate in the accord as well as the -- specifically the interchange management plan, and based on public comments that we've received, that ODOT examine alternatives that would avoid impacts to property on Hayden Island. Amanda Fritz from the planning commission will be testifying on behalf of the planning commission after the task force comments. I'd like to apologize that the planning commission testimony hasn't come to you sooner. The staff hadn't been able to prepare a letter for the planning commission and they had a chance to review that letter last night and Amanda will be presenting that letter today. One of the other big issues for this corridor is the idea of a west arterial, sometimes called the northwest passage. There is no specific language in the resolution on this. The Metro Council, as part of their approval had adopted the idea of the west arterial and included that as part of their refinement plan as part of the north Willamette River Costing Study. So that gives it a higher priority as a Type II refinement plan. So the city is required under the Metro process to update out Transportation System Plan upon this study being incorporated into RTP. So the staff recommendation is to follow the lead that this is a regional issue for North Portland as well as Vancouver and the right place for this issue is in the RTP. I also have letters from other task force members including Bill Wyatt from the Port of Portland, a joint letter from Mayor Pollard

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from Vancouver and Commissioner Pridemore and a letter from Fred Hansen. I'd like to summarize their letters. The joint letter from Mayor Pollard and Craig Pridemore from Clark Co. encourages the city to support the resolution on the Vancouver I-5 trade corridor. They felt consensus through the process and it represented a historic breakthrough in cooperation between Oregon and Washington and that this endorsement will allow the movement on several issues on the environmental analysis for the bridge influence area, alternatives analysis for light rail in clark county, additional demand management measures, environmental justice, and the improved land use and economic development and transportation coordination between the two states. Fred hansen's letter also acknowledged that the tri-met board had adopted the recommendation that fred was a member of the task force, and they see this as a promoting a multimodal transportation and land use management program for the i-5 trade corridor. And bill wyatt from the port of Portland in his letter acknowledged that Oregon is the fifth most trade dependent economy in the nation, and is first on the west coast, and that the -- at the convergence of service transportation and port facilities it made the i-5 trade corridor a crossroads for freight flow for almost into through and around the region. And that one in ten metro area jobs are in transportation distribution and are much higher than the national average. And he also urges that the Portland city council support the resolution. So that's -- that concludes my staff presentation, and if there are any questions --

**Katz:** Kate, do you want to say anything?

**\*\*\*\*\*:** I do want to say just a couple of things.

**Katz:** Identify yourself forward.

**Kate Dean, Oregon Department of Transportation:** Kate dean, I work for the Oregon department of transportation in the Portland region. And I was the manager of the i-5 partnership process. First of all, I just wanted to put on the record and thank really the city of Portland and the mayor in particular for your involvement in the process. I agree with you that it was a success and part of the reason that it was such a success is that we had your commitment to coming to the table, and not just coming to the table, but coming to every blasted meeting we had --

**Katz:** Almost, I think.

**Dean:** You had one of the better attendance records. It was very good. And we really do appreciate both the substance and the content of your being there.

**Katz:** Thank you.

**Dean:** And I also want to acknowledge, there are a ton of people back here who are involved in that, other people in other jurisdictions, so I want to really acknowledge their input and work in this as well. It is one of the reasons why we were able to come out the other end with the task force really coming to a conclusion that was successful. I'm not going to bore you with more staff details, because I think many of the people who will be testifying here will give you those. I just wanted to point out in the strategic plan that I believe you do have, the public planning process on page 3 and 4 is sort of outlined and documented here for you. This wasn't something that was put together overnight. It was a year and a half worth of very tedious process. Not only with the task force, but many, many public hearings, a lot of public outreach, that we took very seriously. And we've heard comments from numerous citizens, many, many people in the city of Portland and over in southwest Washington took a great deal of their time to be involved in this process. I want to also acknowledge them, and the issues they brought to the table. As you have mentioned, mayor, they -- all those issues have not been solved. Many of them have been addressed, but some of them haven't. And I would really view this document and urge you to view the document as really a first step. This is the vision, and we have a lot more work to do to implement the various pieces of this. I just would close by saying that i'm available after you've heard from people to answer any

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lingering questions you have, or if you feel there's an issue that hasn't been covered adequately between steve, myself and my colleague from the Oregon department of transportation, we'll try to get you the information you need.

**Katz:** Thank you. We've got people -- I don't see ed barnes' name -- are you planning to testify? Ed is a commissioner for the Washington transportation commission, and he cochaired it with hank hewitt, and though I didn't see your name, I wanted to certainly --

\*\*\*\*\*: I thought I signed up outside.

**Katz:** Oh, ok. Well, why don't you come and join --

\*\*\*\*\*: I'm going to let my cohort in crime start first.

**Katz:** I also want to warn -- where's sam? Where did he go? He left? I want him to come back and tell this group what he learned from all of this. Go ahead, hank.

**Henry Hewitt, Stoel Rives LLP:** Thank you, mayor Katz. I'm henry hewitt, i'm from Portland, Oregon, formerly chair of the Oregon transportation commission and don't seem to be able to shake the issues around transportation and growth management at livable communities. And all of those issues that I worked on with the Oregon commission were really embodied in what i'll describe briefly in an overview was involved in this bistate task force. The original work on this began in 1999 with a committee of people from both Oregon and Washington chaired by vern riles, and the question put to that initial committee was whether there is an issue that needed further consideration in the i-5 corridor as it related to mobility of freight and other modes of transportation. And after spending about six months on that question, their conclusion was that there's a substantial issue in and around mobility in the corridor, and that without additional improvements, congestion becomes unacceptable. So the first phase of this really concluded that doing nothing should not be an option for us in the region, either in the Washington side of the corridor or the Oregon side of the corridor. And there's -- as a result much that work, the governors of Oregon and Washington came together to point -- appoint a task force really to see whether, and there's a big underscore on the word "weather" a consensus could be reached on approaches to solutions that would be a consensus in the communities to address the transportation issues in the corridor. The early meetings were really in advance of the task force being formed, and I also would like to join in thanking the mayor for her participation and particular wisdom on one point. And that was, we toyed with small group task force, big group task force, a higher level task force, and a lower level task force, and I think that the group came to the exact right solution, and that was that we needed all of the various perspectives or as many as possible on the task force participating in a regular way, each with one vote, to come to grips with the different points of view that we all began with when we began these meetings. So we opted for a 26-person task force, which is by no means small, and was large enough that allowed us to bring together 13 people from the clark county region, and 13 people from Oregon. And much -- a little bit has been said about that group, but I really want to highlight it, because it's so significant to the process that we went through, and I think to the durability of the outcome. Mayor Katz and mayor pollard participated vigorously, I might say, and commissioner cruz, commissioner pridemore from the counties, neighborhood communities, i'll call them activists from both sides of the river involved in the task force and participating in it. Environmental perspectives, both in the clark county region and on this side of the river. I thought it critically important that we have business community involvement, so we had significant business representation on the task force, both from clark county and from Portland. Odot, washdot, the two ports, tri-met, c-tran and others. So you can see that we began with a 26-person task force, people coming from the beginning, I think for the most part with an understanding about their own biases and where they thought this all should come out.

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The meetings were lively, I think that over the course of it at least for me I believe we came to respect each other, to like each other, to understand the diversity of our views, and understand that there were no solutions probably that anyone would say that's perfect from my perspective. To the overlay on the process was, people needed to be willing to move toward a consensus they thought was 80 or 90%. And I believe that for the most part we were able to do that. In the end we produced a report of findings and recommendations that were supported by 25 of the 26 task force members. That's not unanimous. I'm glad it wasn't unanimous in a sense, it allowed us to know and love lenny, but it is a consensus, and I think getting that kind of consensus around these kinds of issues from the diverse group that we had on the task force is remarkable in itself. There's been some summary of what we do recommend. I really recommend to each of you that you spend some time with the report. To me it's a remarkable document, and something for us to think about and try to work toward achieving over the future. It should be noted that for our purposes, the i-5 corridor begins at the fremont bridge and goes north. I'll come back to that point. Originally it was to consider the rose garden north, but in the course of this review of the i-5 corridor, I think the mayor knows that I came to believe that you can't just look at a segment of the i-5/i-405 loop and that in and of itself is a whole other set of issues that the city and the county and the state and all of the affected parties in our region at some point need to come together and find a consensus solution for so that we have a long-term durable solution for a piece of this set of issues we didn't discuss. And i'll refer to that as the future agenda as it relates to i-5 between fremont, marquam and on around 405. Something that I don't want you to forget about and figure out a way for us to have the same kind of process around those sorts of issues. Back to the i-5 corridor study, fremont north, after a lot of discussion and thought, the recommendation comes to three through lanes. That's an important point, because there were positions that were heartfelt that we should do four lanes and some that we should do no more lanes. And I think that the -- that rallying crying if you will around only three through lanes is a fundamental point of this recommendation. That won't solve all problems forever, but the future will probably move a lot of that transportation out of the corridor into different ways than coming through Portland.

**Katz:** Hank, before you get on, why don't you show the map how far the three lanes in Portland would go, because I don't think the council is aware of it. Kate, turn around a little bit.

**Hewitt:** Fremont north. The bridge is the bottleneck, really, and because of the weaves of on and off and freight and other vehicular traffic, the way it moves in and off the bridge it's inadequate to accommodate three through lanes. So a piece of the recommendation is that we will need a new bridge or bridges to accommodate both the goal of three through lanes and the envisioned expansion of light rail. Light rail and public transportation. The recommendation as it relates to the light rail, we began with things that you've heard about before, which was light rail to vancouver, but we -- in our course of our explosion of this, we became I think to understand that light rail to vancouver is only a solution in our minds, and that the right solution is what i'll call light rail to and through vancouver so that you'll see the corridor anticipated for light rail actually goes through downtown vancouver, north to 500, and eventually connects on 205 and forms a loop.

This isn't anything that we see getting done in one project, but the understanding is that's what is needed, that we need to figure out a light rail solution that works for the vancouver community and most of that lives in that corridor, and not in downtown vancouver. The additional idea of this land use compact, I want to emphasize that, I think that's a phenomenal breakthrough for our region, because in a very significant way, it will bring together thinking on both sides of the river toward a common understanding and agreement that relates to land use planning and transportation and how the two affect one another with I think the expectation that we will manage these issues on a

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regional basis that includes both clark county and Oregon. The neighborhoods affected by all of this are also extremely important and receive significant attention. And we I think have developed plans here that deal with the environmental issues of those neighborhoods, the impact on those neighborhoods, and ways that are calculated to not adversely impact them and ways that would be unacceptable. So I think that you have this plan before you. I hope that you enthusiastically support it. There's a lot of heavy lifting to do in terms of further planning around the details of an eis and I think the complexity of funding. But these are not impossible things for us to address and accomplish. In closing, I want to thank all of the participants on this task force, ed, the cochair, the friends we made in this process, the participation and lively discussions. I'm proud to have been associated with the group, and with the product they produced. Thank you.

**Katz:** Thanks, hank. Ed, did you want to add anything?

**Ed Barnes, Task Force Co-Chair:** Madam chairman, ed barnes, member of the transportation commission and cochair with henry. Would I have to echo about his words pleasure about working with the people. I know mayors are very busy, and I want to thank you for working with us. You attended probably 95% of all those meetings, both in Oregon and Washington, and -- which was very enjoyable to have you there. I think one of the things, i'm not going to try to repeat everything henry said, because I think he's pretty much covered it all. Basically I think what has to come out of this thing is we have to make sure that as a region, Oregon and Washington stick together, because I think that's the only way we're going to get a lot of that money that goes back to Washington, d.c. For these major projects that we have to have. Oregon can't just do it by them self, Washington can't do it by themselves, and you can look at the columbia river deepening where it's taken congressmen and senators from both sides of the river to come up with that money. So I think this process has worked out very well. The people that work with it, the mayor of vancouver, the county commissioners, the port commissioners, ctran people, the metro people, the public people, neighborhood associations that were there, and I think the participation from all of those folks both in Portland and vancouver were tremendous. I think probably better than anyone else. And henry said what a good document this document is. I think it's an historic document. I think it's something that will drive the economy better in Oregon and Washington, along the i-5 corridor. As the commissioner for the state of Washington we're trying to figure out how we're going to get more money to widen the i-5 from vancouver to olympia, to on up to vancouver, b.c. The trains, the cargo trains-- was a great effort in order to be able to move people. I think the light rail is going to be a tremendous asset to the people. Not only just here in Portland, but across the river in vancouver, when we get the light rail loop done over there. And i'm quite sure it's going to happen, because I can see the public sentiment and the letters to the editor, and that's started to turn around. I want to thank kate dean and the staff of the Washington state transportation department for a great job. Sam back here for moderating the thing and putting up with everybody, getting -- giving him a bad time. A lot of different -- on a lot of different issues, but we worked through it, and like henry says, out of the 26 there was only one person, and I think that person was probably just a smidge away of being number 26, and I think he's still would like to be part of the 26. But we'll give him an opportunity to say what he -- how he feels about it. But again, I think it was a great process. I think that right now this city council is probably the only one that hasn't adopted it, and one real nice thing about this, the women in transportation from the Portland area this year picked this as the number 1 transportation project for the state of Oregon, and henry and I received a certificate from the women in transportation saying number one, it met all the criteria that was necessary to be a good transportation project. It just needs your approval so that we make sure that we get the wheels rolling to get those dollars headed in the right direction to do the job right.

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**Katz:** Thank you both. I just want to let the Council know that both these chairs had a full deck on board. They used their chairmanship lightly. They almost disappeared as part of the group and that's to their credit. They allowed all of us and all of us were opinionated and wanted to talk all the time, and you're going to hear from sam about that. And so you did a good job by being far more democratic than I probably would have been. So thank you.

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

**Katz:** All right. You are now going to meet some good friends, and i'm glad that they're here to testify in front of the council. Some of you -- yes, dear?

\*\*\*\*\*: Could we have the people here from the i-5 partnership stand up?

**Katz:** Absolutely. Everybody who participated, and some will be testifying, ok. All right. Let's have lenny and jerry. Walter, I have your name but it says he'll testify at the end of the hearing? Ok. Lenny, jerry, and laura cane. Lawyer 88 was one of the citizen advocates on the other side of the river. All right, lenny?

**Lenny Anderson, Swan Island Transportation Management Association:** All right. My name is lenny anderson, your honor, members of the city council. I live in northeast Portland, served on the i-5 task force and managed the swan island transportation management association. And what we do down there is have a slogan that for every two sov's that we can pull off going street, we create room for a semi. So every day I go to work i'm thinking about how do I get more trucks up and down going street. That's my job. 40 hours-plus a week. So I come from that perspective. And I am the no vote on the i-5 task force. And you're getting my document that I presented to my friends here, and I won't go through it in detail. I know they're going to give me an extra five or ten minutes because -- i'm just kidding. I was disappointed in the data that we started with, that we didn't have fundamental economic macro data to make this decision. Conceivably the most important transportation investment here would be based on our economy, would be lengthening the runway in hillsboro. So air freight could fly out of hillsboro. Would it have nothing to do with i-5. But we never looked at that. We never looked at particularly how many trucks are coming and going on particular access on and off the freeway. And i'll get back to that in a second. And i'm a little bit of a view that, spend \$2 billion for this and it will be full, so we'll be right back where we are now except we'll have 20,000 more cars in our neighborhood. That said, I came within a gnat's eye lash of voting for this, and I think if you go to page 2 of my comments, these are the two things that I asked to happen the final night. The first one is getting the -- I won't get too technical. Making sure we look at an arterial bridge option. And the way to think of this is, think of east side, westside Portland. We all had to cross on either the fremont or marquam. There was no Broadway bridge, no steel bridge. So let's look at that. We almost got that in with the help of the mayor, but we lost it on a 10-10 vote, and, gosh, that was frustrating. I had never lost on a 10-10 vote before, but i'd like to urge you as we pursue this, to make sure that the powers that be do take a serious look at how -- to what degree we can address this problem with a simpler, cheaper arterial bridge fix. The second item was really important, which is that we need a commitment in this project for a 1% for restoration, to restore the neighborhood that was ripped asunder by the original construction of this freeway. That was put in there unanimously. And I was pleased about that. Finally, let me just -- when I reflect on this, when I thought about how i'm going to vote, I thought about my three largest employers on swan island. One of them is the largest manufacturing employer in the city. Interestingly enough, the first project we're doing is widening the slough bridge, which is going to take away a freight facility, which is the onramp off columbia boulevard. And for parts assembly, that's a critical link that they can bring trucks on from columbia without having to merge with clark county commuters. That will go away. And I can tell you the folks at

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freightliner have indicated to me they're not thrilled. The second employer is ups. They, in response to the fact the bridge traffic is unreliable, built another hub in vancouver. So in a sense the whole notion of we can fix this problem by having more jobs in vancouver, ups did. By our spending one or \$2 billion of public money, we're going to in a sense give a leg up to their competitors, fed ex. But ups did the right things. They moved jobs and now do their distribution. So I feel a little, hmm, what's going on here? And last, and i'll be done in a second, I appreciate your indulgence -- adidas has moved into adidas village, a thousand people. A corporate headquarters largely because of the livability of the city, and the beautiful site. Adidas doesn't ship one shoe from this region. But they attracted a thousand jobs because of the quality of life. I'm concerned about greeley avenue and additional maybe even thousands of vehicles that a wider more capacity bridge across the river brings through that part of Portland. Are we losing then in fact what the draw or the advantage that we had that brought us those very important decisions from adidas america? So I just don't think we quite got far enough with it. And again, if we can get that -- the 6-2-2, as it's called, some night you can't sleep and you read this, it's six lanes plus two lanes on an arterial with light rail, plus two more arterial lanes somewhere over there by the railroad bridge to deal with freight. I think we got a deal then. I'd love to talk with any of you. You got my name is number, thank you very much.

**Katz:** Ok. Jeri.

**Jeri Sundvall:** My name is jeri, i'm the executive director of the environmental justice action group here in Portland. I'm a resident of Portland as well. We got involved in this process because we had concerns about public health issues in our community, specifically we have 14% asthma rate in the folks surveyed in our community. We weren't positive that there was a public health voice at the table whether we got involved, and our other -- the other large piece of environmental justice has to do with community involvement and making it more meaningful. We had had history in working with the brownfields and felt that was a community involvement model that moved it up a notch. We actually feel the i-5 project went leaps and bound and actually created history in community involvement. A lot of that credit needs to go to kate, because when we came to the table, things slowed down. A lot of times when you bring the community in in a meaningful way, the process -- things slow down, because it's usually there are decision makers at the table who make decisions and don't go out and do the tremendous amount of outreach that we did in our community. Some of the issues that came up were displacement, thinking of bringing in more lanes and displacing homes. The community came out and said we don't want displacement, and the department of transportation and the i-5 task force addressed those issues. And so we didn't have displacement on the Oregon side, at least. We also looked at issues of air quality and environmental justice. Many folks don't understand that environmental justice has to do with the civil rights of people and individuals and their health and the fact that many low-income people in communities of color live in places where there's more industry and more roads running through their community, so they have a higher body burden of toxins. That we -- we did a training, the e.p.a. Was invited to also come in and do training, and so what we felt was that the task force was being responsive. I was also on the task force, but that we got a lot done there. We feel the level of community involvement was at the highest level of any project done in this town so far, so we're very happy with that. We also formed an environmental justice working group that is going to go on throughout the process, the department of transportation did. We're currently working on that now, specifically on the delta park project, and we're out talking to stakeholders and bringing folks in to form that group, and we're very excited about that, because what this experience and as many of you know, i'm an activist, most of the time i'm standing outside throwing rocks at things, i'm not



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involved in the process, but this was a really great process, and people listened. And people learned. And we all learned from each other. And it was a great experience for us and we got our folks out there to also help in door knocking and letting folks know that this was not a done deal. That this process was not something that they were asking the community to rubber stamp, that it actually did have involvement from the beginning of the community that we really did want to hear what people had to say. And so some of the other highlights had to do with the fact that in the community working group hopefully we'll be able to get more monitoring for the air over there, air is a large concern. The one -- the 1% community enhancement fund, which is a large amount of money that we're looking at at funding projects in our community as budgets for many cities and counties go down this may be a place where folks will be able to get their needs met, and some enhancements made into their community. And we have also dedicated many more years to being involved in this process. That's how much we believe in it. So we're asking you to approve it.

**Katz:** Thank you, jeri.

**Francesconi:** That's very nice testimony. That was very nice testimony.

**Lora Caine, Ridgefield Washington:** I'm lora cane, I live in ridgefield, Washington, and my neighborhood association is at the northern end of this whole study. My perspective as a citizen is that I came in to it thinking, you know, yeah, we're part of this: We're never part of these things: So I was very heartened by that. I knew the states don't always see eye-to-eye, that they, you know, you do that to us, we'll do this back to you. Some of that happens. But I was encouraged by this public process. I thought it was -- the staff did a tremendous job, they had -- they had to support it, balance it, help us with our ideas and questions, and they kept things rolling. We had originally started out when I was asked to have a two-year planning process, and we were able to shrink it down to 18 months. So that saved money, caught us going really fast. I also came to it thinking all we needed was a little freeway expansion, some express buses, maybe light rail to vancouver, delta park getting fixed, and we could go home. That's all we had to do. But in the early stages, there were so many ideas brought forward, not just by the task force, but by citizens because of that public outreach. There were meetings that brought people from the extreme of a helicopter crossing the river, to all the lanes need to be asphalted across and many more bridges. We had three or four bridges proposed by one person. And -- but to the very minimum, don't do a thing and they'll get out of their cars and start riding buses. So we had that extreme, and we had to figure out with thousands of ideas in front of us, how do we go through this? And so the staff helped us with that. We did a lot of talking and compromising at times to bring it down to a workable set of options. And we had a lot of give and take. There were some stormy times at times, and then there was some very -- this is the right thing to do type of talk, and we all came together. Is it a perfect plan? No. Is everybody happy? No. But we knew that certain improvements needed to happen so that we could have many things happen. And you'll find some of the things are in our vision and value statement, and I pulled out a few that I thought were quite important, and that was safety and mobility in traveling. And the second one was supporting a sound regional economy. When you clock down, those freight trucks just don't get through, and trains back up. We learned a lot about the capacity of our rail and we're pretty tight now, and if you can't don't things out of the rail, you get bogged down. I also thought it was good that we wanted natural resources and neighborhoods protected and respected as best as possible. And to fairly distribute the impacts that 1% she was talking about was quite a discussion that we had among everybody. How can we help with everybody that's impacted, whether they're losing part of their neighborhood, or having to breathe more tax I can -- toxic fumes or listen to more noise, we thought the best way is to have some sort of funding to bring back more benefits or adjust those impacts the best possible. The strategic plan

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has two areas in particular that I feel were key elements of the plan's significance and innovation. Especially in clark county. That was the light rail and the land use accord. They were challenging.

Not everybody agreed on them, but we came to discussion after having one leg go into vancouver that was voted upon years ago and the citizens turned down, to having a loop around through and going over to the airport side. And with that we felt that would be more enticing for voters to say, you know, this is a better plan. Maybe we can vote. There's more and more people supporting light rail in clark county, so i'm heartened with that. And the land use accord, you have two states, two jurisdictions essentially going at it in different perspectives, and we came together talking about what happens in clark county affects Portland, what happens in Portland affects clark county.

So we thought it would be best that land use as well as transportation be discussed and worked out together. Can one state tell the other how to do it? No, but this is a coordination. This is something that needed to happen. And I was heartened that all the leaders were in agreement about that. Because they're the ones that get to make those decisions. And so I recommend that you support this and pass it and do what you can could ever to make it happen.

**Francesconi:** After your terrific testimony, lenny has decided to switch his vote to aye. [ laughter ]

**Rick Sant'Angelo, Friends of Clark County:** Mayor Katz, commissioners and fellow citizens, my name is rick, I am a board member with friends of clark county. Friends of clark county is a grass-roots organization that supports smart growth, good growth management and planning. Trust me, it's a grass-roots organization. There are many people on our side of the river who have -- on this side of the river and would like to see our side of the river follow suit. So I was especially happy to participate in this i-5 transportation partnership. The issues I want to speak to are those of growth management and the decisions we're making today and the recommendations that are going forward. I encourage you to support this recommendation. It's a balanced approach. Everyone's considerations were taken into account and people came from the citizenry, representatives of the task force came from all over business and local, and though I may not have agreed and people on our side may not completely agree with what happened, what really came out of it is a limitation of this corridor to its current boundaries, pretty much. I think we owe it to everyone, especially industry and commerce, to optimize this corridor. And that's what this proposal is about. It's not going to take additional land at the expense of people's homes. It's not going to grow beyond the current transportation demand. As a matter of fact, what we learned is that there isn't a demand -- there isn't a capacity problem on the freeway. There's a demand problem. And the question is, are we going to spend billions of dollars and take people's homes so that a few people who commute from clark county to jobs in Oregon and vice versa, will be less inconvenienced? And I suggest we cannot afford that luxury. So it really is an issue of capacity, and how we measure that capacity is extremely important. Now, recently perhaps you saw discussions of carpool lanes in clark county. And perhaps you saw articles that said that it failed. Out of eight tests, it failed two. Number 1, vehicle delay has increased. Now, actually, that's not a bad thing, because it forces people out of their cars to get into carpool lanes. It also failed to meet a majority of public opinion. That's not surprising, considering a couple of our legislators and how loud they've screamed about this issue. It did pass six other criteria, including more passengers through that corridor during rush hour. We have no funds to do anything else. So I suggest to you that we need to get people out of their cars, to get out of single-occupancy vehicles. We need transportation demand management, which is in this plan. We need light rail, which is in this plan. We need express bus service, which is in this plan. Hov lanes. And intergovernmental agreements so that the growth occurs where we'd like it to grow and where it will work as opposed to the most expensive way. Which we find in clark

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county, we cannot afford to allow growth to continue to occur the way it has. Now, some will argue this is social engineering. I suggest to you that if we do nothing, that is also social engineering. The question is, do we shift our growth to where it serves us best and retains liveability, or do we allow growth to be influenced by pure economics. In which case we are also social engineering. Now I spent last week in Ottawa, the capital of Canada. I can tell you, in Ottawa, it took students in my course, for the government of Canada, 30 minutes to get to work in a bus. It took an hour and twenty minutes by car. When that situation occurs here, people will use light rail, they will use cars. But if we follow -- and during the holidays I was in southern california. We want to follow the lead of cal trans. Texas transportation institute has done a study on over 70 metropolitan areas for over two decades. The trend is clear -- you build it, they will come. This is what is called trip inducement. We actually build to the demand and more people get on the freeway. What they found is that there are more cars and more vehicle miles than there are increases in population. Why? You build it, they will come. You make it easier, they will drive it. Currently we have no alternative to a single-occupancy vehicle to commute. Before we add additional capacity over what has been put forth in this recommendation, I certainly hope we have the strength to make sure that the hov, the light rail, and the express bus compliments are in place so people have an alternative to a single-occupancy vehicle. I sincerely hope that we start generating more jobs in clark county so people don't have to generate all those trips across the river. We're talking billions of dollars so that people could have the convenience. And to speak to this issue, I specifically want to address the west arterial. This idea is just a bad idea. It is a trip inducer, it is a sprawl inducer. Whatever Portland does within the Portland area is one thing. I know there's a traffic jam there. And it sincerely impacts the st. Johns neighborhood. However, what we found is if that bridge extends over the river to vancouver, this will shift a tremendous traffic burden on the city of vancouver, who just spent \$25 million to solve their problems. And this will completely invalidate their traffic plan and shift a tremendous amount of traffic there. It was suggested by a citizens advocate who very much loves this idea, that we could build a little rolling mall over fourth plain and drop the roadway below. Well, if that were possible, we would have done it. It will take over 27 homes to do that. There is not enough space to widen that road. That's why vancouver diverted the traffic to mill plain and spent \$25 million. So -- and how is this a sprawl-inducer? If we open another path beyond the capacity we have now, more people will work at nike and intel and live in clark county. This is inducing sprawl and inducing trips. So if we stay within our boundaries, we optimize everything we can, when the capacity again gets up to the point where it's no longer adequate, then we should add capacity.

**Katz:** Now you can see why we had so much fun. [ laughter ]

**Bill Marris, Chief Financial Officer, Market Transport, Ltd.:** My name is bill merris, a lot of people here have known me, heard me before. I don't think commissioner Sten or commissioner Saltzman, we've had very much opportunity to interact. So let me tell you about what I do. I'm the chief financial officer for market transport, limited. We are the state's largest domicile transportation and logistic service provider. Uniquely enough I live on hayden island, about a half mile away from i-5. So I live and work in the area that's most directly affected by this corridor and I live the corridor daily, in every possible way. I really need to thank the mayor for her participation in the project. It was remarkable. Every meeting I managed to make it to, she was there. And she was active. My thanks to the commissioners from transportation, to henry hewitt and to ed from Washington, outstanding job. Thanks to kate dean for doing an outstanding job. I do not have a single issue, reason for being here. What I have is best illustrated, and it's been a long time since i've been in council chamber, it's best illustrated by what's on the wall in back of

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you. You cannot draw a map of Portland without including vancouver. And you cannot draw a map of vancouver without including Portland. And you cannot draw a map of i-5 without including the east-west columbia river. We are stewards of a transportation responsibility that extends from vancouver, b.c., to mexico. We may not like it, it may be like gandolph said to frodo, we may not like where yes, but this is where we are and we have to make the best of it. I'm going to leave you with three letters, just to be corny -- r.i.p. -- the p stand for parochial. We cannot afford to be parochial in any of our transportation decisions with respect to any jurisdiction. We have got to pay attention to the big picture. Because it affects am of us. I don't know how many people are here are aware that daily the operation of intel and other high-tech manufactures in Washington county depends on cryogenic tank cars that leave vancouver, cross the i-5 bridge and go through highway 26. That material is crucial to keeping those plants operating. So our tax base is dependent on something that's clearly bridged by the maps there in back of you. We cannot be parochial. I stole that word from somebody else. That's not original. There's somebody else here doing that. I want to give that person at least a tangential credit. I -- investment. We all know, we're all old enough, we've been around long enough to know the greatest investment ever made in the social well being of the united states of america was the interstate highway system. If we were to do that now we'd look at the price tag and we'd say, no way in pinkham are we going to invest in the highway system. But look what it's done. There are scholars and educators who would say that the returns for, quote, public works projects, are far beyond our wildest dreams over a long period of time. I'm not suggesting this is anywhere close to public works, but it is a big project. This one we can't turn away from. R -- reinvestment. More businesses go out of business than stay in business. Transportation is the key to staying in business. It is the key to attracting new business. And whether we like it or not, it is business that pays the bills. I would challenge anybody in this room to point to one thing in this room besides us that didn't come here on an 18-wheel truck in some fashion. I'm open for takers.

**Katz:** Thank you.

**Maris:** That's all I have to say. And I do recommend a strong endorsement of this process.

**Katz:** Thank you both. It was a joy working with you. But both of these gentlemen voted for this report. All right. Let's open it up for public testimony now.

**Moore:** Come up three at a time.

**Katz:** Oh, amanda. Is this the line-up you gave me even for public testimony? Just amanda. Ok. And then we'll go. Sorry, amanda.

**Amanda Fritz, Portland Planning Commission:** I'm amanda fritz, i'm testifying on behalf of the planning commission and i'm presenting in person for two reasons. First, due to technical issues, we weren't able to finish our work on this project until last night. So we didn't want to let it be lost. I'm not going to read the entire letter, but please do read it. More importantly, this is an important project which is going to be worth \$2 billion. As such it does deserve extra attention from all of us. The planning commission believes the i-5 strategic plan does represent a thoughtful approach to addressing the current and future transportation needs in its corridor. The planning commission is unanimously recommending the city council endorse this plan and that the plans should proceed to the next steps in the planning process. However, it represents a significant transportation investment that could have adverse impacts on the city of Portland. I-5 corridor transportation needs must be balanced with the city of Portland's policy goals to protect neighborhoods, historic structures, and buildings and the environment. The planning commission -- special attention to five areas of issues in the next phase. Potential adverse impacts to businesses and residents of hayden island. Planning commission requests consideration of alternative -- with respect to having

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the least possible impact on hayden island. Second, additional examination of options that could reduce the need for major infrastructure investments, including transportation demand management, and pricing options. Thirdly, funding. Since it does represent a capital investment of over \$2 billion, the planning commission recommends that there should be for the regional -- further discussion regarding the funding priority of this transportation project compared with other city and regional transportation projects. Fourth, please make sure that the project emphasizes the need for improvement of freight movement and not simply improving movement for single-occupancy vehicle commuter cars. Finally, although we realize the de -- the accord is an important component of this plan, the question whether it's sufficient safeguard to ensure integration of land use planning and to allow balancing of competing goals in Portland's comprehensive plan. The planning commission requests to be involved in the consideration of these issues as the plan moves forward to ensure opportunities to advise council on whether our comprehensive plan is being honored. In summary, we do believe the i-5 strategic plan is an important step towards improving the cooperation and planning this corridor. We recommend your endorsement.

**Katz:** Thank you. And you mentioned hayden island, and I just noticed that steve recommends additional language with regard to hayden island. Let me read it, because i'm going to introduce it. If anybody has any real strong objections, let me know. Be it further resolved that the council recognizes that properties on hayden island could be impacted by the transportation investments identified in the i-5 strategic plan and requests that odot and tri-met consider partnering with the city of Portland in a land use circulation study to address land use, development and circulation issues on hayden island as part of the environmental studies for the bridge influenced area. This amendment was discussed with odot, tri-met and the bureau of planning, and they all concur. Unless somebody has strong objections, we'll add this to the report.

**Francesconi:** I have copies of it. Odot prepared copies.

**Katz:** Thank you. All right. Remind me to -- that we vote on it. All right. Now, karla.

**Moore:** Come up three at a time.

**Paul Edgar:** Thank you, mayor Katz, commissioners. I have feet on both sides of the river. My name is paul edgar. I live in vancouver, I have business interests and property on northwest 23rd. Your neighborhood. My big issue, and i'm a transportation activist, I attended a lot of the meetings as a citizen but not as a participant in the deal. In the actual hearings. Jobs and transportation go hand in hand. And the most important thing that we are losing track of here is that we need more good family wage paying jobs and this corridor is the lynch pin. And right now if we look at this, I -- i-5 has approximately eight hours a day, it's at a level of service f. And these I don't know how many people really relate to federal, state and growth management act standards in which one judges transportation flow. So currently in 2002, this corridor is at the worst possible transportation level that's -- that is on the scale. We're talking about putting together a 20-year plan. And we're not -- we're not addressing any additional capacity. I look at this as saying, what we're doing is we're taking the people in north Portland, people that are in central vancouver, and we're forcing these people to have onerous health problems brought about by the failure of us to have adequate transportation capacity in the corridor. Not only can't we move trucks, but we say, ok, let's take and put a light rail there. I'm not against putting light rail there, I think it's a very good idea. Light rail will not reduce by one lane the capacity needs within the corridor. It -- only 4% of the people commuting or using mass transit coming out of clark county or in that corridor, currently use a bus or carpool, and with all of the capacities, it's less than that. There is -- these people are not going to be jumping on to a light rail. So this means we could do a lot of things to

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the corridor, i.e., light rail, we've done hov lanes in vancouver, but we still have capacity needs that prevent us from creating jobs.

**Katz:** Your time is up. Do you want to just give a closing sentence?

**Edgar:** Well, I hope that you read my statement. I've thought about it, i'm active at it, and I tried to put some good words together because I think we do need a west side arterial. I think it's critical. It was left off the table. I strongly believe that it will be the ability to get trucks off of i-5 and give us a reasonable alternative than expanding i-5 greater than what it is.

**Katz:** Thank you. Ok.

**Rob DeGraff, Portland Business Alliance:** Good afternoon, mayor Katz and members of council. My name is rob degraph and i'm here representing the Portland business alliance. The Portland business alliance strongly supports the bistate recommendations that are before you today.

In particular we support those portions that foster freight mobility, notably the added lanes on i-5 north, and the improvements in the so-called bridge influence area. As has been said, the trade -- trade is a crucial component of our local economy and we need to invest in this corridor in order to improve our freight mobility. And this plan is a good first step towards achieving those goals.

Thank you.

**Katz:** Thank you.

**Ann Gardner, Northwest Industrial Neighborhood Association:** My name is ann gardner, I work for schnitzer investment, we have real estate interests in both Oregon and Washington on both sides of -- along the corridor. I'm here today as a board member of the northwest industrial neighborhood association, and I too am supporting the resolution in front of you. We felt the process was thoughtful and inclusive and open, that the recommendations are balanced, it isn't everything we might have hoped for from a freight standpoint, no, it is not. We're on record also encouraging further conversation about the west arterial and we hope that follows. But I think one of the most important things that came from this process was a conversation of the role that the movement of freight plays in the viability of this community. We've talked about it before, but I think this study really reminds us all how important it is that we get raw materials in and goods to market, and the reliance this community has on freight. And so I hope that as we move forward, clearly in making this project a reality, that we build on the knowledge that we developed in this study and i'm really heartened to know with the adoption of the transportation systems plan, that we'll be moving forward, the city will be creating a freight mobility plan under commissioner Francesconi's leadership, and that those steps will continue to enhance the freight system. So the recommendations before you on the i-5 trade corridor is operate -- to optimize that corridor and hopefully the work continues to make that a reality, and to continue to look at ways that we move freight in this community. So on behalf of nina, we encourage your support.

**Katz:** Thank you.

**Wayne Kingsley, President, Central Eastside Industrial Council:** Mayor Katz, commissioners, i'm wayne kingsley, president of the central east side industrial council. I have also been asked today to express an opinion for the association of Portland business neighborhood associations as rob mossen had to leave. I can't add much to what anne gardner said. We endorse the i-5 strategic plan and we endorse the -- as developed by the transportation trade partnership for all the reasons she stated before. So both organizations support it. Thank you.

**Katz:** Thank you.

**John Charles, Cascade Policy Institute:** Members of the commissioner, madam mayor, i'm john charles, cascade policy institute a research center here in Portland. Just by way of background, i'm going to talk about the finance issues associated with this, and I have paid my dues on this subject.

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I've work order road finance for 12 years and most recently i've been on the Oregon road user fee task force chaired by now senator bruce starr, and our mission has point -- as appointed by the legislature 18 months ago was to come up with a plan to phase out the Oregon gas tax over ten years and replace it with a true user fee. We have made recommendations, we are suggesting pilot project to test electronic technology and replace the gas tax with some form of road tolling technology, which I believe is key to the issues of this task force. Now, haven't said that, i'll say why I think you should reject the task force recommendations today. I'll make five quick points. One is as mr. Hewitt said earlier, the original mission was to solve congestion problems between i-84 and vancouver. But this recommendation only goes down to the fremont bridge. Now, the standard explanation of that has to do with as he said, the freeway system, and there's some truth to that. But I think as explained by rob monroe to me and others to me, the real problem is that some people can't stand the east bank freeway, want to tear it out, and as you can see, on your own river renaissance web page there's a vision of the future that does not include a marquam bridge or an east bank freeway. Now, that wasn't put there by aliens, that was put there by someone who works for you, and I think that is the problem. Namely, you're going to spend did \$2 billion improving traffic flow between vancouver and the fremont bridge, and traffic will come to a screeching halt because of the bottleneck at the rose quarter. Now, the regional transportation plan already includes an endorsement of widening the three lanes. You should simply -- the task force should reconvene one more time, finish your job, and that is endorse three lanes each way from vancouver to i-84, not the fremont bridge. Then you actually have a chance of solving the problem. My subsequent points are, light rail of course will do nothing to solve congestion. It's a huge waste of money, as your strategic plan indicates, it will cost \$1.2 billion compared to \$32 million for express bus service, road-based transit is the way you need to go. Another point is hov lanes are really a bad idea. People hate them, they don't work. What you need is three lanes in each direction that everybody can use, and finally, all the expansions should be paid for through user fees. You should be endorsing the idea of converting the entire interstate highway system to an electronically tolled peak price system. Thank you.

**Katz:** Thank you.

**Francesconi:** That last idea merits some looking at. At least how we go with toll roads. But when the calls start coming in we're going to send them all to you.

**Katz:** And don't -- i'm going to say something, don't respond to me either, but some day you're going to have to explain how gas tax is not a user fee. Go ahead.

**Sharon Nasset:** My name is sharon, i'm from north Portland, and I attended probably about 15 of the 18 task force meetings that they had. She's bringing you a package which has some information for you to take a look at later. The information has to do with the summary report of the i-5 task force corridor, which is what brought together the i-5 bistate task force to begin with. And it said that we had such a freight problem, and i'm here today to thank you very much for having a new freight study that's going to be started that commissioner Francesconi is going to be doing, and that steve is going to be heading, because he's very knowledgeable, and I think that's the right direction. And I hope that what steve iwatta has said about asking that metro take a heavy look at the freight movement and look at the west arterial and upgrade it, is really looked at for the economic base. Not just for our neighborhoods, but for the economic base. And the idea of lowering the grade of mill plain, which is currently a truck route that runs through downtown vancouver, to lower it as we did 405 so that they do not have a truck route running through their downtown, just like the north end of town doesn't, is a good idea. Having an industrial corridor that connects a northwest industrial corridor, swan island, river gate, northgate, the port of Portland

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and the port of vancouver on one continuous 21st century corridor will send a message to business these they should locate here. It will send a message to our commuters who will be able to ride transit into that area, that they can get to their jobs and I think it is the direction to go. I'm hoping that you will be looking for funds from the federal government to do a complete study, an -- an economic social environmental and energy study, es --

**Katz:** Environmental impact -- easy analysis.

**Nasset:** There you go. And know that it is not only going to take nine truckloads out of the area, but having a landlock area out there is not doing us any good, and it will invite more businesses out there and will take care of the high asthma rate. We already have all these studies, the st. Johns truck strategy, the lombard plan, which people are not showing up to because in the lombard plan they won't let us address truck traffic or the bridge, so most of the citizens are saying 1500 trucks a day, why should we redo it? We have the original corridor study and we have two lombard-odot studies that said the number 1 and number 2 problem out there was freight movement. And that freight movement is costing you dollars, and the last thing is, we have to do something to the rail anyways, that's what they're saying. We had the truman hobbs, hopefully we'll get --

**Katz:** Thank you. Finish your sentence.

**Nasset:** Oh. And even if we don't get that, I think the ports will get together enough money to take care of our train problem. After all, it's like double what is it in chicago with half the amount of trains, the weight.

**Katz:** Thank you.

**Sten:** Sharon, did -- a quick answer, but can you give me more information about how people are viewing the truck situation in the neighborhood? You said people aren't taking part in the study? What's what -- what are you hearing about that?

**Nasset:** A lot of people feel that because the neighborhood has all of the truck routes and has all of these trucks running through our neighborhood, approximately 1500 a day is what was counted when the north Portland business association said up a counting meter, is that until it actually causes economic problems, because it's always follow the money, nothing is going to happen. The fact that now it's showing it has caused economic problems, that businesses want to go other places, we have more of an opportunity. We have a really high asthma rate there, and some of the maps show that if you go across the st. Johns bridge, it goes into the center of town. And if you go where the west arterial was placed, you will have less congestion, less problem, and a chance for us to have a good economic growth in our town.

**Katz:** Let's watch the asthma issue. There are a lot of issues -- thank you. All right.

**Katz:** Ok. Who wants to start? Go ahead.

**Patti McCoy, Columbia Corridor Association:** Good afternoon, mayor Katz and commissioners.

I'm patty mccoey, and i'm here on behalf of the columbia corridor association. We support the i-5 recommendations before you today. I want to reiterate our strong interest in ensuring our region continues to move freight in an efficient and cost effective manner. Our region's success as an export center is largely dependent on the columbia corridor facilities that support transportation access to both national and international markets. I-5 is at the very heart of that activity. The columbia corridor is home to over 4700 businesses, paying over \$2 billion annually in wages, to over 88,000 employees. 42% of those are trade and transportation sector jobs. Moreover, fully 33% of the peak period traffic on i-5 north originates in the columbia corridor industrial sanctuary.

That would be a statistic that has come about since the -- since the bistate task force, so it's one that might be of more interest, the question about where the traffic has been coming from I think had arisen many times during the task force. Trade will continue to play a significant role in the



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development and growth of our region and our state. Over 10,200 trucks now move through the i-5 corridor every day. Freight tonnage is expected to double at least double in the west region by 2020. Portland-vancouver ranks leads in the nation based on international exports. It now ranks second largest wholesale trade hub on the west coast, and almost \$25 billion of freight moves between the Portland metro area and Washington every year. Transportation and distribution jobs in our region represent a higher share of total jobs than this industry does in other significant cities, including seattle, san francisco, and los angeles. Portland's share is 33% higher than the nation as a whole. And I think that's quite notable. Without the freight investments contained in the package before you, increased shipping times and delays, uncertainty about products reaching their markets and increased shipper and carrier costs will ultimately result in companies considering moving out of our region, less business expansion, fewer family wage jobs, and decreases in business income and resulting tax revenues. The additional bridge capacity, upgraded interchanges and the additional lanes in the bridge influence area are key freight related components of this package. Coupled with freight rail and mass transit improvements, this package gives our region an interstate linkage that will serve us well into the next century. Something we've not done in the last half century. Addressing freight needs through strategic investments in transportation infrastructure is critical to maintaining our economic engine. Thank you for your time this afternoon.

**Katz:** Thank you. Let's hear -- that's all right, you're fine. That mike's ok.

**Ross Williams:** My name is ross, I live at 426 southeast 19th in Portland. I attended most of the task force meetings as the chair of the transportation reform working group for the coalition of a live -- live I can't believe future, but the comments i'm making are my own. We were interested because we endorsed and strongly pressed for interstate max as part of that we had recommended that there be additional capacity improvements on the i-5 bridge and in the columbia corridor correction as part of that. I was monitoring that because we have other concerns about what might happen with other additional capacity across the river. And -- and what the impacts would be. In the process, and what i'm going to give you is my observation and what I saw happen, a discussion of trade problems, the expansion of the commute time to four hours, peak commute from two hours to four hours that was going to start interfering with freight movement in the corridor, morphed into a discussion with how to deal with vancouver commuters. I think from listening to comments in the audience, there was a conscious effort on the part of the people from vancouver, the leadership in vancouver, to deal with what with their strong political problems of, the i-5 bottleneck and getting people across the bridge to jobs and for their housing industry to continue to have a market for the sale of new houses that are being constructed in vancouver and battle ground and camas, to have a market for them. They required more capacity across the river for those people to get to work, because there weren't jobs in vancouver. And what I saw was that -- a group of people struggle with an incredibly complex and difficult task force, and do it in ways that I thought were fabulous. And I think they got good support from kate dean and the folks at odot in trying to work through those problems. But I think in the end it didn't work. What we have is a plan that has seven freeway lanes in vancouver coming into the bridge. You'll be able to get on a freeway in battle ground and get to the bridge in vancouver. You'll be able to get on the freeway in camas, all the way from the juvenile to the bridge. -- i-205. It then narrows the bridge, but some of those people go to vancouver, some into the port. It goes across the bridge and -- but it will cause 50% more people coming -- more vehicles coming across that bridge during that peak period than there would have been in 2020 if we hadn't expanded. And when they come across the bridge, the models show there's no increase in traffic. On i-5 south of columbia boulevard. There's no increase in traffic there. 50% more traffic across the bridge, so where does that traffic go? There

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was no modeling done to figure out where that traffic went. But the reality of it is that it will get off someplace in between there, but the other part is, there's an agreement by the task force, I don't think fully understood, that the two departments of transportation will manage that freeway to keep traffic moving on the freeway. Which means the people who get on in vancouver will have priority in getting on on the freeway over anyone who lives, works or does business on the Portland side. Headed southbound for four hours in the morning and northbound for four hours in the evening there. Will be ramp meters, that will prevent people from getting on to the freeway. That's really what intelligent transportation systems are about is keeping the freeway moving.

**Katz:** Thank you.

**Williams:** We will be drowned in traffic, and that's basically what I fear is going to happen coming out of this whole process.

**Katz:** Thank you, ross.

**Bob Durgan, Vice President, Anderson Construction:** Bob, vice-president of development services for anderson construction. Anderson owns about 700,000 square feet of industrial buildings on swan island and has been a pioneer on swan island. We support the vision of this statement, because we need the third lane at delta park, and we believe that that third lane has been a construction for a long time, and now i'll step away from anderson construction. Fifth general ration clark county neighborhood guy, i've been traveling across this bridge since 1968. I pay five figures a year in taxes to use the roads, so I think pay my fair share for being in the queue. And I don't -- from a pragmatcal perspective, I think it's fatally flawed on the light rail issue versus the west side issue. But we need to be more complimentary about what we're talking about and get to the issues. There's a west side economic study that says if we don't have a regional study that the port -- if we don't have another road to the west side in the next 20 years, we're out of business for the west side. That begs on where that west side bypass -- belongs. I don't believe since I oppose light rail and I know the people that are opposing light rail in clark county that you will get a light rail ever passed in clark county. But that doesn't mean you don't go ahead with this vision and keep this discussion open. There's a lot of good information, and it's being done in a complimentary and progressive fashion. And the first step without this study is not getting the delta park interchange fixed. And that's one that I live with every day. I hit swan island every morning, I can tell you all the short cuts, I can tell you how I get out of it, how I get to 205, what's bad, and us natives know how to make that. A family story, 1958 when bess kaiser moved over my guy was head of an office building, and we all piled in a 49 dodge to go across the hump in the bridge because the ladies were afraid to go across the new bridge with the hump because they thought it was a tacoma narrows. Back in those days, all the ladies car pooled because I guess we didn't make as much and they came over and kaiser organization flourished. I go down interstate, I use all the networks that they have, but at some point in time you can't just keep rebuilding roads, you have to look at where you add capacity that gets you around those critical problems. The last thing, if you want to study, when you were repaving the i-5 this summer and you cut it off at the fremont bridge, I go to church over at st. Mary's, at 5 o'clock we were backed up to swan island on a sunday afternoon. And you can't look at this whole structure as one segment. You have to look at it as connected. And I think we'll get to those next steps, so I support this.

**Katz:** Thank you. Anybody else?

**Moore:** That's all.

**Katz:** Walter, come on up. Anybody else want to testify? Ok.

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**Walter Valenta, Bridgeton Neighborhood Association:** Hi. Walter valenta, Bridgeton neighborhood on the i-5 task force, and I just want to put a little more perspective on it, having listened to everybody. That's my job.

**Katz:** Oh, that's why you wanted to be last.

**Valenta:** I'm last for that, just in case something came out during the -- up during the testimony. We had a pretty good group of testimony. This was a big project. There was a lot to get a handle on. Any time you do a study, you look back and go, gee f. We would have known all that stuff we could have done a better study. And that's true with this transportation. And we have a lot more to study in the environmental impact statement, but we have the basic strategy. I guess what I want to answer is a couple of questions. One, is this strategy a Portland way of going about it, or is this kind of selling out to the cars? Because we have a lot of stuff going on with the additional lanes. Really, this is a three-lane facility in each way, and up in the hayden island area, there's a lot of on and off traffic that needs to be accommodated somehow with the additional lanes. So even though there's some people that would quote this as having a lot of additional lanes, and in many ways it's still a three-lane facility with the ramping work properly. The impacts up at lay decent island actually have a two-sided impact, because hayden island could use a little impact, one could say. Perhaps with this new roadway we can solve some of the enthuse that have been hanging out because of the first time they built the freeway through there, and then the road systems that came up after from that. So even though there will be some impacts to hayden island, I believe there will be some positive ways to solve those impacts. One last point, and then i'll end. We haven't talked too much about what a new bridge would look like, but I want to maybe end in an uplifting note a little bit. We could add supplemental lanes to the existing bridge, we could retrofit the existing bridge for earthquake preparedness, we could add a light rail bridge, we could do all those things, and the strategy didn't say which one yet. Or we could build a brand-new bridge. Because all these costs of these supplemental bridges and retrofitting gets to add up pretty expensive too. So when you start a new bridge, remember that you have an opportunity then to make a nonlifting bridge. And to open up another level of this ease of transportation where the freeway itself didn't stop, many times a day, and that the freight movement underneath didn't stop waiting for the bridge to go too. So this is an ambitious project and we still have a lot of decisions to be made, and I hope we keep the optimistic spirit we came in with. Thank you.

**Katz:** Thank you. Kate and steve, do you want to come up and -- is there anything you heard that needed to be clarified or corrected, or a p.s. Added to this?

**Dean:** Yes. I have at least a couple of p.s.'s. Kate dean from the Oregon department of transportation. To the issue of community enhancement fund, I just want to draw your attention to the specific recommendations and the language there. We have not yet determined what the plan -- what the plan recommends is we establish a community enhancement fund as we do projects in the juvenile corridor. That was actually one of the best votes that we had on the task force, and i'm going to tell you what page it's on. It's in this plan, on page 39. At the bottom it's our first recommendation, and so it recommends the establishment of this fund, but it does not say how to capitalize that fund, so we've got a big job ahead of us in terms of figuring out how to pay for this. How it will be administered and what level that is. And so many of the people who are testifying, it's easy to think of it as the 1% for the i-5 trade corridor, but I want to clarify that we have a lot of work ahead of us to do to determine how that fund comes to fruition, what its funding level is, et cetera.

**Francesconi:** Excuse me, did the community groups and citizens understand that?

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**Dean:** I think they did, because they were there crafting this language. So I know they read the language.

**Katz:** She's just clarifying.

**Dean:** I don't want you bringing me back here later and having said that I did not clarify that. That's the only reason I do want to emphasize that the department of transportation supports this recommendation, so this is my clarification, it's not any backing off from this recommendation, simply a clarification.

**Katz:** Fair enough.

**Dean:** To lenny anderson's suggestion that we study in the eis his idea for what he calls a 6-2-2 solution, that also is a part of these recommendations, and we will be looking at lenny's idea. Third, just to make sure that it's clear, the west arterial road is not an idea that is off the table. Again, in the recommendations it is recommended that we continue as a long-term agenda item to study the idea of this road. It has some benefits, it has some down sides, but it's not completely off the table. What the task force did decide is that it's not a stand-alone solution for the i-5 corridor problems.

**Iwata:** That was kind of my order of comments, when metro adopted the document, it acknowledged that arterial would be in the plan as part of the rtp.

**Dean:** And then I guess the final thing I wanted to add is about how will traffic increase and decrease on i-5. I think there were comments perhaps made that traffic is going to increase by 50% over a do-nothing kind of solution, and that is not supported by the numbers that we have. What we do have is that what we found, and i'm not sure if this is what the testifier was referring to, is that of the people, we did find of the people on the bridge, about half of them are both getting on and off in a very congested area of the bridge, and it's highly used area of the bridge. My figures would be in terms of the traffic increase, when you look both at i-5 and i-205, you'll have somewhere between a 16 and 30% increase on those two bridges. So just needed to clarify those numbers as well, and I have them here if you want me to pass you a copy.

**Katz:** Steve?

**Iwata:** To clarify on the hayden island issue, the council current resolution calls for looking at working with odot to look at options to avoid impacts. The amendment was trying to acknowledge that the issues on hayden island are much more complex, that we need to step back and partner with tri-met and odot to look at the island as a whole in terms of circulation and land use. The city acquired responsibility of hayden island in the mid-'80's as part of the urbanization -- the county agreement in the mid-'80's, and it was for example not part of the albina community plan. So for example we did a study with the port of Portland, hayden island, which is kind of a segment of the west arterial idea, hayden island residents at that time expressed concern about the traffic impacts of that arterial bridge as it would divert traffic through their neighborhood. So really to look at any of these options we have to look back and look at the whole island in terms of both land use and circulation. Most of all the streets on hayden island are private streets, for example.

**Katz:** Sam, come on up before we open it up for questions. Let me just add to that there has been historically a lot of interest on the i-5 freeway issue. And it was raised during the task force. And there was an agreement among the task force that you can't just look at that one segment that we all would really like to deal with and deal with it not only for transportation solution, but also for land use issue. That we have to look at the entire loop, it hasn't been studied. And that's when I keep saying to the council that we will be looking at the freeway loop. I need basic technical information to see what's happening and what we think is going to happen, and what are the options we have. So that is part of the river renaissance freeway loop, land use, transportation,

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issues. I just wanted to flag it. Nobody mentioned it, but it's an important issue for the city. Sam? We asked you once before on another issue to tell us to give us counsel and share with us what you've learned. What did you learn about this?

\*\*\*\*\*: I learned that --

**Katz:** Identify yourself for the record.

**Sam Imperati, Institute for Conflict Management:** Sam imperati, institute for conflict management. I was the facilitator for the i-5 partnership. What I learned was a reinforcement of the belief that people of good faith who come together, even when their views on the surface are disparate, who work through a process that is supported by technical analysis, that is not done to support one team or the other, but looked at objectively, can and in this case did come together with a plan that I believe on balance they believe, which is my only interest, facilitating their recommendation, really does balance the greatest good for the greatest number, and doesn't impact people disproportionately. Having said that, this is not done yet, as kate indicated. I have been out of the room until two minutes ago, but what kate indicated in the beginning, we still have more work. And I think that is key. I thought that it was almost impossible task, frankly, to facilitate this process. Because of the diversity of interests at the table, and the wonderfully strongly held beliefs of the various parties. And the part of the process that I believe is most telling is the land use accord, and coordinating for the first time in a bistate level economic development, land use planning, and transportation, and really creating an environment where these issues can be looked at at a regional perspective, and that I would not have been able to predict with any good faith prior to beginning the process.

**Katz:** Thank you. All right. Open up for questions.

**Saltzman:** The question about why the study terminated at the fremont bridge rather than i-84, which was the i-84 junction, which I guess as i've come to understand the original scope was to look from i-84 junction north to the i-5/205.

\*\*\*\*\*: Right.

**Saltzman:** How was that decision made to truncate it at the fremont bridge and why?

**Dean:** Commissioner Saltzman, kate dean from the Oregon department of transportation, my recollection of how that came about was it really in a discussion among the task force members, it was clear that making any one change in the i-5/i-405 loop system really has a domino effect in the whole loop, and there was a recognition that the city does have some interests in looking at how that loop develops in the future, what its future will be, and so we felt that it was I think the task force felt, my recollection is, that they could not make recommendations with regard to expanding that section between the fremont bridge and i-84 without having implications for the entire loop. And so the conclusion that they came to is that our work is not done here, that we should study that freeway loop, and I will find the page it's on, so this plan, if you adopt it, it's recommending to -- you're recommending to yourself that you do do this, this study of the i-5/i-405 loop. I will say what we heard on this subject and when people did agree to is that people feel very strongly that there is a problem there. They recognize there's a problem there, and they want to have a solution. What that solution is is still up in the air. There are a lot of different ideas about that.

**Katz:** Do you want --

**Saltzman:** It seems to me, I understand -- I think I understand that answer. It seems to me almost under any scenario we're talking about, the future of the loop, maybe i'm wrong, is always going to be a section connecting i-84 to i-5 north. We may do away with the marquam bridge or portions of the east bank freeway, but i've never heard discussions of scenarios that imagine anything other than an i-84 junction with i-5 north, or I guess it's 405 at that point. Am I wrong?

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**Dean:** Depending on what happens downstream, you may or may not want or need to increase the capacity to three lanes in each direction. Right now that's two lanes in each direction. You may or may not need to make new connections between i-5 and i-84, and that's really the kind of things we were talking about in the task force. And so we felt we were mucking with -- we had too many uncertainties about the future downstream to make recommendations certain recommendation was regard to that part of the freeway loop.

**Iwata:** There's two very complex questions on the table with the freeway loop. One is the role of the loop for regional transportation travel between the different corridors, but more -- there's also a fundamental question of how the loop provides access into and through the central city. The Lloyd district, the downtown, and those relationships are very complex in terms of the size of the freeway, of the location of the ramps and how they facilitate hour development goals for central city. So hour of the effort is to better understand those interrelationships between the central city needs versus those regional needs, and try to sort that out. And what would be the best long-term solution for the loop. So whether the east bank freeway stays or is relocated or whatever, the marquam bridge, 405, we'll have a chance to look at that kind of urban design land use and transportation function for the central city and in the context of the regional issues at the same time. So that's kind of the next steps we need to look at.

**Katz:** And both of you, there are different visions for this, and nobody quite yet knows what the solution is. And the technical work needs to proceed, so we can understand what the future would look like if we did absolutely nothing what it would look like, if we had several options. And whether it's the marquam, whatever piece of it is, we can't be looking at it piecemeal. And so that's the work we'll be proceeding asap. Ok. Further questions? If not, i'll take a motion to endorse the recommendation of the Portland-vancouver juvenile transportation and trade study strategic plan. Oh, sorry, let me move the amendment first. Anybody objections? Hearing none, so ordered. [ gavel pounded ] roll call.

**Francesconi:** This is a terrific effort by a lot of people, led by the mayor and by incredible staff work, I should say. Because it takes that kind of work as sam acknowledged. Transportation is really the key to the past of our city, and it's really the key to our future. So we're trying to accomplish multiple objectives in probably the most important corridor that we have of all the transportation that we have. One objective is that -- to continue important transit objectives, which allow us to meet air quality goals, reduce congestion, which I do believe it allows us to do it, so how we -- you've set the stage for connecting light rail to vancouver, which is really critical. And you mentioned the loop. One of the citizens actually mentioned the loop in vancouver. We've not talked much about another portrayed corridor, i-205. We're about to make that decision as to whether i-205 is the next portion of light rail. As well as then following it, milwaukie, but that's more work to connect to this, as we're looking at the overall system. Turns out that use along the i-205 corridor is much higher than we ever thought. So we have important transit objectives to look at here. Then we have important livability objectives. The land use questions. And I really think we should not underestimate the importance of that community enhancement fund. Perhaps you should consider being more on the inside. It's important to throw rocks, maybe you've been so effective on the inside, maybe you can put the rocks down for a while and I do think that given the history of what that freeway did to those neighborhoods, but we can't go backwards, we have to move forward. So that merits a lot of consideration. It's very exciting. I do think ultimately the issue of our trade dependent economy is central here. Especially as we have to compete with other regions, not only in the country, but across the world. Contrary to patty mccoys testimony, bill wyatt puts us as the fifth most trade dependent economy in the nation, not sixth, and the first on the

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west coast, not second on the west coast. And so when we have the columbia river connecting two major ports, deep water shipping, upriver barging, two transcontinental rail lines all right there in the industrial land all right there, how we handle the issue of freight is going to be dependent to providing good jobs for our citizens for the future. And so this is the most critical corridor. I do think we do need a larger freight study, and I do think the city of Portland, pdot needs to play a stronger role in the future as we go forward on the issue of freight. I also think jpac needs to play a stronger role, and i've only been there not too long, but i've been encouraged when i've raised that issue they've agreed. So how we look at regional freight as part of this system. But the key will be this corridor, and the mayor is leading this work as she should, including the freeway loop studies, which is going to be essential under her leadership. So she can bring the kind of consensus hopefully that we've reached on this project. It is going to be incumbent upon always -- all of us to get one vision, as we bring these different studies together, and we need to do it fairly rapidly. The other thing we're going to need to do is get some money for this. \$2 billion at a time that our federal government should be investing more in proven economic development strategies like this, we're going the opposite direction in terms of the federal government. And the federal government's priorities. So I do think that this is one of the best strategies to revive our economy, and we're going to need some help re -- and with the two states doing it as opposed to one, we're going to need some help getting some resources to execute this or else it's all going to sit on a shelf and our neighborhoods and our economies can't afford this. So thanks for all your work. Aye.

**Saltzman:** Great work by everybody. Aye.

**Sten:** Me too. I admire all the work you did. The staff work and the citizens, and involving the community. There's a lot more to do and study, but good job. It's a pleasure to vote aye.

**Katz:** Special thanks to mayor pollard and to commissioner pridemore for their addition to the thinking, and the policy development on the other side of the river as well as to commissioner ed barnes. Really our appreciation to the citizens in vancouver, that was one of the lessons I learned. We can be partners, and you heard two members from the other side of the river giving us their perspectives on land use and transportation. You probably never thought there were people like that. But I have to tell you there were more on the task force, and lenny, thank you. You were wonderful. You taught me a lot, and certainly the freight issue is a top priority. But I think the real success on this is clark county and vancouver realizing that light rail has to arrive at their doorstep, and that's connected all the way down to clackamas county. That is the future of this region. And the land use accord. I never thought that when we started on this, and actually commissioner Hales was on that little committee that began thinking about it, and that we would ever get to an agreement where the state of Washington, clark county specifically, and Oregon, and the city of Portland, Multnomah county, will have to begin talking about their land use and the implication. And the bottom line was, don't keep expanding your urban growth boundary in the state of Washington and then expect us to pay for transportation corridors. I mean, that -- that's crassly said, but that's really what it was. And we debated that, and I think almost unanimously agreed that this was a good idea. We haven't tested it yet, we have a lot more to work ahead of us, but I was proud member of this group and the staff, did you an expert, expert job to corral all of us. Thank you. Aye. [ gavel pounded ] all right, everybody. We stand adjourned. [ gavel pounded ] [ applause ]

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