



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 30TH DAY OF APRIL, 2008 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams, Leonard and Saltzman, 4.

Commissioner Leonard left at 1:05 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Ben Walters, Senior Deputy City Attorney; and Ron Willis, Sergeant at Arms.

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

COMMUNICATIONS		Disposition:
513	Request of Steve Pixley to address Council regarding Portland Parks & Recreation volunteer corps and National Volunteer Week proclamation (Communication)	PLACED ON FILE
514	Request of Sara Fritsch from the Leadership Portland Class of 2008 to address Council regarding cigarette litter (Communication)	PLACED ON FILE
515	Request of Pavel Goberman to address Council regarding the media (Communication)	PLACED ON FILE
516	Request of Glen Owen to address Council regarding an impeachment resolution and ad (Communication)	PLACED ON FILE
TIME CERTAINS		
517	TIME CERTAIN: 9:30 AM – Assess benefited properties for street and stormwater improvements in the SW Texas Green Street Local Improvement District (Hearing; Ordinance introduced by Commissioner Adams; C-10014)	PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM
518	TIME CERTAIN: 10:00 AM – Mill Park Elementary School and Adopt A Class (Presentation introduced by Mayor Potter)	PLACED ON FILE

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<p>519 TIME CERTAIN: 10:30 AM – South Park Block Five Fundraising Report (Report introduced by Commissioner Saltzman)</p> <p>Motion to accept the Report: Moved by Commissioner Leonard and seconded by Commissioner Adams.</p> <p>(Y-4)</p>	<p>ACCEPTED</p>
<p>CONSENT AGENDA – NO DISCUSSION</p> <p>Mayor Tom Potter</p> <p>Bureau of Planning</p> <p>520 Adopt and endorse the Memorandum of Understanding with International Centre for Sustainable Cities and provide for payment (Ordinance)</p>	<p>PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM</p>
<p>Fire and Rescue</p> <p>521 Apply for a \$1,300,000 grant from the Department of Homeland Security to purchase a new fireboat (Second Reading Agenda 485)</p> <p>(Y-4)</p>	<p>181763</p>
<p>522 Apply for a \$560,625 grant from the Department of Homeland Security to replace Personal Alert Safety System devices (Second Reading Agenda 486)</p> <p>(Y-4)</p>	<p>181764</p>
<p>Office of Management and Finance – Financial Services</p> <p>523 Statement of cash and investments March 06, 2008 through April 02, 2008 (Report, Treasurer)</p> <p>(Y-4)</p>	<p>PLACED ON FILE</p>
<p>Office of Management and Finance – Human Resources</p> <p>*524 Amend contract with the Immigrant and Refugee Community Organization to facilitate the City Summer Youth Employment Program (Ordinance; amend Contract No. 37275)</p> <p>(Y-4)</p>	<p>181765</p>
<p>Office of Neighborhood Involvement</p> <p>*525 Authorize a grant agreement with Portland Community College Foundation to administer funds for the Youth Action Grants Program (Ordinance)</p> <p>(Y-4)</p>	<p>181766</p>
<p>Police Bureau</p> <p>*526 Amend Intergovernmental Agreement with Multnomah County to extend the term and increase the compensation for residential treatment services (Ordinance; amend Contract No. 52938)</p> <p>(Y-4)</p>	<p>181767</p>

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*527 Accept a grant from the Oregon Department of Justice and the Oregon High Intensity Drug Trafficking Areas Program for \$30,000 to fund Police Bureau Portland Interdiction Team efforts (Ordinance) (Y-4)	181768
*528 Accept a grant from the Oregon Department of Justice and the Oregon High Intensity Drug Trafficking Areas Program for \$56,340 to fund Police Bureau Portland Interdiction Team efforts (Ordinance) (Y-4)	181769
*529 Authorize an Intergovernmental Agreement with Multnomah County to provide outpatient treatment and supportive housing to chronic offenders identified by the Service Coordination Team (Ordinance) (Y-4)	181770
Commissioner Sam Adams	
Bureau of Environmental Services	
*530 Authorize loan application in the amount of up to \$18,000,000 to the Oregon Department of Environmental Quality under the State Revolving Fund Program for Columbia Blvd Wastewater Treatment Plant Digester Expansion and Revegetation Program projects (Ordinance) (Y-4)	181771
*531 Authorize a contract with GSI Water Solutions, Inc. for as-needed services to support implementation of the City Water Pollution Control Permit (Ordinance) (Y-4)	181772
*532 Amend contract with West Yost Associates for additional work and compensation for the Ankeny Wastewater Pump Station Upgrade Project No. 8830 (Ordinance; amend Contract No. 36487) (Y-4)	181773
533 Authorize contract with Tetra Tech, Inc. for engineering services for the design of the Oaks Bottom Wildlife Refuge Phase I Project No. 8576 (Second Reading Agenda 492) (Y-4)	181774
Office of Transportation	
*534 Add language to the condition reserving an easement for utilities for the NW Naito Parkway street vacation in connection with Waterfront Pearl condominium development (Ordinance; amend Ordinance No. 181601) (Y-4)	181775
535 Call for bids and authorize a contract for the 122nd Ave Traffic Signal Replacements and Pedestrian Improvements project (Ordinance)	PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM
Commissioner Randy Leonard	

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536 Accept report from Moss Adams on Enron and Portland General Electric treatment of income taxes and acknowledge satisfaction of subpoena (Resolution) (Y-4)	36600
Water Bureau	
537 Amend contract with Black & Veatch, Inc. to extend term and increase compensation for conduit trestle vulnerability reduction design services (Ordinance; amend Contract No. 35458)	PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM
Commissioner Dan Saltzman	
Office of Cable Communications and Franchise Management	
*538 Extend term of Southern Pacific Pipe Lines franchise (Ordinance; amend Ordinance No. 155742) (Y-4)	181776
*539 Extend term of Olympic Pipe Line Company franchise (Ordinance; amend Ordinance No. 162012) (Y-4)	181777
*540 Extend term of Chevron Pipe Line Company franchise (Ordinance; amend Ordinance No. 164747) (Y-4)	181778
*541 Extend term of Chevron USA franchise (Ordinance; amend Ordinance No. 164748) (Y-4)	181779
Parks and Recreation	
542 Enhance tree protection services by implementing a processing fee for the combined street tree removal and replanting permit and establish civil penalties for violations (Ordinance; add Code Section 20.40.215)	PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM
REGULAR AGENDA	
543 Authorize the Portland Office of Transportation to enter into a contract with Max J. Kuney Construction, owner of the old Sauvie Island Bridge, to rehabilitate, relocate and acquire the old Sauvie Island Bridge center span for the purpose of moving it to NW Flanders St over I-405 (Ordinance introduced by Commissioners Adams, Leonard and Saltzman)	PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM
Mayor Tom Potter	
Office of Management and Finance – Business Operations	

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<p>*544 Pay claim of Lorinda Kirkland (Ordinance) (Y-4)</p>	<p align="center">181780</p>
<p>545 Authorize a contract and provide payment for the Portland Fire & Rescue Station 1 Seismic Upgrade and Facility Remodel project (Ordinance)</p>	<p align="center">PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM</p>
<p align="center">Office of Management and Finance – Purchases</p>	
<p>546 Accept bid of Collins Mechanical, Inc. for the Computer Room Mechanical and Electrical Upgrade - The Portland Building project for \$842,508 (Purchasing Report - Bid No. 108429) Motion to accept the Report: Moved by Commissioner Leonard and seconded by Commissioner Saltzman. (Y-4)</p>	<p align="center">ACCEPTED PREPARE CONTRACT</p>
<p align="center">Commissioner Sam Adams</p>	
<p align="center">Office of Transportation</p>	
<p>547 Authorize application to the Oregon Department of Transportation, Transportation Enhancement Program for a grant of up to \$1,000,000 for Phase Two of the NW Flanders Bike Boulevard, Sauvie Island Bridge Relocation Project (Ordinance)</p>	<p align="center">PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM</p>
<p>548 Authorize application to the Oregon Department of Transportation for a grant financed by State lottery funds to provide for the purchase of streetcars used in public transit systems (Ordinance)</p>	<p align="center">PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM</p>
<p align="center">Commissioner Randy Leonard</p>	
<p align="center">Bureau of Development Services</p>	
<p>*549 Authorize a temporary Day Laborer Center site improvement for VOZ Workers Rights Education Project (Ordinance; waive Title 33 and Stormwater Management Manual) (Y-4)</p>	<p align="center">181781</p>
<p align="center">Commissioner Dan Saltzman</p>	
<p align="center">Parks and Recreation</p>	
<p>*550 Authorize payment of \$10,000 to Hillside Soccer Club for field improvements at Chapman School (Ordinance) (Y-4)</p>	<p align="center">181782</p>
<p>551 Designate two Heritage Trees in the City (Second Reading Agenda 507) (Y-3; Leonard absent)</p>	<p align="center">181783</p>

At 1:13 p.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS **30TH DAY OF APRIL, 2008** AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Potter, Presiding; Commissioners Adams, Leonard and Saltzman, 4.

Commissioner Leonard arrived at 2:37 p.m.

OFFICERS IN ATTENDANCE: Susan Parsons, Acting Clerk of the Council; Tracy Reeve, Senior Deputy City Attorney; and Ron Willis, Sergeant at Arms.

<p>552 TIME CERTAIN: 2:00 PM – Adopt the multifamily chapter and the revised commercial chapter of the Portland Recycles! Plan and direct the Office of Sustainable Development to implement its recommendations (Resolution introduced by Commissioner Saltzman)</p> <p>Motion to add “multi-family chapter” language and change report due date to 2011: Moved by Commissioner Saltzman and seconded by Commissioner Adams. (Y-3)</p> <p>(Y-4)</p>	<p>Disposition:</p> <p>36601 AS AMENDED</p>
<p>553 Update city waste prevention and recycling policy, increase fees for companies collecting solid waste from commercial accounts in Portland and prohibit the storage of solid waste, recycling or compostable containers on the right of way (Ordinance introduced by Commissioner Saltzman; amend Code Chapter 17.102)</p>	<p>PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM</p>
<p>*554 TIME CERTAIN: 3:00 PM – Grant revocable permits to the Portland Rose Festival Foundation to perform activities relating to Portland Rose Festival 101st anniversary celebration from May 10 through June 15, 2008 (Ordinance introduced by Mayor Potter)</p> <p>(Y-4)</p>	<p>181784</p>
<p>555 TIME CERTAIN: 3:15 PM – Adopt and authorize submission of the Action Plan 2008-09 application to the U.S. Department of Housing and Urban Development for grants under the Community Development Block Grant, HOME Investment Partnership, Emergency Shelter Grant and Housing Opportunities for Persons with AIDS Programs (Ordinance introduced by Mayor Potter)</p>	<p>PASSED TO SECOND READING MAY 07, 2008 AT 9:30 AM</p>

At 3:15 p.m., Council adjourned.

GARY BLACKMER
Auditor of the City of Portland

By Susan Parsons
Acting Clerk of the Council

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

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

> [the following text is the byproduct of the closed captioning of this program. The text has not been proofread and should not be considered a final transcript.]

APRIL 30, 2008 9:30 AM

Potter: Welcome to Portland city council.

*****: Welcome.

Potter: That's my line.

*****: [laughter]

Potter: I was out at Kelly elementary recently over safe routes to school program and met these fine young people, and the principal and some of the folks, and this morning they're going to be performing a musical selection for us about the city of Portland. Isn't it?

*****: Yes.

Potter: And they're accompanied by their music teacher, Andy Shubring, Prince Salle Cheryl Allen, and the P.E. teacher. One thing I noticed out at Kelly school is that you've got a city of Portland flag, but it's really old and really worn, so this morning I'm going to give you a new city of Portland flag that looks just like that one. With that, we'll turn it over to --

Andy Shubring: Our fifth grade is performing a musical in about three or four weeks called "my favorite tone," and it's about a group of young fifth graders who are moving to the city from various cities around the country and around the world and, in the end of the play, they all determine that, of all the places they've ever been, Portland is their favorite. So we're going to sing the title song from that play called "my favorite town". You'll recognize the music. It's from the sound of music, "my favorite things". We've just kind of changed the words around a little. ¶ city of roses and bridges and fountains. Close to the coast, a view of the mountains. East side to west side and uphill to down, I think that Portland's my favorite town ¶¶ stately willamette and mightily columbiaa, beautiful Portland is wonderful fun place. Plenty of parks where all nature abounds. Portland is one of my favorite towns ¶¶ all of these qualities sure make it sound, but Portland is definitely my favorite town ¶¶ lots of nice folks from southeast to goose hollow. Lots of museums and culture around. Portland is really my favorite town ¶¶ I simply remember that I like it here so Portland is my hometown ¶

*****: [applause]

Shubring: We have another short selection that comes from that same play. This is also a borrowed tune. We can thank our neighbors to the north for this. You might recognize it as the Canadian national anthem, but we borrowed that tune so we could sing a song about the lovely lady who graces the fifth avenue side of the Portland building.

Potter: Do the Canadians mind?

Shubring: I didn't ask. [laughter] After we're finished here, we're going to go over there, weather permitting -- I think it will -- and we're going to stand across the street and sing it to her, so we'll sing it to you first.

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> ¶ Portlandia, the symbol of our town. Gazing down the -- [inaudible] -- we can truly say we are proud today of Portland's great -- [inaudible]. Portlandia, Portlandia, we love the land and sea. Portlandia, our great city ¶

Schubring: And i'd like to thank mayor Potter and the city council for inviting us here today. This is a real experience for me and for these kids.

Adams: Good job. Really good job.

Potter: And in here is a new Portland city flag so, when you get back out to your school --

Sharon Allen: Oh. Thank you very much.

Potter: When you fly your new flag, think about your friends downtown.

Allen: We're always looking for volunteers, so don't be a stranger.

*****: [laughter]

*****: Just like a principal. Has the last word.

*****: Thank you.

Potter: City council will come to order. Please call the roll.

[roll call]

Potter: I'd like to remind folks that, prior to offering public testimony to the city council, a lobbyist must declare which lobbying entity he or she is authorized to represent. Please read the first communication.

Item 513.

Steve Pixley: Thank you, mayor Potter, councilmen. Tough act to follow. I think we have some people that can do it. Last year, as you know, about 16,000 Portlanders contributed over 461,000 hours of volunteer service to the parks and recreation department. They helped supplement our services, diversify our ranks, and they bring new and sometimes old ideas that help us to work better. Today, during national volunteer appreciation week, i'd like to present a small sampling of our volunteer crew. They, along with all the others, help make p.p. And r. The finest park system in the nation. First we have holly will-hollis representing hands on Portland. Holly's a remarkable volunteer.

Potter: Come on up and sit down. Thank you.

Pixley: Holly's a remarkable volunteer, current live the office manager in host development where she oversees the homeowner volunteer program. She started as a volunteer, by the way. She also volunteers for school house supplies, leads volunteer programs at the hollywood theater, but it's her work with hands on Portland that helps us the most. Mayor Potter, you may recognize her. She led your painting crew at ockely green.

Potter: Yes. I still have paint on my jeans from that experience.

*****: Sir, you did a very good job, though.

Pixley: With hands on Portland, holly lead as crew out at the community gardens every month, and she and all the hands on Portland crews really do a terrific job for us. Next up is someone a lot of people know, roy pittman of peninsula wrestling club. Since 1970, roy has coached wrestling at peninsula park community center. He's coached over 3000 kids, ten whom have become collegiate champions, and we hope two more will become oh limp peians soon. Many of these former wrestlers return to volunteer or bring their own children. Some travel over an hour to get to his practices. But it's not only success that keeps them coming. It's his success with the children. Roy gets to know every kid and finds the right thing for each of them. He stresses mental discipline, scholastic sportsmanship, and confidence. I want these young people to dream, he says, and the best way to make dreams come true is a to wake up and work with them. Roy pittman. Finally i'd like to bring our last two volunteers up to stand with roy, because roy is a p.p. And r. Retiree. Judy kuntz and dale gubley are current p.p. And r. Employees. I want to remind everyone not only do we at parks and recreation benefit from volunteers but these people always give much back to the community. Schools, community safety, and fair labor practices, dale has coached, managed

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umpires in little league and baby ruth, been umpiring chief and is currently on the board of southeast Portland babe ruth. He's also coached bowling with junior olympics and instructed rifle. He's been a p.t.a. Member and a president at our lady of sorrows grade school and also served as chairman of that school's board. He's a licensed amateur radio operator who assists with search and rescue operations, he volunteers for political campaigns when the cause is just. Judy has been serving with community gardens about 10 years, first as a volunteer manager of her garden site and now as treasurer of the board of friends of community gardens. Judy is a van driver picking up people for church services every sunday and organizing various day trips like memorial day to shriner's irish garden, for example. She's currently usher and substitute house manager for the Broadway Mose Theater and has volunteered at community theaters over the years. She is a tireless volunteer for parks after hours. Anytime there's a special event, whether a halloween party, concert, poinsettia sale, you can expect to see Judy welcoming guests, serving refreshments, and handling whatever tasks are asked of her, and she does it all with grace. Gentlemen, I'd like to present our volunteers.

Potter: I have a proclamation to read. Whereas April 27th to May 3rd has been proclaimed to be National Volunteer Week by the President of the United States, whereas volunteers keep participants volunteering in the finest parks in the nation, there by enhancing the beauty and health of our city and volunteers coach, mentor, and teach our children, there by grooming good citizens of the future, neighborhood watches, foot patrols, and reserve officers build safe friendly neighborhoods, volunteers share food, support, and companionship, there by providing an important safety net for our neighbors in need, Portlanders are second to none when providing time, talent, and resources to our community, and volunteers will continue to shape Portland in the years to come by sharing ideas, advice, and guidance for the continued health and liveability of our hometown. Therefore I, Tom Potter, Mayor of the City of Portland, the City of Roses, do hereby proclaim April 27th to May 3rd, 2008, Volunteer Appreciation Week in Portland, Oregon, encourage all residents to recognize this week. Thank you very much. Thank you, Roy, Holly, and all of you folks. Let's give them one other hand. If you've never watched the wrestlers out at Peninsula, it's an amazing thing he does. He not only teaches children wrestling. He teaches life and the values that are important to get them to be healthy. Thank you. Please read the next communication.

Item 514.

Potter: You're the t-shirt lady?

Sara Fritsch: Thank you for giving me three minutes of your agenda to discuss cigarette butt litter in Portland. First I'd like to present to you an opportunity. Second I'd like to issue you a challenge. And third I'd like to pledge to you my support. Cigarettes are toxic and it should be unacceptable to have them in our streets, sidewalks, and bridges butts are the most littered item in the world. Butts are not biodegradable. They take up to 12 years to break down. As they break down, they release toxins into the earth and water. Butts wreak havoc on our ecosystem, on earth, and in water. Indoor smoking bans, for example the ban we will implement here in January, the butt litter increases dramatically. That brings me to the first objective, the opportunity. Portland, already a green leader in many ways, is well-positioned to lead the country and the world in the battle of the butts. This is a unique opportunity that could further differentiate us as innovative forward-thinking green leader. April 19, the Portland Leadership Class of 2008 partnered with Solv to bring Portland their first butt hunt. We had over 50 volunteers, collected 75,000 butts from the situation and streets of Portland, Oregon. We did this in over two hours. Portland, Oregon, cares about this issue. That brings me to the challenge. I challenge the Council to continue the momentum started by the 2008 butt hunt by pledging to allocate resources to lead Portland to become butt-free asap. Assuming that you accept my challenge, that brings me to the third objective today. I pledge to you by full citizen support for this initiative. I will make myself available to work with the appropriate bureaus and staff to develop and implement a strategic plan to lead Portland to become butt-free

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asap. I like to finish what I start. I feel strongly that the butt hunt has only just begun. I'm full of ideas and energy to get us from where we are to where we need to be. This is an antilitter, not an antismoking movement. I look very forward to hearing your ideas about how we can work together on this initiative to show the world that Portland is full of forward-thinking leaders and we're serious about innovative green leadership. Thank you again for my three minutes. I've left each of you with the butt hunt t-shirt and materials to further educate you about the butts. I'm leaving you my contact information so you know who to call when you're ready to accept the challenge. Thank you.

Potter: Thank you. Very good. This is the t-shirt that she gave all the council members, a picture of a cigarette butt. What she wants to do and we all want to do is make sure we don't have those things on our streets, 'cause they are toxic and it's not good for our environment. Thank you very much. I'd like to thank all the children for being here this morning.

Item 515.

Pavel Gberman: My name is Pavel Gberman. I want to talk to you about media and election. I'm candidate for U.S. Senator, and I want to give message to the people. In the past, I inform you about crimes of media and TV Channel 8, but you did nothing, and crime is continue. Also now Channel 2 does crime. They didn't invite me. They afraid -- media afraid me to invite in debate of candidate 405 United States Senator. My opponents in the primary speak and do not say that they are honest and incompetent Rupp table. They accepting money from many states, from special interests, lawyers, medical associations, companies, unions \$2 million in corrupted media talk about them. The media money that it benefits from bribery, corruption, and political prostitution. The constitution of U.S.A. A code for the media. The media must give information, give the fact and evidence but do not make presidents and senators. The media is destroying our democracy, cover crimes of politicians -- [inaudible] -- who have no military experiences. The media caused more deaths of our soldiers in Iraq. The media -- [inaudible] -- for itself and all of us. The "Oregonian," Channel 2, Channel 8 cannot understand the money will not shield this nation from weapons of mass destruction. Many soldiers died in Iraq because of the media. The media created a danger to our nation of security, a public enemy. I give message to people. Advertisement by Merkley and Novick, it is money of special interest. The receiver is as bad as the thief. Don't put rubble to work. Do I ask the people of Oregon, read the voter pamphlet. That is voters' best admire tiesment. In the first day of May, people will see their ballot. Vote for me and vote for yourself. If my name is not on your ballots, write in. Therefore I asking people stand for our country. Thank you.

Item 516.

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

Glen Owen: I'm Glen Owen, Portland resident, local activist who has clearly identified with the movements to create a new investigation into the attacks on America on September 11th, 2001, leading to criminal prosecution that was found to be responsible. With that as the primary motive, I have become a committed supporter of the movement to impeach as a means to secure a proper investigation not only into the crimes of 9/11 but also to remedy the constitutional, institutional and procedural wreckage brought in its wake. To date, 26 members of the U.S. House of Representatives have signed on to the impeachment measure for several months now. Yesterday, new life was breathed into the impeachment issue in Congress with the appearance of a quarter page ad in "roll call" read by members of Congress, their top aides, and the lobbyists. The ad is topped by a particularly morose picture of Richard Mil House Nixon followed by nearly the impeachment bills filed in 1973 that ultimately forced his resignation. But they left Nixon's high crime precedents in place, and those have been followed and greatly expanded by the Bush/Cheney administration. Future presidents can lead Congress into costly wars, spy on us, nullify acts of Congress with signing statements, and therefore, as of yesterday, when the "roll call" ad appeared, the strategy is to flood

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the house with a barrage of impeachment the bills that cannot be ignored. The exact same technique that brought down Nixon. But there's an important difference. The impeachment for Nixon was never completed, and that allowed all those horrific precedents to remain in place, be exploited and exacerbated by the Bush/Cheney regime. There's another recent development that bodes well for this impeachment process in Congress. One way or another, Congress has been conflicted in the last eight years, aggressive war flying in the face of international law and encouraging a staggering national debt, giveaways to the super rich individuals. There is one recent violation in which Congress was not institutionally -- institutionally implicit, and that is the Bear Stearns bail-out. Those measures were not approved by Congress in any way whatsoever. Impeachment caused Congress to clearly not -- and public trust may be the final undoing. Is there really anybody in this room who does not want actively to champion an impeachment action of that character and permanence?

Potter: Thank you, sir. Move to the consent agenda. Does any commissioner wish to pull any item from the consent agenda? Any person in this room? Please call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Potter:** Aye.

Potter: Please read the 9:30 time certain.

Item 517.

Adams: This is a fantastic green street project that was done and probably represents some of the best cooperation between transportation, the bureau of environmental services, and the neighborhood. I had an opportunity to be part of the community discussion leading up to it and then to see its construction and to be there after it was finished. It's made part of the southwest hills a model for the rest of the city to try to follow in terms of great infrastructure, green infrastructure, and Andrew and Mary are the key folks that help make it happen from the city side. Up front, I just want to thank you both and your teams for really outstanding work. They're going to tell you a little bit in more detail what this is about.

Andrew Aebi, Bureau of Transportation: If we could switch to the presentation. Good morning. I'm Andrew Abbey, improvement district administrator. With me is Mary Wallace. Just a little bit of background on this. City Council did not approve the Texas project the first time that it came before Council and, in fact, City Council changed the led process in 2003 to make it work better. The following year, we went and repitioned the Texas project with new scope, and our petition support increased by 11 fold from 5% to 55%. We certainly recognize the financial sacrifice of the property owners. The proposed assessments are up to \$52,000 per individual property owner after the city funding is applied. But the city's financial contribution leveraged approximately \$2 of city funding for each dollar from the property owner. I just wanted to add to what Commissioner Adams said. In addition to B.E.S. And PDOT, Portland Water Bureau was a key partner in this project. They already had a plan to replace water mains in the area, and the bureau did a good job of talking to one another, and we were able to coordinate the work so we wouldn't wind up having to relocate the work to water main. Before I turn it over to Mary, I wanted to note that we did receive three objections, and I'll cover those later after Mary's presentation in the property owner testimony.

Mary Wallace: Mary Wallace. There are a couple things to know about storm water. First one is, it's either part of the problem and a liability or is part of the solution and it's a resource. Whichever those it is, whether it's on the liability side or on the resource side, it gets bigger with every development. Whichever it is, whether it's a liability or a resource, the problem or the resource benefits accumulate over time, and they'll be on the immediate site. What you're seeing now is the before and after on southwest Texas street with street and storm water improvements. This was a demonstration. It was a seep area. A lot of challenges. Could have picked an easier place to start the demonstration. The innovative and sustainable solution means less basement flooding and less erosion damage to the driveways, the roads, and the houses, and Stephens Creek, which is one of the only creeks in the southwest area that actually gets the flow all the way from the head waters to the

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willamette. This shows the before and after. What you can see here are the sidewalks on just one side of the street, not both. What you can't see is the basements that don't flood anymore and the mud and storm water that's not rushing off here so fast that it ruins stephens creek and also what it was doing before is undermining our own critical sewer infrastructure downstream. This is southwest texas again. The area the storm water actually comes off of is 17 acres, so the storm water is managed in these swales. What you're looking at here is a restored wetland at the foot of southwest texas. B.e.s. Purchased and restored that wetland. It turned out not to be a very developable site. It was restored to slow down the storm water. It also turns out to be a great outdoor classroom and is actually being used that way. This is an example of storm water being on the good side of the ledger. Part of the solution that gets better with age. Some assets depreciate over time. These actually get better over time. One of the things about these kinds of solutions also is that they often, for the immediate neighborhood, turn out to be a market table amenity or can even increase the value of the home. And this is how the liability side of the ledger plays out and eventually pops out as a bigger problem. This is downstream. Storm water came off that upper area so fast and with enough mud and sediment and with all the volume of storm water that should have been going into the ground that it undermined about a mile of our own sewer infrastructure that was along the side of stephens creek. It's about a \$5 million project to fix this. The problems that were being created were human health problems, water quality problems, and actually compliance problems because the raw sewage was leaking into stephens creek. The project that's going on right now that resulted from it is about a \$5 million project. As I mentioned, the first phase is already finished. The second phase will be this summer. We can give a quick update on that later if you want. We slowed and treated the water so that it came to this area slower. In this area, we're fixing it by working with the creek and changing the flow and shoring up the creek so that we have a long-term fix. The last thing I want to mention is that this project turned out to be a success. We did pick an area that was maybe one of the harder areas for a demonstration project. Andrew mentioned a lot of the people stepped up. The community, the bureaus. B.e.s. Put a million 3 into this, including some of the wet weather e.p.a. Grants. What this demonstrates is that green and gray infrastructure can be integrated and come up with solutions that are better than just run alone. I think your next item is to hear from some of the property owners.

Potter: Property owners here who are going to testify? Please come forward.

Valery Chiapeta: My name is valerie chiapeta. I live between texas and nevada. I have lived there for just a little over a year, so I can't really speak to you about the process that went into making the decision and doing all the compromising and whatnot. I also live at the top of the hill so that, while my basement never would have been flooded, I have made friends in the area since then who are incredibly grateful that they are no longer waking up to wet basements in the morning and having to do all the repairs and the health issues that go along with having water somewhere inside your house as opposed to outside your house. Having said that, I also think the project itself is very attractive. We moved to the Multnomah ville area from lake oswego looking for a more urban, less suburban location, looking for interaction with neighbors that comes from having smaller lots and smaller houses. I was really surprised when we began looking in the area to find how many streets were unpaved. And while that can kind of give a country look to the whole thing, it's also really dirty and messy and pot holes ensue, and so it's dangerous driving and for kids on bicycles and skates and stuff like that. The aesthetics are great, but practically it's also a really wonderful improvement. I would like to give really high marks to the people who completed the project. I thought the workmen themselves were very polite. If you treated them nicely, they were informed and were willing to share that information with you. There was a supervisor named dave who was very helpful. Andrew should get very high marks. There was a website that could be used and got answers. Anyone can tell you, oh, you can call this number or write to this website, but it doesn't always turn out that you actually get an answer back from those people. I think that communication

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is very important, that if you let people know what's going on that whatever delays ensue are irritating but don't make you angry. Overall, I think it was a fabulous investment, and I hope that the city sees its way clear to ok some others.

Potter: Any questions?

Adams: Thank you for being here.

Aebi: We had some other property owners who wanted to come in today that had some schedule conflicts. I did want to just pass out an email from property owner mike bare. The three objections that we received are summarized in exhibit d. I just want to note for council that the street costs of the l.i.d. Are not fixed. So, if after reading through the objections in exhibit d you wanted to reapportion the assessment, the effect of that would be that they would be picked up by the other 58-plus property owners in the l.i.d. So, at this point, council has basically three options. One is to just simply accept the ordinance as it is without amending it, pass it to a second reading next week. If you approve it at the second reading next week, then the objections are overruled. The second option is you could reapportion the assessment today and amend the ordinance. The third option is you could ask me to renotify the property owners and come back in four weeks and present a change in the assessment. My recommendation is to pass this ordinance to a second reading next week, but i'm happy to answer any questions on the objections you may have.

Potter: Questions? Thank you. Was there anybody signed up to testify on this matter?

Parsons: No one signed up.

Potter: Anyone here who wishes to testify to this specific matter? It's a nonemergency and moves to a second reading. Please read the 10:00 a.m. time certain.

Item 518.

Potter: We're going to have some folks from b.h.r. Talk about the adopt a class program that the city is involved with. Anna Kanwit will start off the presentation.

Anna Kanwit, Bureau of Human Resources: With me today is the fourth grade class from mill park elementary school who I have to compliment. They've been behaving so well.

Potter: They sure are.

Kanwit: And wayne abbott and janice gianetti are going to give a brief introduction about what the program is about, but basically they pair title one classrooms with employee groups. And we got involved with them about a year ago and thought this would be a great pilot program to see how it would work for city of Portland volunteers. It is really a great experience. You're paired with a student from the class. This is buddy, dorena. You do about three activities with the kids a year, so it's minimal time but lots of reward. We exchange letters and get to know things about each other. And the kids, in preparation for this today, have been studying local government. They recognize each of you without reading your nameplates. And also we're pleased they saw auditor blackmer walking in earlier and recognized him as well.

*****: [laughter]

Kanwit: I know you have a busy schedule. I'll let wayne and deanna to talk about the program, and then the teachers will come back.

Wayne Abbot: My name is wayne abbott. This is a 501 c3 nonprofit organization dedicated to providing positive role models and enhanced educational experiences for our students attending title one schools. Adopt a class is a relatively new organization founded in Cincinnati, Ohio, in 2002. It was founded by a small business owner, and his employees recognized that they not only had a responsibility but an obligation to give back to their community. It all started with one small business, one small classroom and one school. Today, in Cincinnati, Ohio, there are seven schools totally engaged in the program, over 2000 students that are, as we call them, adopted in our program, and there are over 2100 volunteers participating in that program. Janice and I brought adopt a class to Portland in 2006 based upon the great success we saw happening in Cincinnati. We initiated a pilot program out in St. Johns. After the successful pilot program in that first year, we

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expanded the program in the school year to three additional schools: Humboldt elementary out in north Portland, capitol hill over in southwest, and in mill park out in southeast in the david douglas school district. Today we have 26 classrooms that have been adopted in these schools by over 500 volunteers from our community. It's a diverse group of volunteers coming from various businesses and organizations, including fred meyer, u.s. Bank, united's community credit union, wells fargo, port of Portland, both the downtown offices and the airport, roosevelt high school, class of 1966, and the roosevelt high school class of 1969. Regions bluecross, blueshield, i.p.m. Property manager, dryer's ice cream company, columbia sportswear, koin tv, costa sales, vantage sales, and of course the city of Portland h.r. Division. Adopt a class works. It is effective. It is affordable. There's no cost of entry to get into this program, no paid staff supporting this program. The only cost is the cost if the adopters decide they want to put into it. They totally control the money trail here. It is also sustainable. Janice will share with you how and why adopt a class works and what we do.

Janice Leonetti: One of the things we really love about the adopt a class program is that the adult volunteers or buddies, make a positive difference in their students emotionally and educationally. Each volunteer is paired up a child in the classroom, and it doesn't sound like a lot, but the volunteers spend about 10 to 12 hours of their time during a school year with their student through the six predetermined group activities. These activities are an introductory letter exchange. To begin, they establish the relationship. A winter celebration, a "thank you" letter, and the students write a "thank you" letter to their buddy for a party. A spring activity and then purchasing books for their students at the book fair. The students here today are an example of one of the spring activities taking place currently. We also have field day planned, walking through downtown Portland, and visit to the chinese garden, Portland airport, and the Oregon interpretive center. The program has the flexibility to accommodate everyone's busy schedules. Once the buddies meet their students and see the needs in the schools, they want to do more. Becoming a smarter volunteer, helping out in the classroom, purchasing school and class supplies, participating in school food drives, and chaperoning field trips. Other benefits of the adopt a class program are the emotional rewards the buddies and teachers receive. The adopt a class coordinators such as anna and theresa and rachel have built a wonderful relationship during their first year. It's a great team building activity. And we're hearing the buddies' energy level is high because of the joy they've received from their kids. We had like to thank anna and evonne for agreeing to pilot the program for the first year. Sounds as if they would like to make this program available to other departments within the city of Portland, and we are so grateful for this. We feel that adopt a class is the perfect program for our city that is dedicated to educating -- dedicated to educating and helping children in our schools.

Kanwit: Theresa and rachel, would you come up? The two teachers are coming up to say a few words, and then we have five of the students who will introduce their buddies. And then all the students would like to meet you and get on with your meeting.

Rachel Hendri: Thank you for having us here today. My name is rachel hundry.

Teresa: And i'm theresa ping.

Hendri: Both of us have taught at mill park school for about 15 years. Now that we have our own little ones at home, we job share teaching the fourth grade class. We want to tell you about our class and then share with you some things that adopt a class has done for us. We are a classroom of 32 fourth graders. About 83% of our students receive free and reduced lunch. 20 of our students speak another language at home. These students speak six different languages in addition to english. We actually have 18 languages at our school. We have two students that just have joined us from refugee camps, one in somalia and one in thailand. As you can see, we have a very diverse classroom with a lot of really unique needs. And because of that, we work so hard every day, much harder than I ever remember working in elementary school. We intensely work on reading for an

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hour and a half a day, math for an hour, english, grammar, and writing for an hour, and it's paying off. We had 12 students pass the writing assessment this year, which is more than we've had in several years. We have several students that have passed the reading and math assessment and some that have even exceeded the expectations. And we also have two students that have made over two years with a growth in reading just in their fourth grade year. One drawback of working so much on the 3 rs is that we often don't have time for social studies, art, health, science, those kind of things, so we're always looking for memorable opportunities for our students to learn, and today is definitely one of those times thanks to our adopt a class.

Teresa: We have talked for years about wanting to take our class downtown. If you look inside our social studies book, there are pictures of downtown. Yet every year we are surprised at how many of our students have never actually been to downtown Portland or crossed a bridge or know that there's a willamette river. We really want to thank our adopt a class buddies for giving us the opportunity to come down town today, to come to city council and to get to meet you. Along with that, they also told us about the urban tour group downtown. Our students all got to come down town and spend the day getting to learn all about the city of Portland and the history. Before this, they've never been down here, and now they are aware of jobs, the transportation in the city. They know about the job of the mayor and the city council. They have learned so much through this. And we have learned that it's really important that we have parents and community in our classroom. It's really essential. Through the adopt a class program, they have allowed the community to come in and meet our kids and get to know our kids. They have established some wonderful relationships. We have some students that would like to tell you about their experience.

*****: My name is diana, and this is my buddy, don. We have been writing letters back and forth to our buddies all year. Our teacher says that it is helping us to be better writers. We really like reading their letters.

*****: My name is juli, and this is my buddy, linda. Our buddies came to our school to meet us in october. They bought us books at our schoolbook fair. Many of us don't have very many english books at home. We love our new books.

*****: My name is stefania, and this is my buddy, liz. We couldn't believe it when our buddies brought us christmas presents to our classroom. My buddy brought me.

*****: My name is brandon, and this is my buddy, joe. Our buddies gave us school supplies in september in case we didn't have any, also gave our teachers to buy us supplies that we'd need.

*****: My name is lara, and this is my buddy, mike. But mike is sick today. Our buddies came to school for our holiday. They ate cookies and drank hot chocolate with us and even played some card games. They would sing christmas carols in the gym together.

*****: My name is Antonio and this is my buddy, roger. Roger read our class "the polar express" at our christmas party. When we met each other in october, we really liked each other. Roger is now my big brother and spends time with me outside of school. I really like that.

Hendri: As you can see, our students have loved having these buddies, and we just can't thank the city of Portland enough for the school supplies, the christmas presents, the books. They recently gathered over \$400 for us to make sure the kids had books, crayons, pencils, activities to do over the summer. And we are very thankful for that.

*****: Say "thank you."

*****: Thank you:

*****: [applause]

Potter: I think it would be nice if we could shake hands with all the kids.

Potter: Thank you, kids, for being here. Very much appreciate it. Like to recognize former city commissioner charles jordan in the back. Commissioner, how are you? Thanks for being here. Please read the 10:30 time certain.

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Item 519.

Saltzman: In a morning of tough acts to follow, I think we can maybe top this or at least meet it. This morning, the Portland parks foundation and the Portland recreation department will quickly present to council the current fundraising report on south park block 5 and introduce us to the wonderful donor who's made this park a reality. Our parks and natural areas have a tremendous impact on the success and liveability of Portland's future. They serve as indicators of economic health and vitality of our city. This new park in the heart of our downtown business will play a crucial role in opening up the entire neighborhood and contributing to the ongoing resurgence of the midtown park blocks. The parks foundation has done incredible work since its formation in 2001. They are critical in fosters this type of collaboration between the city and private donors that enable us to be here today to create something as wonderful as south park block 5. Developing these relationships has been a high priority under my tenure as parks commissioner, and i'm proud of the work both the bureau and the foundation have contributed to these partnerships. Partnerships that are an essential tool if we hope to achieve the lofty goals we have set forth city's park system. I also want to again acknowledge mr. Tom moyer for his civic leadership and originally donating the space for the park block to the city. Parks corrector gary sandler will now give us a quick rundown of how the project is progressing and then parks foundation executive director, linda, will introduce us to our wonderful donor.

Zari Santner, Director, Portland Parks and Recreation: The block 5 project has been in the making the past 10 years. It began with a generous donation of land by mr. Moyer and \$1 million cash which was matched by \$1 million and the commitment to build and maintain a park by the city. In the intervening years, a division of the Portland citizens for this park, especially the downtown community, coupled with a robust construction economy, resulted in a park design and construction cost that was beyond the project's available funds. Thanks to the Portland parks foundation, especially its executive director, linda laviolette, who was successful in obtaining a private donor for the completion of the parks was essential in allowing us to complete this park. As you all know, a project of this magnitude and this important in downtown is complicated and time sensitive. Linda's incredible ability to identify the potential donor and her power of persuasion to secure needed funds in a matter of a couple of months was nearly a miracle. She was ablely assisted during the process by my staff, alice and ross, who manages the project, and I want to thank them both for their commitment to this project and for their tenacity and diligence. I consider myself fortunate to be living in a city with visionary and civic-minded citizens such as mr. Moyer and soon to be introduced donor who understand the value of giving to an endeavor that is for the public good to benefit the city's current and future generations. Today linda will introduce our generous donor who will in turn propose a name for the park. Portland parks and recreation will then follow the adopt a name policy by informing and seeking input from downtown neighborhood associations. This will be followed by review and recommendation of a standing committee that will be formed based on a naming policy who will recommend -- who will make the recommendation to commissioner Saltzman. Commissioner Saltzman will then finally approve that based on consultation with the full council. I'm very pleased that we had a successful bid within our available funding and the construction of real work that starts in mid june. With that, it's my pleasure to introduce linda laviolette.

Linda Laviolette: Thank you. Good morning, mayor and city commissioners. Needless to say, today we are very pleased -- i'm here to represent the Portland parks foundation, and i'm very pleased that a number of our board and leadership council members have joined us as we're here to celebrate a wonderful new donor to our city in terms of making parks possible. It is our role at the foundation to engage private citizens, businesses, and local foundations to support our amazing park system. People all over the country and the world come here to appreciate our system. We show it off. We're proud of it. And yet we know that there are needs and deficiencies in the system, and

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particularly the vision, the future. The reason the foundation exists, the reason that our donor has made this incredible gift is the future. It is those kids. It's the world they will inhabit as well as some of us getting older in it and enjoying it, too. We are celebrating another collaborative partnership with the parks bureau and the city. We work very closely together. It is indeed a pleasure to work with Mary and her staff. We are here because one of Portland's leading citizens has followed a proud Portland tradition of contributing to his community by making a park possible. Some that came before him were families like the Terwilligers, the Bensons, and the MacLeays, all park names you recognize. Those families made those parks possible by their donations. And now we have to add to that roster citizens like Tom Moyer and Jordan Schnitzer. I will be calling up Jordan at the end of my remarks for him to propose a name for the park. Right now I want to tell you a little bit about how that happened. Last year, the city in fact was running out of time on having full funding for the incredible vision of South Park Block 5. I wanted to help. The foundation wanted to help. And I actually called on just the right person to make that first move. Kelsey Green-Grout. I knew who to call on the board and said, Kelsey, I need you to do something immediately. Who can you call and get to right away? And she did immediately go to Jordan Schnitzer and ask him to create this downtown park. He said an emphatic yes, over a million and a half dollars. He said that in what I would guess is record time for any solicitation. He did that. He responded that way because he was also very excited about the vision for the park. Jordan understands the importance of beautiful and inspiring places in our downtown, the importance they are to the vitality of our cities. There are many parks in the city that make that one of the most livable cities in America. He understands the importance of a community gathering place and, in this case, it will be one during the day and in the evening, because it's going to be beautiful in the evening as well right in the heart of our cultural district. Well, I knew he was really onboard with the vision of this park, and that helped give me the chutzpah to go back to him and say, we need more money to complete the park as envisioned. A very special water feature will be a part of this park. He helped to make the dream a reality and has become a nearly \$2 million donor. His family's generosity in our city and state is well-known. Jordan has taken his family's tradition and made it his own. His civic-mindedness, investments in projects for the public good, in Portland, all over the state, are truly inspiring. His personal service to our city and our state are formidable. It's a very long list, and I'm only going to mention a few highlights. He served 20 years on the board at the Japanese Gardens, so he is not a newcomer to the importance of parks. He served on the Friends of the Astoria Column, seven years on the Portland Art Museum board, and seven years on the Temple Israel board. He served on the city's light rail transit committee, among many other city entities. Of course he has a long list of honors and awards. I am only going to mention a couple. In 2006, he received the University of Oregon's Presidential Medal and, in 2003, the State of Oregon Goff's Arts Award. It's my pleasure to introduce Jordan Schnitzer, as I mentioned before, to name the park. It's not only Jordan's financial support of this project. It is also his passion for beauty and his desire to have all benefit from beauty in their lives. His desire to give back to his community, these are among the things that drive his extraordinary generosity to this project.

*****: [applause]

Jordan Schnitzer: Having grown up in this community, I'm sure all of you have appreciated how lucky we are to have the parks. The vision of the founders of this community is so insightful, and we have offices up and down the West Coast. How often I think, if there had just been community-spirited people in those communities that had the vision our founding forefathers and mothers did, how lucky those communities would be. Last weekend I took my girls to the Rhododendron Gardens to feed the ducks. I remember going to Laurelhurst Park and Chapman Park. I remember when we discovered the Johnson Creek Park in Milwaukie when I was driving, took friends over there to walk in the little stream in the summer. Later, when I started running so much, Forest Park was such a refuge and a place for reflection and contemplative times. Integral to my experience of being a

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native born citizen here are the parks. They mean so much. When pioneer park was created downtown, a wonderful addition to the city, people like bill roberts and others who followed the initial founders of the city had that same vision. When kelsey green-came to me and said the city was in trouble and had to move quickly on this money, it was certainly something that came to mind, and I wanted to give back as much as others have given back to me and helped my experiences growing up, and I wanted to help ensure that other people, especially young people, would continue to enjoy the parks as much as I had. What i'd like to suggest is that the name i'd like to propose is in honor of my grandparents, simon and helen director. And really this builds upon the legacy of those founding names in the community of pettigrove and failing and corbett and others and my grandparents that were part of that generation of immigrants that came over in the early part of the last century. While they're saw fully important to me, they're no more important than any of your ancestors were to you and the grandparents of everyone in this room and all the citizens in Portland. Just as we owe so much to the founding fathers of the community, I certainly owe so much to my grandparents and my parents and, in that way, I wanted to read what I wrote about them because what I would hope is, while this talks about my grandparents, i'm sure that, for all of us in this room and all the citizens that I hope will use this park, they will really feel its theirs 'cause its honoring their ancestors as much as i'm honoring mine. My grandfather, simon director, was born in a small village in southwest russia in 1911. He arrived in Portland in 1910 and began work as a butcher. My grandmother, helen holtzman, arrived in Portland in 1916. That same year, she and my grandfather met and were married. As an aside, they met at a party, and he walked her around the block for 20 minutes and proposed.

*****: [laughter]

Schnitzer: They had three daughters. I'm pleased that my cousin, courtney, ruth's granddaughter and great-granddaughter of simon and helen director, is here. In 1921, my grandfather bought the first of what was to be a chain of variety stores located in astoria, Portland, salem, eugene, the dalles, vancouver, longview, spokane, and walla walla. In the early 1930s, he bought a large downtown Portland business, jenins furniture company, which he and my grandmother operated for many years. After selling the stores, he bought several office buildings in downtown Portland. My grandparents were part after generation of immigrants who came to Portland and worked hard paving the way for their children, grandchildren, and generations to come. By serving their community and acting as role models, they helped make our community the wonderful place to live that it is today. Therefore, I propose this park is named the simon and helen director park in honor of my grandparents and to honor their generation who did so much for all of us. We hope that our children, their children, and those who follow will remember and honor their ancestors by continuing to make our community a welcoming, wonderful place. I have some pictures that i'll pass around that are obviously meaningful to me. They are pictures of my family. I applaud the he have fors of charles jordan, whose done such a good job with the park. Really a credit to us. It's certainly easy to look at our shortcomings of all the things that any of us always feel important for a community that do, but the area of parks, we've got to pat ourselves on the back. We inherited a wonderful park system that continue to be maintained, and we hope that this park continues to attract and excite and energize the downtown and will continue to be alessi of all of us of this generation. One also may ask why I wanted to the contribution to remain anonymous. That was with respect to mr. Moyer. Without his funding, this park wouldn't be a reality of this. I wanted this not to detract from the wonderful role he's played. Certainly, at his age in the mid 80s, he's one of those people, like my grandparents, who have done a lot for our community. I appreciate your forebearance. While we worked with mr. Saltzman, we asked that it be anonymous until mr. Moyer's day in the sun. Also i've had a chance to meet with the landscape architect, gary olin, and I think the judgment of the parks department, the parks foundation in retaining him with his world class vision ideas, it was exciting to see the plans he's come up with. I'm glad we're continuing to

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follow his instructions to make this an absolutely world class public place. We appreciate your consideration and thank you for giving me and our family the opportunity to give back in this way.

*****: [applause]

Adams: Thank you very much for a very generous contribution that's going to ensure we have a world class new park. Really appreciate it.

Saltzman: You have my thanks on that as well. I particularly identify with your grandparents, similar to my grandparents, where they came from, how they met, and how they grew to love Portland. It will be a great tribute to honor your grandparents.

Potter: Is there a sign-up sheet to testify?

Parsons: There was. I did not have anyone sign up.

Potter: Is there anyone in here who wishes to testify to this matter? This is a report, and I need a motion to accept.

Leonard: So moved.

Saltzman: Seconded.

Potter: Please call the vote.

Adams: Thanks, everybody. Aye.

Leonard: I want to particularly acknowledge Jordan Schnitzer's remarks and I'm particularly impressed that he chose his grandparents to recommend the naming after them. A lot of us really identify with our ancestors who actually paved the way for us here and appreciate so much his commitment to our community, his lasting commitment and his family. I'm very pleased to support this. Aye.

Saltzman: Again, I also want to recognize the tremendous work that the Parks Foundation members, many of whom were here, are still here, and I want to thank Linda, most of all Jordan for helping to make this vision of a great park truly become that with the assistance of this generous donation. Aye.

Potter: I, too, want to congratulate and thank Jordan Schnitzer and his family for their very generous donation to help complete this beautiful park, this little oasis in downtown Portland. I think we have a lot to be thankful for in our city in terms of the people who volunteer their time and their effort. All the way from earlier this morning, listening to the city employees that work out of Mill Park elementary school to the fine folks who serve on the Parks Board and make sure our parks are open, clean, accessible. I want to thank all of you for your kind and generous efforts, and thank you, Jordan. I appreciate that. Aye. Thank you, folks. Kuney. Max Kuney

Item 543.

Adams: We're getting organized. We're actually running a little ahead of schedule. I'm here again today as Portland's transportation commissioner with another noncontroversial, noncomplicated, low-profile project.

*****: [laughter]

Adams: I ran for city commissioner to be appointed the transportation commissioner to improve the basic services -- transportation services -- of the city. And with three outside audits, new leadership in almost every senior position at PDOT and a doubling of general funding in PDOT, we are at least holding our own in many ways, if not making a better bureau. There's a really good next line. I want to make sure you get it. Almost like a ballet. And I'm arts commissioner, too. These folks have worked really hard on this, so -- and, look, we start talking about transportation, and after the council leaves.

Potter: I'm here.

Adams: I know. Half the council is still here. Half has left. Half is still here. Since being transportation commissioner, my pet project has been to save lives. Save lives on a system that unnecessarily kills and injures users of the system. Unnecessarily because the system has been

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starved of funding over two and a half decades, antiquated. It is not a signal that has been maintained to carry the volume of the traffic, the multimodal nature of the traffic that it now carries. There are those that object to the project we're going to hear about today, that it is not needed, that there are other higher priority safety projects in the city. It is a concern based on fairness and equity. Fairness and equity is the criteria that I happen to use every day as transportation commissioner as there is not enough resources to say yes to all the worthy projects or even the priority projects that will save money and save lives. It is a gruesome task for acting as your transportation commissioner. It is a gruesome task for the city council where we have to decide where to make investments not where people are being killed or injured but where the most people are being killed and the most people are being injured. My approach has always been one based on fact, to invest in those areas that are killing the most people, injuring the most people. I assume the objections to this proposal are made with good intentions and a desire to make facts-based decisions, facts-based transportation decisions again to save the most lives that are being lost and to reduce the most injuries where the most injuries are occurring. Based on some of the statements I have read and watched in the media, I would have voted against this project as well, but I welcome today's hearing as an opportunity to get the facts out and to answer any questions, and I ask for your patience as we do this. Transportation funding, transportation projects are complicated. Having said that, we go through a brief presentation. Flanders street crossing. The purpose is to save money, save lives and help save our environment. This particular project is part of an overall project to expand Portland's bike boulevard. We're looking at one piece. The springwater trail bridges were another piece. The gibb street bridge over i-5 connecting the southwest hills to the river are other pieces. We have built a number of bridges over the past three years to help build this network of bicycle and pedestrian boulevards. Why this project? As I mentioned, it's part of a citywide strategy for reducing conflict between pedestrians, cyclists, and vehicles. In our recent rolling for the safe, sound, and green street initiative, reducing the conflict between cars and bicyclists came up as the third-most desired investment that Portlanders wanted us to make. The city is responsible for providing pedestrian and bicycle access through the city. That responsibility is largely carried out through transportation and also parks. We of course build this network one project at a time. The c.i.p. for transportation and trails between 05/06 and 08/09 is \$288 million derived mostly from state and federal funding. This is the capital improvement program, and you have this map before you on the dias. Sorry it's so small. We also have the map over here which the audience cannot see. But between -- you can see in terms of where the money is gone. We've had a total of \$288 million to spend from a variety of sources. Central and northeast neighbors, 27 million. East Portland neighborhood, 18 million. Northeast coalition of neighborhoods, about 3 million. North Portland, about 38 million. Neighbors west-northwest, 5 million. Southeast uplift area with a lot of investment in the springwater trail, including three new bridges, 121 million. Southwest neighbors, 61 million. And then projects that sort of don't get into any particular category at 12 million. \$288 million in a variety of capital projects around the city, some intended for automobiles, some intended for trails and pedestrian and bike. When I said transportation was my number 1 priority, it stands from day one we've held the city's first transportation safety summit. We've had bicycle safety workshops in each coalition district, secured local and federal funds to serve 25 schools with safe routes. We've improved our photo radar with the police bureau and school zones. We have a new drunk driving task force. We partnered with odot to develop a safety pedestrian program in cooperation with the police. We've conducted over 40 pedestrian crosswalk stings with a focus on schools and senior centers. And we established safe routes at 10 senior centers. These are Portland's most dangerous intersections, and you can see them on this map over here. Council has a map in front of them. In terms of bicycle and pedestrian crashes reported between 1997 and 2006, you can see from the purple lines that the most dangerous corridors in the city -- and that's what you have to look at, because they operate as

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corridors -- is 122nd avenue, sort of the cross of 82nd avenue and east foster and then west burnside. We use a number of factors to identify most dangerous intersections. Crash rate per entering vehicles, total number of crashes, total number of injuries and fatalities and the value of the crash rate. You can't just look at automobiles when trying to determine the most dangerous intersections in the city. And I know there was some information in the Oregonian talking about the top 10 most dangerous intersections. That was based only on automobiles. When you look at numbers -- and again I want to focus from all of our work in the community, transportation safety summits. We've really done new analysis in the last three years to really hone in with the most accurate understanding of the most dangerous corridors for pedestrians and cyclists. As you can see, in terms of pedestrian crashes. The burnside, everett, glisan corridor with 211 is the most dangerous followed by 82nd avenue at 184 and then about tied with outer foster and 172nd. You can see from the fatalities that burnside and 82nd avenue are by far the most dangerous place for pedestrians in terms of fatalities, in terms of crashes, and in terms of cyclist crashes burnside is about equal with 82nd avenue and in terms of fatalities outer foster and burnside are the most dangerous corridors in the city for cyclists. This city council has at our request provided one-time general funds to prioritize high crash -- improvements at high-crash corridors. You can go online to check out what we are doing or have done at specific intersections. We made sure, when we came to council, that we told folks what the problem was exactly at a particular intersection and what the money would be used for, whether it's new lights, whether it's new pedestrian refuge islands, we try to be very project specific. That's the 11.6 I just mentioned. And these are some of the specific things that we've done around the city with that money. In terms of where it went -- oh. This we already went over. Between 1997 and 2006, collision reports, again 89 injury collisions, 29 bike injury collisions, five pedestrian fatalities. The most tragic -- I don't know about most tragic but most recent happened last october at 14th and burnside. This shows you in greater detail reported bicycle and pedestrian crashes. You can see it right here on this map as well in terms of where they occur. The flanders crossing saves lives and reduces injuries. It does that by reducing the conflict between motorists and bicyclists and pedestrians currently occurring on glisan, everett, and burnside. It also has the added benefit, given our values of trying to address global warming, given the fact that Portlanders, Oregonians, and the average households in the united states are spending more money on transportation-related costs every month than they're spending on food -- it also gives a safer option for folks in northwest Portland to daily commute. And the flanders street crossing, based on our experience in other parts of the city, is likely to increase daily bike trips by 2400 to 4500 up from the 800 that we have at everett, glisan, and couch. This will increase walking trips and safety and the safety impacts to commuters in the neighborhood. How does the crossing get built? Unlike the tram, unlike a lot of other construction projects in the city, 3.913 is the guaranteed maximum price to deconstruct this inner span from its current location, barge the span upriver to willamette to port dock 2. At d 2 remove the lead paint by scraping the paint and repainting the bridge and then move the span on land from terminal to northeast flanders street and install it for use. From the deconstruction to the removal of the liability of the lead paint, actually placing it into the location, that's all on the risk and the back of the contract. If the bridge falls over, if the bridge sinks, the contractor is going to have to pay. If any of these tasks go over the 3.9 million, the contractor eats it. Phase two is a competitive bid to prepare the site, pilings on either side of the freeway, install the foundations. This is where the money comes from. Transportation, one-time fee assessed on new development and changes in use. These funds are only available for capacity-increasing projects and not maintenance. The city has identified a list of growth-oriented projects. The northwest flanders bike boulevard is one of the 43 projects on the s.d.c. funding list at 2 million. Urban district, urban renewal area, tax increment funds are collected from within properties within the river district and are only available for projects in the district. The pearl district neighborhood association, which acts as the tax increment advisory committee, the river

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district is supportive of this project. In fact it was their idea to address the safety issues in the corridor in which they live. Enhancement funds of \$1 million. The transportation enhancement program provides federal transportation funds for projects statewide that strengthen the culture, aesthetic, and environmental value of our transportation system through the dedicated funds to those. The safe, sound, and green streets funds, we asked for \$4 million in this budget, and it includes this project as part of the budget request. The question is -- and a good question -- if the new bridge costs 3.5 million today, why spend over \$2 million more on this bridge? The considerations, it would be at least five years before an alternative bridge could be built due to planning and engineering requirements. The 3.5 million would be subject to inflation every year. The inflation from 2004 to 2007, paving costs increased by 55%. Construction materials rise at about a 6.5 this year over last these prices have jumped 61%. Steel meal products rose about 8.2%. Material costs, 12.8% rising over the past year. What's the schedule? Bridge demolition occurs in June, July, and there is a permit granted by the state and federal governments that the bridge only be deconstructed during the summer months. Lead paint will be removed during July and September. Finalized plans for the foundation and completion of the structure of the bridge in 2009. There are some frequently asked questions. \$450 million fee asking to be approved for basic maintenance of our crumbling streets. Why do this project? An important part of the safe, sound, and green streets is safety. The safe, sound, and green streets includes an expansion for a bike boulevard. It is all safe, sound, and green. And the "safe" is there? The first position. Portland's maintenance backlog is significant and gross by \$9 million every year due to inflation alone. If we can do these projects sooner, we should. It will save money. The other transportation priorities start in east Portland. As council approved earlier this year, the citywide s.d.c. Plan that included the Flanders Street Bridge as one of the projects eligible for transportation s.d.c., as you can see, 76% of one-time funds for high-crash locations occurred east of 72nd, Powell and Foster, 73% of one-time projects, four to five new red light cameras being installed east of 82nd. 1.5 million spent on signal safety projects on 122nd, and 100% of the one-time funds from the 11.6 million are being used in east Portland for a.d.a. grants. 82nd Avenue is a safety priority. That's where first new money in terms of the three most dangerous corridors in the city -- that's why the first money that I received went there. We're working with ODOT to double the money, double the number of improvements on 82nd Avenue. We're working with ODOT to develop a comprehensive safety project, serving 82nd Avenue in its entirety within the city of Portland. We've had a number of open houses, community input to help us tailor that. Why do you spend so much money on bikes? I get this question a lot at public town halls. In terms of the capital improvement budget, we spend 7/10s of 1% on cycling improvements, and yet we get a great dividend in terms of 6% of Portlanders use bikes and another 10% of cyclists or secondary commute. For a very, very small investment, we get a very, very large utilization by bikes. The payoff is huge not just in terms of air quality, traffic congestion. Also good in terms of public health. Why do we need another bridge when there's already one on each side of the proposed bridge at Glisan and Everett? This is a high-conflict corridor for pedestrians and cyclists. As you can see here with all the freeway on-ramp and off ramps outlined, we have two freeway off ramps, two freeway on-ramps, conflict interchange, over 200 vehicle/motorist collisions in the area. Bikes without an alternative to using the existing crossings. Everett and Glisan also pose challenges for pedestrians in terms of narrow sidewalks and missing sidewalks on the I-405 overpasses. Everett currently has a seven-foot-wide sidewalk on the south side and none on the north side. Glisan has a seven foot sidewalk on the north side, not on the south side. And all the crosswalks mix with freeway on-ramp and off ramp traffic. Also significant challenges for cyclists, we have high average daily traffic volumes. Everett west of 13th has 12,000 vehicles. Glisan east of 13th has 11,000 vehicles. The bike lanes recommended in the p.s.p. From Second to 24th, but they only exist between 14th and 19th where the street widens due to I-405. Anymore bike lanes on these streets will require the removal of travel lanes or removal of on street parking. For someone

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walking or bicycling on glisan or everett, using johnson would mean traveling an extra six to 10 blocks. They don't do it now. The less we fence off those intersections, they won't do it in the future. Crash data from burnside, everett, and glisan show cyclists are more likely to stay on the high-conflict streets rather than divert. In other words, if the status quo was working, this wouldn't be one of the most dangerous corridors in the city. Aren't the 10 most dangerous intersections all in east Portland? For autos, nine of the 10 top 10 most dangerous intersections are on 82nd avenue or east of 82nd avenue, and that's where we've invested the money -- the one-time money -- improving the safety. These are injury-involved reported crashes for automobiles only. Aren't the 10 most dangerous intersections -- there it is again. In terms of pedestrians though, the top 10 lists include intersections in nearly every district in the city as you can see, it includes in SE, it includes on 4th avenue, burnside, my neighborhood in north Portland, a series of streets in SE, going further out, nw 6th, nw 3rd, nw 2nd, those are all in the burnside Everett glisan corridor. In terms of cyclists, the most dangerous intersections in terms of cyclists are sw 69th, garden home road, anyone who lives in that area intuitively knows that, i-5 southbound at north broadway, again this is for cyclists, ne broadway and grand, north broadway and north flint, southeast 72nd, 82nd north going, northeast fremont, southeast 26th, and southeast 122nd. My answer is yes, and that's why from the first days of my assignment as transportation commissioner I have fought for funding for cully.

Transportation s.d.c.s, it's on the project list at \$1.1 million, o.t.m. Money, \$2.8 million, state money, mtip money, federal money, I asked for or jim francesconi asked for 2.2, we were awarded \$793,000. Mtip money requested 2.4 n. '06 I asked for general fund resources for cully boulevard. Requested \$4 million. It was rejected, I received \$275 million. In '06 I was able to secure \$1.6 million for the project.

Leonard: 175,000.

Adams: Thank you. In '07 I asked for one-time money and the mayor and I agreed it should be deferred to this year, because we couldn't spend the \$1.6 million last year, asked again for 1.6 and it has shown up in the mayor's proposed budget. The project planning started in '07 and construction is started for '10. Doesn't cully need sidewalks? Isn't it unsafe? My answer is yes. When you look at the data, pedestrian crashes, pedestrian fatalities, cyclist crashes, and cyclist fatalities, this is what we're looking at. What is the cully boulevard project? It is a green street project, and it is the main street and the cully neighborhood. They deserve to have a safe, they deserve to have a beautiful main street in one of the poorer sections of Portland that's long been neglected by the city. Aren't there hundreds of other projects elsewhere that could use the s.d.c. Funds from this project? There are actually only 43 projects that are slated to be partially funded by s.d.c.s. This was on the list when the city council approved the entire list. Transportation s.d.c.s, again, are assessed on new development changes and use and every district in the city has multiple projects on the s.d.c. List. 1.1 million of s.d.c. Funds have been budgeted for the cully project, for instance. Why aren't we investing \$5.5 million for a bridge on flanders if it isn't on the list of most dangerous intersections? This one is interesting. Northwest flanders is designated to be a bike boulevard, and so it would make sense that already without significant improvements it is a low-volume, family friendly bicycle and pedestrian friendly street. It is safe alternative for people who want to walk or bike across the i-405 ditch. This is the reasoning behind choosing flanders. Why not build a 15-footbridge? That's a great question. 15 feet for about 15, 20 years was sort of the old standard for pedestrian and bike bridges. But we found out by making some changes here in Portland that you get a lot more traffic in terms of cyclist and pedestrians by expanding the actual pedestrian and cyclist roadway. For example, the \$23 million retrofit of the hawthorne bridge included expanding the sidewalks, the pedestrian way and bikeways, and we saw doubling of its utilization. There is fund-raising underway with this project. It is not enough to fill the gap, but it is enough to make sure that the lighting is adequate on the bridge, and we're continuing to pursue that. This project did not come from city council. Did not come from me. It was one of the projects I inherited, and I put

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it through its paces in terms of, is this a good project? But it's supported by the business association and the neighborhood associations in the area, and it's a project that was first put forward about six years ago. In items of exactly when in 2002 the burnside transportation urban design plan, 2007 with the current membership of this city council, transportation system plan update, it was approved, transportation system development charge project list, it was approved. And just recently the council commissioned a feasibility study to look at the reuse of the sauvie island bridge. One suggestion was to build the bike boulevard project. I will be the second vote on council to move these projects forward in this budget process. This shows you, though, in terms of again, we don't have -- I don't have the luxury due to inadequate resources of placing improvements everywhere people are killed or injured. We have to look at where most of the people are killed, most of the people are injured. These are very worthy projects, but in terms of where they rank with the three-quarters we identified, they are more safe than three quarters we've been working on in the last three years. Why don't we focus on bike projects the community has been waiting for before we build any new bridge on i-405? Again, the community has been waiting for this since 2002. This is a high conflict corridor, and it's where most people in the city are getting killed and injured. This shows you the bikeway miles citywide. East Portland has the most miles of developed bikeways in the city. Northwest Portland has the least. Most bike friendly cities have dense -- we've intentionally worked on east Portland for bikeways because it has been ignored by the city for a long time, and because of the deaths and injuries out there. Does saving the bridge reduce carbon emissions? The answer is yes. About 1.6 million pounds of c.o.2, that's equal to what -- for tt average home, avoiding the c.o.2 emissions for 130 homes, in addition to the connection on either side of the ditch. How does reuse support state and local efforts to reduce carbon? It is very consistent with our overall efforts. Shouldn't Portlanders support fairness and equity first when it comes to making transportation choices? As I said in my introduction, the answer is absolutely yes. And we focused first on parts of town that have long been ignored. Now we need to focus on a corridor that is killing and injuring the most people. And that concludes my presentation. Any questions?

Saltzman: Yes. So the ordinance in front of us does now require that necessary funds for both phase one and phase two are secured? Before the contract is entered into with kuney?

Adams: Correct.

Saltzman: So explain the timing on that part. Of securing the other funds from the state, p.d.c -- what's --

Adams: By the third week in may p.d.c. will have officially considered the request. We've had informal conversation was decision makers. It is on the list. The proposed list. So --

Saltzman: P.d.c.?

Adams: P.d.c. for the transportation enhancement committee, they meet the third week in may, and they will have made their decision by then. We will not be entering into any contracts, we'll not be doing work on this until we have all the money in hand.

Saltzman: I see in the item we're going to be considering in a minute about the grant to the transportation enhancement fund that it requires a local match of 114,000, roughly. Where does that come from?

Adams: The 500,000 of the 5.5 will be coming from -- we asked for a total of four from pdot to move forward a variety of safety projects, including some that have been mentioned in the paper. The mayor did not propose those, but we're hopeful in the final budget negotiations that we'll get more of those on the list, including the local match that you described. From this budget. So I the third week in may the transportation enhancement decision will be made?

Adams: Correct. The next week is what's scheduled for the improved budget for the city of Portland before we do the adoptive budget in june. So i'll be using the our proved budget of the

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decision of the council i'm going to count that as having the money in hand authorized obviously for release july 1st.

Saltzman: Right now the proposed budget, I believe there's 3.5 million? Transportation funds?

Adams: M-hmm.

Saltzman: So 500,000 of safe sounding green streets come out of that 3.5 million?

Adams: No, I propose this would be an additional 500,000 on top of the 3.5 million. Obviously we'll have to work that out --

Saltzman: If it isn't --

Adams: Then we'll work it out.

Saltzman: In other words, it will come out of some general transportation revenue source.

Adams: Correct.

Potter: I have a question, commissioner, about the -- how it's going to be paid for. Your staff in 2006 stated in a report that unless the surrounding community was to come up with 1.5 million, it would not be a feasible project at this point I see no private money as a source of helping complete the project. That's one question. The second question has to do with the u.r.a. saying it cannot be used outside of the u.r.a. boundaries. When in fact it's the river district that you're going to be using money from, and it's the same river district that we created a satellite u.r.a. out in east Portland to pay for david douglas parks. And we actually created a mechanism to use this in different parts of town to pay for different projects that would come from the u.r.a. . So I think it's inaccurate to say that it can only be used within the u.r.a. district itself. The third area has to do with s.d.c.s. The s.d.c.s can be used anywhere to pay for any project in regards to infrastructure. So those are the three areas that i'm concerned about. One was -- the first is about how much citizenless put into this, the second to deal with the u.r.a. and the third with s.d.c.s.

Adams: We considered the amount of money available to p.d.c. for this project was the \$2 million from s.d.c.s. which you and others on the council approved twice in the transportation system plan it shows up, and also in the renewal 10-year renewal s.d.c. plan. So we could go back and change that, but based on existing council policy, this project was included as one of the 43 projects. We could go back and change that. In terms of urban renewal funding, the policy we established as a council puts some very strict criteria on spending for satellite efforts outside the urban renewal district, and my reading of it, no expert on it, is that we would have to amend that criteria in order for this to fit in. The third question was -- oh, private fund-raising. With the downturn in the economy we included contribution in our thinking. We included the contribution if the neighborhood, if the river district neighborhood wanted to -- which came up with, the priorities for the river district, if they wanted this project to move forward. They were going to have to prioritize it as one of their tents for tax increment spending, and they can speak to why they prioritized it. Otherwise we would not be moving forward with this specific project. That on top of, we considered that a local contribution to the effort. That on top of private fund-raising. But we've never in our thinking relied on significant investment from private fund-raising. We will use the private fund-raising to make sure the lighting on the bridge is safe and secure.

Potter: Thank you.

Saltzman: Has the i-405 enhancement fund, is that a potential source of the match for the odot grant or the lighting or whatever?

Adams: We spent a lot of time looking into that. In the end we concluded it has already been committed to. Is it a small amount of money, it's already been committed to other neighborhood enhancement projects, and we concluded -- we're happy to share the information with you, but we concluded it would not be a significant source of match. That would help with get can the federal money. If there are no more questions, I think we have a sign-up list. Did we have invited testimony?

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Leonard: She gave you a list. I was going to speak to that. Commissioner Adams n. Typical fashion, he has given a very thorough explanation of this project. I'm going to make a personal request to those that are going to come after, one of the city's longest serving 9-1-1 dispatchers is retiring today. I had some might think foolishly committed to attending that beginning at noon. Which is about 30 minutes from now. I'm looking at commissioner Adams' invited testimony. It is clear by the time he's done with his own presentation it will be well past noon. So to the extent that people can be succinct and not repeat each other, I would appreciate it so I can honor this long-serving 9-1-1 dispatcher. Thank you.

Adams: Why don't we, if it's ok with you, mayor, why don't we raise your hand if you oppose this project. Raise your hand if you support this project. So a minimum you had your say of raising your hands.

Leonard: I want people to be able to testify, just to the extent that you could just not duplicate what you've heard, I would appreciate it. I'm going to be late, i'd like to be not as late --

Saltzman: Two minutes, testimony, two minutes.

Potter: We'll have folks testify. Please keep your remarks to two minutes.

Adams: Two minutes even for invited testimony.

Scott Bricker: Thank you, mayor Potter, commissioners. Scott bricker, with the bicycle transportation alliance. My bike ride to work this morning after dropping off my daughter, I took flanders. I've only been taking flanders for a week. I've been bombing down everett and almost getting hit. For the last 2½ years until I realized flanders is an option, but I couldn't cross the river and had to interact with traffic congestion. I think this is the reason northwest Portland has very low bicycle ridership. Northwest Portland has vacuum of bicycle facilities. This is not just about bicycling. This is a landmark project that would connect to communities that currently have very few connections. If you currently stand on 21st or 23rd and couch and you're shopping and you want to get to powell's books, you have to go all the way down to johnson street and back up to burnside to get there. These -- that issue in itself makes it either dangerous, so you have to use burnside, or prevents from you using nonmotorized transportation services. This project would deliver today something five times as good as what we might get in five or seven years. I think that the bicycling community, we have had a lot of questions, a lot of people have questioned this project and we have recently put up a frequently asked questions on our website, and people have had a chance to read about this project and understand where the funding sources come from. Have come around to supporting this project. But I do think that this is something we have to continue to talk to the community about, but within this neighborhood there's so much support for this project connecting the schools, the businesses, the community, I urge you to take action today on this. One thing I wanted to note is that the transportation enhancement funds, some people have been concerned about those, the program that is being applied to is a specialty discretionary count, not the normal t.e. account. And only high-profile projects, high priority projects that have -- that are time sensitive can be applied to this account and the committee has already approved that pdot submit a proposal. So this is not the normal transportation enhancement account that other projects are competing out of. Thank you.

Patricia Gardner: Patricia gardner. I feel kind of bad, because it really was our idea. We've been voting on -- we've been voting for a crossing at flanders since 2002. I just did a count about how many times we voted for the sauvie island bridge. And we're up to four votes over the last two years. And the business association, with the business association, our joint transportation, they've voted on it another two times. So we've been voting on this for years. And pushing really hard to get this to happen. And the reason why is it's a bigger vision. Ultimately what happens when you come to the pearl, you move here with your two cars, you sell one because you never drive it, and then you realize driving a car is a pain in the next and you start walking and using bicycles. And that is what happens when you move to the pearl, and we're -- need to make that better. It's been an

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issue for years and years and years, and so we have a vision. We already are pedestrian district, we're going to end up a bicycle district. And it's not just about us. It's about connecting to the entire city. I just cannot say that over and over again about how flanders connects the west side to the east side. And in a path that's not about cars. Not about cars at all. And I just want to say briefly, and clearly, over and over, everybody I talk to about this sees this as symbol of a commitment of other forms of transportation. Just an incredible symbol. A symbol of our culture, the culture of Portland as a green city and it exemplifies everything that is Portland. People are tremendously excited about it. Regarding financing, the only reason we haven't raised more money, it hasn't been a real project. We've got people lined up. It's ready to go. So make it real, we'll raise the money. I am not worried about that whatsoever. Thank you very much.

Catherine Ciarlo: I'm Catherine Ciarlo served on the original stakeholder advisory committee that formalized the idea in the first place. I was in front of you last time about watching the kind of community and committee excitement that coalesced around the project. I see that carried one step further in adding the sauvie island bridge element to it. We've turned it from bicycle safety and connectivity project into a community place project and a recycling and sustainability project. It has so many benefits. I want to talk briefly about the connection to the east side of the city and then to the extent of trail networks that we're developing even beyond that. When you think about going from omsi to the steel bridge, across the river, and up to the pearl district, you start to see you're really connecting the city. And I think that's important, because the fact is the central city belongs to all of us. We work here, we come here to play, we come here to eat, to shop, we bring our out of town visitors here. We would like to do that on foot, on bike, so even for those of us who don't live in the neighborhood, it's an important connection to what our city is. And finally, I do want to thank commissioner Adams for his tenacity. I want to thank commissioner Saltzman for your willingness to work and negotiate this. And I want to speak to this issue of other projects. And I think there are a vast backlog of projects, bicycle projects and pedestrian projects that need to be paid for in Portland. We are not going to do it with the \$2 million that this project would cost us. We're going to do it by completely rethinking the way we fund transportation and prioritize transportation projects in our city. I think safe, sound, and green streets was an excellent step in that direction. We have some big issues to tackle and a long way to go but I encourage you to not do that on the back of this fabulous lovely project. Thank you.

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

Paul Notti: Good morning. My name is paul notti. I live on southeast spokane street. I am in support of this project and in the bike boulevard and safe sound and green streets. Not to duplicate what has already been said, but I want to emphasize livability. I am a father, and I have children that ride bicycles. My street on southeast spokane street is unsafe due to increased traffic and increased traffic makes street less safe, it causes accidents, it increases crime. And this bike project that is being proposed will improve livability. It will encourage people to take the bike versus driving their car. It will address things like parking. It will address things like crime. In terms of cost and benefit, it is very cost effective. The city spent millions of dollars trying to reduce crime, trying to alleviate traffic, trying to plan more effective urban environment for livability. The population is growing, and we also as a city are trying to address climate change and reduce greenhouse gasses. Bike boulevards will do all of those things. They will encourage people to go to the store on their bike, or walk instead of driving. They will -- they will connect the city, and they will make the city even more of a better place, more livable place to live. The last speaker was referring going from omsi to the pearl. Why don't we go from southeast Portland all the way to the pearl? Because bike boulevards connecting in the north and northwest and in the southeast, these projects that have been proposed by commissioner Adams and part of the safe sound and green streets will do those things. I want to say for the record as a sellwood resident, we have been

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communicating on record with the city of our support for bike boulevards and for steps to improve livability with bicycle boulevards that connect the city. Thank you.

Dr. Susan Kubota: I am Dr. Susan Kubota, an anesthesiologist and a safety advocate. Eight years ago my father died suddenly. My father's death was difficult because I was his little girl. Mayor Potter, I really want to believe in you with your general calming demeanor. I direct my testimony today to you to the op ed you posted in yesterday's Oregonian. My heart goes out to the poor citizens of Cully Boulevard you keep referring to. So after reading your statement, I drove to the neighborhood yesterday to see the sidewalkless street you speak of. I agree it is pretty thick that this .4 mile strip of street has been waiting three years to get sidewalk to walk on. Especially since in the past 12 years there have been two pedestrian cyclist collisions there. But on the pdot map of most dangerous intersections as Sam referred to, there have been significantly more pedestrian fatalities in the central and southeast sections of the city, and there are many other streets without sidewalks in this town. As you wrote, it isn't true that the entire \$5.5 million can't be used in other areas, but it also isn't true that \$5.5 million could be used everywhere else in the city on anything. I won't repeat Sam's specifics on the funding, but there are many worthy projects as a city of Portland, but you're misleading your children when you imply and allow the immediate imply that all of the funds could be used throughout the city. Don't soften reality with the term "accident." The collisions tracked by the dangerous intersection report all resulted in serious injuries or deaths. The central city surrounding Flanders I-405 cross rd among the most dangerous intersections in Portland. The north-west Flanders site is not on the list because it's not an intersection. No reported collisions have occurred on northwest Flanders, which is why it is the safest street to funnel many cyclist and pedestrians that travel through this section of town. I believe the Sauvie bridge reuse plan, my niece Tracy would have used and enjoyed this heritage bridge if she were still alive. Instead, I would like to take comfort in the knowledge that Tracy's classmates, coworkers, and most important, dear friends, will be able to use this bridge in a year's time and avoid some of the deadliest intersections of this city. You said one accident anywhere is too many. I say one more pedestrian or cyclist death in this city is inexcusable when such an elegant solution is dropped in your Los Angeles another death like Tracy's is too great a price to pay. She was her father's little girl, and it will not be fair for another family to suffer like mine. There is no -- and there is no equity in death. I am very disheartened to realize it is not about fairness and equity, but politics. I implore to you please rise above this all and stay true to the promise and hope you gave to Portland when you first took office. Please support the reuse of the Sauvie bridge.

Neilson Abeel: My name is Neilson, I reside at northwest 13th and Flanders and I was a founding member of the Pearl District Neighborhood Association. I was the president of the Pearl District Neighborhood Association from 1996-2002. And I just want to say I think that the idea of moving the Sauvie Island was another one of the crazy innovative ideas that have come out of the last 15 years in the Pearl District. We have -- I have been there for 16 years. I bought a building on a dirt street, which is now a federal urban historic district, northwest 13th Avenue. One of the few federal historic districts in Portland. It was a dream in people's eyes that that is now become an urban alley that people all over the city come to look at. We have parks that were created by the genius of some of the developers that were designed, and I was interesting to hear earlier today about South Park Block Number Five, we've got two world class parks, John McCain Esplanade and Tanner Springs Park. This is -- this idea came totally out of the community and the idea that the Sauvie Island bridge span was available to be bought. And I have been on a committee that will raise money. We will go after available funds once this project really takes off and to answer Dan Saltzman, the I-405 fund which is administered by the Oregon Community Foundation, was one of the first places that I went for money. I was told we could only go after the income on an annual basis by application. We will be applying there, but there are business people and organizations that are ready to give money for this project, believe me. Thank you.

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Jeanne Harrison: Jean harrison. Today i'm representing the willamette pedestrian coalition. We support the project and we support the ordinance today for some very important reasons. Contrary to some of the comments i've seen written, the existing crossings at i-405 are not safe for pedestrians. Burnside, couch, everett and flanders only have a narrow sidewalk on one side of the overpasses. If you don't know which side to cross on, you find yourself facing a two-foot walkway or have to cross traffic again to get to the still narrow sidewalk. The number of pedestrian and bicycle crashes and injuries is very high on these streets. That's why flanders is the best crossing option. All the other crossings with heavy fast-moving traffic is what you face. And at couch, which is the street I use most often, you have to look behind you to see the oncoming traffic, which is racing to get to the freeway ramp. The sauvie islands bridge is due to be dismantled early this summer. If it isn't floated up the river it will be lost forever. Not only is the bridge attractive and historic, but it's also just a good idea to reuse the bridge instead of building a new crossing out of new steel. Sustainability and reuse should object everyone's mind. The flanders crossing has been approved, and as part of the city's transportation system plan. While it may not be everybody's highest priority, it's a good project. And if delayed will result in a 15-foot-wide span that won't be built for at least five to seven years. The sauvie island bridge will create a wide span for space for pedestrian and bicyclists. It's good for both of the neighborhoods. And it's good for the community. And especially it will be -- create a safe link for pedestrians across the city. Yes, projects in other parts of town are important and needed, but this opportunity is now and shouldn't be missed. The willamette petted coalition will lobby just as hard for other projects benefitting walkers, but right now we want to be an advocate for what we consider a great and exciting opportunity for pedestrians. Thank you.

Karen Vickay(sp): My name is karen, and I reside at northwest 20th and flanders. I commute by bike between my home in the northwest and work on the east side nearly every day of the year. A bicycle and pedestrian only bridge located at flanders over i-405 would significantly improve the quality and safety of the journey take each day. I personally experienced the fear of nearly being hit by a vehicle as it accelerated toward the on-ramp at everett. As I braced, within the vehicle's headlights, the driver noticed me at the last minute. And came to a screeching halt. Another unrecorded near miss. I cringe at the memory of this experience every day as I cautiously proceed through the intersection. While you applaud recent improvements at receive it -- everett, the crossings at couch, everett, and glisan -- a bicycle and pedestrian only bridge would significantly reduce the number of potential conflicts, crashes, and fatalities at each of these points. I realize neighborhoods exist which need basic improvements such as accessible sidewalks. I further realize the cost of reutilizing the sauvie island bridge is higher than feeling required to construct a new bridge. I still urge you to support the relocation and reuse of the sauvie bridge as this is a rare opportunity only available to us now. Please fill the void in the flanders bicycle boulevard your voting constituents have been waiting years for. Let's continue to work towards complete streets with bicycle and pedestrian facilities for all neighborhoods. At the same time, let us not pass this unique opportunity to showcase our commitment to reuse, community character, historic preservation, and platinum level bicycle and pedestrian facilities. Let us not simply build a bridge, but tell a unique story of who we are as a city, where we have been and where we're going as a community. Thank you.

Jay Graves: Mayor Potter, commissioners. Jay graves, I am the owner of the bike gallery stores in Portland. Sam, I want to thank you for your thorough presentation this morning. And in lieu of duplicating my testimony from the last session, I would first like to also thank both of you for your questions about the funding this morning, because it's a very confusing and difficult to understand project and process. Without duplicating all the other reasons of sustainability and good for the neighborhood and safety, and environmental aspects, one position that I haven't heard talked about is the economic development that this project provides. We see numerous people coming to the city

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to visit us because of our bike friendliness. We have employees who moved specifically to Portland and come work for us buys of -- because of our bicycle friendliness. I don't see those numbers represented anywhere in this process, and I think that is a missing link to another reason why this project should be approved. I also want to thank the city of Portland for the work that it's done up until now, ask as the paper this morning recorded, we were -- received the platinum status from the league of american bicyclists yesterday, and I want to thank all of you for the work you've done over the years to help us get there. And I would argue that now that we have platinum status, we're going to see many, many more people coming here to see our marvelous network. Thank you.

Potter: How many folks do we have signed up to testify?

Parsons: We have 16.

Potter: We're not having a vote today, commissioner Leonard. If -- that may be part of your consideration. Please call the first three.

James B. Lee: My name is James B. Lee. I reside on SE Mitchell street. I speak only for myself. Thank you for hearing me today. I must also give the disclaimer that I am currently a candidate for mayor. I respectfully request that this ordinance be withdrawn. Two reasons basically. Kuney construction has given us no warranty the bridge is structurally safe in its present condition, or that it will be structurally safe when it is reinstalled. I asked the mayor's office last week to have the city attorney provide a -- an opinion on this as to the nature of the warranty. I don't think there is one. Reading the kuney report. The second thing is in the piece of information you have before, you must know that any bridge built before 1970 will not meet seismic standards as of the 1983 requirements. So you don't know what kuney is giving us, you do not know the odot or the federal government will permit you to install this bridge. I was at a candidates' forum last night when commissioner Leonard said it would like to have the water bureau have a facility in southwest Portland in case our bridges fall down and you can't get them in an earthquake. We're in the cascadia subduction zone, the worst earthquake zone in the world probably and you're going to try to put up a seismically inadequate bridge over a freeway when you don't even know how to build a foundation for it. I respectfully request this ordinance be withdrawn until the project plans, including all the seismic standards, have been laid out in the comprehensive report so the citizens can form an unemotional engineering fact base judgment on the project. Thank you.

John Reinhold: Thank you, mayor Potter. My name is john reinhold, I live in southeast Portland. I would first like to comment if we cannot retrofit bridges built before a certain date or seismic stability, then almost none of our bridges will be able to be retrofitted for stability. So would I way erit has been done when they retrofitted the hawthorne bridge and the burnside bridge and the steel bridge, and all of these -- the st. Johns bridge. I believe seismic retrofit was part of those projects. I would discount that as a necessarily -- a factor to cancel the project. I live in southeast Portland. I have a nephew who attends the art institute in the pearl district. My 6-year-old daughter and one of her best friends, who also lives in southeast Portland, are weg attendees at the northwest children's theater immediately to the west of this proposed crossing. One factor I feel is continually left out is the fact there are thousands of children immediately to the west of this proposed crossing. There are schools, churches, parks, immediately to the west of 405 in this area and to -- I believe it's quite disingenuous to say we need to protect children by building sidewalks in one part of town, yet the children in this particular location are not deserving of a pedestrian overpass. I support this project and I believe that commissioner Adams' office has done an outstanding job of exposing the -- more information than we get on almost any other type of project that I have seen and I would like to voice my thanks for all of you for hearing my t.

Terry Parker: I'm speaking for myself today. The city council can find \$5.5 million for another one of commissioner Adams' unnecessary pet projects for one of Portland's most affluent neighborhoods. The money can be found using the sake funding -- same funding mechanisms to renew the sellwood bridge. When built in 1926, the sellwood bridge was constructed from recycled

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parts. Today that structure can be refurbished without a cost of relocation. As can the Columbia river crossing for transit local bicycle etc. Given commissioner Adams' ability to locate resources, spend the public's money, he should be able to uncover all the necessary resources to maintain streets and roads, pave unimproved streets, build sidewalks where they're needed, all without levying a street maintenance fee or adding taxes on motorists. The primary issue here is the commissioner Adams is once again divisively demonstrating how fast and loose he can be at making back room deals and using the public dollars for yet another special interest transport frill if safety was a factor or a concern of his, in overall transport planning, the proposal would not be on the table to narrow motor vehicle lanes on portions of nearby west burnside to less than the width of a tri-met bus and most large trucks. When it comes to bicycle safety it is not about some perceived designation label, a special interest group or magazine bestows on Portland. Bicycle safety must start with the bicycles themselves, including an attitude change that requires strict bicycle enforcement mandating bicycles follow the rules of the road instead of deliberately blowing through stop sign and red lights and otherwise ignoring traffic laws they expect others to obtain. The bottom line is that if the wealthy pearl district developers want this bridge to help them sell more multimillion dollar condos, a large portion of the cost to relocate this bridge ought to come from the profits of the condos. The free loading bicycle community wants this bridge, the pedal pushers also need to be able to tax themselves to help pay for it. Through a bicycle tax and/or toll or registration fee. If Portland belongs to all of us, as commissioner Adams makes claim to in his bid for mayor, all of us including bicycles, ought to be directly paying transportation taxes like motorists already do. What is needed at city hall is not just more transparency but the genuine physical accountability to all of us taxpayers and not giving away the store to special interest. In this case the bridge for some free loaders. Thank you.

Chris Wirth: My name is Chris Wirth, I am here today as a citizen of east Portland. Specially I'd like to ask you to not proceed with the Sauvie Island bridge relocation project at this time. As I believe those resources could better be used to address existing prioritized issues in east county. If you don't know east Portland intimately it's an area where children are forced to walk down streets without sidewalks, for example. We already have heard today the benefits of what street improvements can do for a community. When comparing east Portland to other areas of the city, east Portland continues to be an area of increasing community disparities. Problems such as lack of infrastructure, safety, land use planning, and development including tree canopy preservation, are all issues. Which were identified as far back as 1996, 12 years from today, which were left mostly unaddressed and overwhelmingly reiterated by extensive community feedback reflected in the 2007 east Portland action plan. In theory I support the concept of reusing the Sauvie Island. However, with scarce resource available I'm concerned that the east Portland actions will not be addressed as dedicated and east Portland will continue to be a forgotten community where community disparities dominate the landscape. Instead I ask you to first assure that the east Portland community by tangible action such as dedicated resources, carry out short and long-term proposed east Portland improvements and then revisit other city enhancements such as the Sauvie Island bridge relocation. Thank you for your time.

Dorothy Gage: Dorothy Gage, I want to thank Mayor Potter and the city council members for giving us an opportunity to express our point of view. I'm on a different wavelength. I'm a community activist, I'm not opposed to the preservation of the bridge, but I am opposed to the process. It was stated that most of which funding can be expended only for this project. However, no mention is made of the fact that approximately \$1,500,000 are monies that were earlier earmarked to do selected C.I.P. projects. In particular, the completion of the sidewalks from Multnomah Village to west Portland town center, and that was approved in 1996. And also just this last year we were given some assurance on the C.I.P. priority list that they would begin working on the issue of the intersection at southwest Multnomah Boulevard and Garden Home Road. And prior

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to the c.i.p. approval last year, some of us have been working on this project for 40 years. My testimony may not make a lot of sense because I edited my remarks for your convenience, but my major concern is, as i've mentioned, is the process. This is reminiscent to me of the tram travesty. As has been stated, phase one commits kuney to cost increases, phase two exposes tax pays to another financial debacle. I submit at the -- that the council go back to the drawing board, this being a political year, there is motivation to present frivolous and enticing projects to the public. I would recommend that the failure to follow through on earlier commitments of funds exposes the lack of leadership for the total community. You are urged to table this issue, defeat it, or refer it to a vote of the people. Thank you.

Marianne Fitzgerald: Thank you for inviting us. Maryann fitzgerald, I live in southwest Portland. Thank you for holding this hearing today. We know that the city of Portland has many needs for transportation improvements, but limited resources. Southwest Portland has huge needs. It was built for dairy farmers and country homes, it was not built for the thousands of vehicles that drive through our area, particularly from Washington and clackamas county every day. The city is quick to acknowledge our needs but slow to fund them. The capital highway plan was adopted in 1996 and there are still three gaps in that plan that make it extremely dangerous for pedestrian and bicycles to ride that corridor. Vermont street was promised as a high proirt in 1996, but was removed from both the s.d.c. list and the r.t.p. list without notifying the residents of southwest vermont. There are no counts in southwest Portland because people are afraid to ride their bikes, they cannot walk to school. The senior citizens cannot walk to bus stops. Community services in the neighborhood. And of the dollars I don't know the breakdown of the \$61 million the commissioner add amounts mentioned, but frequently south waterfront projects are included in southwest Portland and it is not part -- it is part of our neighborhood, but we consider it more a central city funding than southwest Portland funding. In 2006 commissioner Adams came to our neighborhood and proposed that we fund our own improvements through a halo l.i.d. Process where the citizen was form local improvement districts and fund bicycle and pedestrian improvements ourselves. Our citizens rallied. We had a list of 10 potential projects and four teams of citizens that spent two years trying to design cost effective improvements on busy arterials. A month ago senior pdot staff and I sent a letter to 5,000 citizens asking them to pay for their own five blocks on these four segments. In the middle of that this news release came out about the city suddenly finding \$5.5 million and city funds to pay for the flanders street bridge. Over -- about 500 citizens came and wondered, why it is that we're asked to fund our own bike and ped improvements but the plan district -- flanders street bridge can have city funds? It's a matter of priorities and we need to fund basic services first.

Potter: Thank you, folks. When you speak, please state your name for the record. You each have two minutes.

Mary Roberts: Good morning. I'm mary roberts and I live at northwest 12th and johnson. As a 10-year resident of northwest Portland, I have witnessed an astonishing growth in population, vehicular traffic, transit use, pedestrians, and cyclists in the old town, pearl, uptown, and november river -- north riverfront have all become homes to thousands upon thousands upon thousands of new residents. Northwest always the most denses neighborhood in our city, has become even more dense, and it is not done yet. I wish to make two points relative to the bridge. I am in support of the bridge and here is why. Burnside glisan and everett are unsafe for cyclist and pedestrians. As a 26-year bike commuter, I never, ever use those crossings. Always prefer johnson. There are people entering and exiting the freeway and there's also buses using those corridors and coming in and out of the bike lanes. It's simply too dangerous. A bridge at flanders and provides a safe alternative to pedestrian and cyclists. And by the way, it would be the only safe crossing in an 11-block area between alder and johnson. This is an area where we have a great deal of people employed. And they have nowhere to use transit safely. So I would like to you consider that beyond the children

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that have been mentioned, and the elders moving in at the area, there are many, many employees using this area and need a safe option. Thank you commissioner Adams for listening to your city and looking at the data, and thank you commissioner Saltzman for making this project better by challenging how it's being funded. Delay does not make sense, full support and funding does now.

Jeremy Grand: I'm jeremy grand. I'm here -- jeremy grand. I'm here to oppose the project. Not because it's bad, it's really a fine project, it's just that there are more important projects. I think you've heard this in the newspapers and now you're going hear it from several southwest people and from people outside this area. I'm a little surprised when I hear Portland has a platinum rating for bicycles or pedestrians. I was thinking on on a scale of high to low, what is the rating of southwest Portland? I'm reminded -- i'm not going to tell what you my drill sergeant said in the army, but it had to do with whales and what they deposit on the ocean floor. That's how bad ours is, our environment is. We would love to have an infrastructure as good as northwest Portland has. It's an astonishingly fine sidewalk system. Streets are mostly paved. If you're worried about crossings over freeway ditches might look at i-5 between the tram and southwest 68th or 69th. I googled this, there are seven crossings, about 5½ miles. If you do that math, it's less than one every half mile, I think. I think it's a great bridge, I think in the burlingame area there's a 15-block area between crossings. If you live near there you know you can't walk, so I think the point was made we have no high crash statistics because we don't have anybody walking. We can't walk. Thank you very much and please redirect your priorities.

Rick Potestio: My name is richard, I live at 2211 southwest park place. I'm an architect and cyclist. For the last 20 years i've commuted by biking or walking. I average two to four trips daily between my home and office using everett, glisan, johnson and portions of flanders. I believe Portland can become the leading model of sustainable lifestyles and urban design for this country. As such, I have worked to make Portland a city for bikes and pedestrians. I have served on state and city transportation advisory committees, and on the board of the sensible transportation option force people. As a bike commute hoar discovered bike racing, I served as my team president and organized a recreational club. I'm the founder of the nation's largest bike racing series cycle cross series, this series is dedicated to celebrating Portland's diverse bike culture. In light of all this, it has come to surprise my friends and the cycling community that I question moving the sauvie island bridge to the flanders i-405 intersection. I am very -- i'm embarrassed to say that. I may benefit more from this bridge than any of my colleagues that live on the east side. And herein lies my concern. Given all that our city must do to build on its platinum cycling rating, I question why this project has received such high prioritization. As an architect I do not think this project meets the high standard of design, both technical and aesthetic should exemplify a project of this magnitude. I would like to illustrate some of the issues that I have pondered. In terms of location, it is my bleach flanders is not a vital link between neighborhoods on either side of 405. Everett and glisan streets are, but are less traveled in I don't know son than streets from the north. This is for one reason. Most of the dense residential employment centers are locate the north of glisan. As our major institution and connection to the Broadway bridge and forest park bike trails. While everett and glisan provide access to the esplanade and the Broadway bridge, flanders does not uniquely connect to any other destination or route. The future neighborhoods of the north pearl are -- by comparison, very little development is anticipated, new development is anticipated. John son and streets north are and will continue to be the primary routes to interconnect northwest neighborhoods and provide access to the east side and forest park. Safety is the most important concern we have as we welcome north cyclist and pedestrians on on tour auto orient and dominated streets. High accident rates are cited to justify this project. However, these represent the defined burnside corridor and not the everett-glisan intersections at i-405 in particular. There can be no dispute that the everett and glisan intersections are not well designed for pedestrian or cyclist crossing. These

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intersection was freeway on and off ramps are design to facilitate auto movement at the expense of all other modes. Regardless of whether we create a bike boulevard on flanders, everett and glisan should be redesigned to incorporate sidewalk, cyclist-pedestrian activated signals, bike boxes and reconfigured on and off-ramps. A key aspect is new intersections will be create order flanders at 14th and 15th. Will these be significantly safer than improved crossings at everett and glisan? During rush hours cars stack almost the entire two-block length of 14th and 15th as they enter and exit the freeway. How will the inevitable congestion created by another set of intersections be addressed here? With regard to financial aspects of the project, I leave it to the experts to decide relative costs of moving an old bridge versus building a new one. I will let them determine if improving existing intersections is less expensive than adding new ones at a new crossing. However, when I see that the funding sources include a \$1 million federal grant intended to improve historical assets, I look at the sauvie island bridge with a more critical eye. I would prefer this grant had been requested to restore a more worthy structure.

Potter: You're going to have to speed it up.

Potestio: If you determine the planners and -- designate as bike boulevard, I ask could this new crossing be not just about recycling, but set a world class standard for sustainable bridge design? Could it be the subject of a design competition on the order of our courtyard housing and integrated habitat competitions? Such as competition would celebrate our industry's design engineering and it would create a wonderful fusion of technology, art and craft as exemplified by our handmade bike builders. It may be late to send this proposal back, but I think this should be the case.

Doug Strickler: Doug strickler, I live in the woodstock neighborhood. Thank you for the opportunity to address the council this morning -- this afternoon. I would like to testify in favor of the proposal for -- to reuse the sauvie island bridge. And before I launch into an edited version of my testimony, I would like to make a point about the fact that bicyclist and motorists are not mutually exclusive categories. The fact that people who ride bikes also pay taxes and drive cars is part of the consideration. I know I would like a lot more of my tax money to go for bicycle improvements than it does. So the distinction of bicyclists as free loaders is a false distinction. I know there's substantial opposition to providing another crossing of i-405 where there are crossings at glisan and everett. People look at the fact in are intersections and assume a crossing is a crossing, so what's the problem. Fact is, glisan and everett do not provide functionally safe crossings for those who would like to use them without a car. It's like knowing people need safe and secure housing and saying, if it looks like a house it must be sufficient. But that's not the way this city or any city works. A house can't just look like a house with the assumption it will provide safe and secure shelter. Other questions have to be asked. About whether the wiring and plum rg up to code. Does the roof leak? Is the building sound? Deficiencies in any area would typically make the house uninhabitable, but it would still look like a house. The same is true of the intersections and crossings in question. They look like intersections, but they do not function that way. In a larger sense, this is not about a single bridge at a single overcrossing of i-405, it is about one step in building a transportation system that is safe and accessible to everyone, regardless of their choice as to how they want to get around. If we don't take advantage of this opportunity now, it will be a long time before a similar chance is available and waiting will ultimately increase the cost both in terms of money and a likelihood of accidents with the present configuration. And there will be no benefit for that increased cost through all the years of waiting. The wise use of resource lies in addressing issues before they become more serious problems. I sincerely hope you'll see your way clear to move this project forward. Thank you.

Beverly Vogt: Beverly vogt, I live in southwest Portland, an area that is deficient in sidewalks. I'm here to ask you to consider carefully the implications of your decision about funding the flanders bridge. In many parts of southwest Portland because of topography and the streams, we don't have a grid network of roads at all. Consequently, the few streets that go completely through from here

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to there are used by pedestrians, by cars, by trucks, by bicyclists. And they are very hazard because most don't have sidewalks. So we walk on these roads. When we walk, we walk on the roads, if there's traffic there's a car, we have to go -- walk on the shoulder, which may be very narrow. And otherwise we have to jump into a ditch instead of if there's no shoulder and the ditch can be choked with vegetation or filled with water. This is a way we walk in southwest Portland day or night. Summer or winter. The up creased cost of gasoline is forcing more people to take the bus. But to get to the bus in southwest Portland you have to walk on these neighborhoods streets that don't have sidewalks. And it's very hazardous for many people to get to the bus. To use the mass transit we all recognize is what we need to be using. We in southwest dutifully 30 pay our taxes. We try to dot best things we can to get pedestrians -- pedestrian amenities for southwest. We're working on the halo l.i.d. Hamilton has become a very dangerous street because many cars try to use it to avoid a really dangerous intersection that's not on your list, commissioner, it's in Washington county. It's the intersection between scholls ferry, beaverton hillsdale highway. And so that is a -- cars go on hamilton to avoid that dangerous intersection. And yes doing the halo l.i.d., but as we do it and we ask people to pay for it, they say we -- they don't want to pay -- they say we pay or taxes, why doesn't some of the money we pay or taxes come back to our neighborhood to help solve problems? Why do we have to pay for this? Others -- there's a perception southwest is wealthy. Parts if it are but great parts are not wealthy. People are having difficult time financially now. They're having a hard time paying for these improvements. And so I understand the appeal of a project like this one, it's interesting, it's going to make news, it's an appealing thing.

Potter: You're going to have to --

Vogt: The safety of my neighbors is important, so think carefully about it. Thank you.

Mary Ann Schwab: Mary ann schwab, a long-time advocate for children. When the project first came out we have safe routes to school, I walked the initial seven of the eight -- did I not -- I have is the pleasure of being a secretary, I knew the neighborhood well. It's been reported to me the bridal mile neighborhood chose not to follow through with gravel paths which could be done now. They chose to wait not use those dollars until they could get sidewalks. Portsmouth is pleased that their project was upped. I'm concerned that safe routes to school stay so nid funding. I'm very concerned, we talk of taxes, taxes, taxes. The last time I checked the parents sending their children to central catholic are -- cathedral, and central, they also pay taxes. This isn't a tax issue. This isn't a dividing the city issue. I have been here many times for the recreation center at Washington monroe high school. I'm speaking for myself. I don't mind waiting another three, four, five, it's going to take a levy to get that done. I understand the business and the crisis of the cycling here. This budget cycle. Please, please support this project. It is the best recycling we can do, and that's what bob mccallister told me this morning. I also want to thank commissioner dan Saltzman for his due diligence in checking these figures twice, three, four times to avoid the woulda, coulda, shouldas as we've had in the past. So all citizens understand the funding sources. And I want to say one more thing. With children crossing those streets, where flanders is really needed, there are big semi trucks and those big side mirrors could flip off down to the freeway below. I don't want to wait and see cars not pay attention to our red lights. Our safety officers tom Potter, they need to maybe be out there ticketing a little more during traffic hours rather than checking paperwork between shifts. Maybe we need to get a little more tickets there. Thank you. Please, please, please push forward on this project. Thank you.

Craig Roethler: I have biked about 20 years, and typically on this route that we're talking about today everett is something I -- I cross over the i-205. It's certainly been enhanced over the last few years and I appreciate what council has done with the biking programs in Portland and we've made differences inw that route, but it still is challenging. And I am an experienced cyclist, and I still have to make sure I have my doubly aware when we cross that -- when I cross that bridge. I have been yelled at, cursed at that crossing because drivers don't like the bikers there during morning

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commute. It's very tense. I really appreciate that this project has come forward because I think it's an answer to the issues that are there, and not just for me personally, but also for friends of mine. I have a friend and colleague who has a daughter who goes down those there and commutes across this route to meet her father downtown. And I sort of shudder that the fact that she has to cross this everett street crossing to get and commute to m.l.c. Anyway, I appreciate the work that's gone into this. I appreciate putting this forward. I think it will enhance my commute and it will also make a much safer commute for a lot of folks who are using that route. I appreciate dan Saltzman for making sure that we're making a sense of all this, because I think it can be done. And I also urge the council to think about what it will cost to do this in five years. Which i'm very concerned about as well. Thank you.

Alicia Crain: My name is aleisha crane, a member of the Portland bike advisory committee. I just whole heartly support this project. It's a great reuse of an existing structure, why build something new when you can reuse something that already exists. Almost every day I would be hit at that intersection. Because I move due diligence I was able to avoid those inclusions, but seeing your life flash before you every day is unacceptable. And putting -- Portland was just granted platinum status yesterday. What a great achievement. And as soon as that happened, bike Portland was asking, what's next. What a great next step to do. To stay ahead of the rest of the nation and bike infrastructure and to be an example and to truly compare ourselves to international cities rah therapy than u.s. Cities. Thank you.

Sharon Nasset: Sharon, I live at 1113 north baldwin. And I appreciate that we do have a council that listens to its citizens. I wish it wasn't it's a situation where some get something and some don't. I have absolutely total belief that the bike community and the citizens who walk or roll should have the adequate things in our town. That get them from place to place that's safe. I believe, however, that we have to look at our priorities. What would \$2 million give us? \$2 million would give us a start on a new bridge across the willamette, taking truck traffic out of st. Johns, because it would get us an environmental location impact study which means we could raise funds. I came down originally against the tram when it was around \$8 million. I said there's no way it's going to be \$8 million. Absolutely no way. Tens of millions of dollars later, to build a bridge into our industrial area, the north willamette, is about \$250 million. I think we've spent about \$80 million on the tram. It's my guess when you look at all of the things that have gone into it, and that could have gone on to a new bridge, we have about 15,000 vehicles that come through the north Portland area. 2700 are trucks. We've been riding since 19 -- waiting since 1960 for a new bridge to be built. Priorities have to be set. But we don't have sidewalks out there. We don't have sidewalks caused -- across lombard at the i-5 freeway on both sides of the freeway to get to max. We don't have crosswalks that adequately meet. So I am asking that you look at the fact that there are many other things that are in line first, and that we put something -- wouldn't it be nice if we supported our businesses and our infrastructure and had that be platinum? Not just our bike, but our actual economy-based infrastructure?

Martha Perez: I'm martha perez, I reside at 920 northwest kearney street in Portland, Oregon. I live in the pearl district i'm also running for commissioner of public safety. And i've been listening to what everyone has been saying. I dedicate my public testimony to the victims of the minnesota bridge crash and to the little boy that was recently killed on 82nd avenue. I'm going to target my statements. Homes, they're not being purchased due to lack of sidewalks. Sidewalks are part of our infrastructure. The pearl district, I like it because they have the best sidewalks in Portland. And I also honor the concrete layers the people who lay the concrete. That's an honorable job. Infrastructure must be prioritized. I think that this plan is on the path -- is a good intention, but paved on the way to hell. I think we're using fear to try to approve this program. I don't -- at first I liked it, but now that I know more, I question it. The light rail streetcar we need to readvice I the issue of light rail. Sidewalks are public works streets, potholes are problems. Tax since

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disinfluence this, but with respect to economic development, it is truly being influence bid light rail? I believe in retrofitting buildings for earthquake and bridges, we're known as bridge towns. City of roses. The Columbia river crossing, I think about those things a lot. The tree canopy in southeast Portland is an issue. The process has to be questioned. Withdraw this ordinance. Leech the minerals from this bridge to grow more local organic food to Sauvie Island to feed the increasing hungry Portlanders instead. Let's address McLaughlin Boulevard as well and the concerns. The Columbia crossing could have been built under the river instead of being over the water. So these are my issues. I'm dedicated, and I feel like the people have spoken. So you know, you're under the microscope now, Commissioner Adams. Thank you. I use these to survive every day. I'm an experienced pedestrian with over 35 years. I don't use a gun to protect myself against getting hit every single day. I use these, a light, gel when I have scratches my whistle. Thank you.

Lance Peohler: Lance Pailor, I am in for -- in favor of the bridge. I'm about me, when I got done with my masters in engineers, I got the opportunity to choose where I wanted to live because of my degree. I chose Portland for the one reason of bikes. So there's a lot of people like me that are around the country, around world that will look at Portland especially now since we're platinum and say, that's where I want to go. I find out only less than 1% of the money that gets put into these funds goes to bicyclists. And the fact that in the newspaper two days ago they were talking about 10% of commuters are on bike. So I don't understand why I'm a second class citizen. Most people that bike also drive. So it's not like they're not paying the taxes too. I don't understand why I'm considered less of a civilian than anybody else.

Veronica Bernier: Good morning, Mayor Potter, nice to see you here. Commissioner Saltzman, splirks Sam Adams, Commissioner Randy Leonard. Sam is apples up to something, I don't know why I was laughing. Anyway. It's a city that works. According to Mayor Potter, and he's added the word "safely." and that's key to this issue. Safely is the way bikers want to government I'm a former member of the bicycle transportation alliance and we always try to affirm that safety issue. At Portland State in public health we've been advocates of helmets. City Council here has not come to the point where you need to wear a helmet to survive the city council meeting.

Leonard: We may shortly. [laughter]

Bernier: Anyway. Mayor Tom hasn't made it a rule, but seriously, there needs to be something to help out the bicycle pedestrian list. I support the bicycle pedestrian lists, I think the green idea is important. Commissioner Saltzman has really worked hard to support the green concept in the city, so that's very important. But I am not a judge to tell you exactly what to do. I think we need to support people. I just want to put in a plug for their all mighty. He's helping us move through the daily business every day of the week. And we know people pray for our city. I wanted to give them a few cue does. As long as people keep praying, the city works well safely. Thank you.

Leonard: I'd like to, since we have some folks here, say a couple things notwithstanding my earlier restraint on my time. I think it's important. I was struck today driving in listening to o.p.b. And will wonderful news story, but -- platinum city in terms of bicycle safety. And frankly it made me sad because it struck me that today should be a day that we should be celebrating, taking another step forward, making Portland a safe place for not just a bicyclist or pedestrian, but really making a statement about alternative transportation. I just filled up my vehicle and I paid \$4.50 a gallon, folks. For fuel. I feel fortunate that I can afford to do that. There are a number of people who cannot. Who now will not bicycle because it's cool or bicycle because it's the vogue thing to do, they can't afford to get around any other way but to bicycle. And for those who can't afford to buy a bicycle, they'll do a lot more walking than what they've been doing. I have viewed this project from the first day it was presented to me in that context. As not an east Portland versus west Portland or an all-Portland versus Pearl, which unfortunately it seems to have morphed itself into, but rather a piece of a complicated complex infrastructure that will create byway and throughways that are safe for pedestrians and bicyclists in Portland. And I don't use this card very often, but nobody can

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outheast Portland me here on this council. I was born and raised in east Portland. I've grown up in Portland my whole life living on the east side. I represented east of 72nd to the Gresham city border, from the Columbia River to the Clackamas county line in the Oregon State Senate in the Oregon House for almost 10 years. Nobody, I don't believe, has gone door-to-door in lentils on this council knocking on doors seeking votes other than myself. I have done that. I know what the problems are in transportation in east Portland. But I'm also labored with knowing the facts. I appreciate the good people from southwest coming in and arguing why can't we use the money for sidewalks? Well, the honest answer is, the reason, I would point to you today's general funds item 517. Some of your neighbors in southwest decided they wanted sidewalks and streets therks don't together, formed a local improvement district, assessed themselves to pay for their own sidewalks. How do I explain to them, and in fact all the other neighbors in Portland who have sidewalks, why they had to assess themselves to build their sidewalks but we gave you \$5.5 million to build yours? How is that fair? It's not only not fair, it's not how the process works. And those of us up here know that. I appreciate the fact that you may not know that. So instead of having this issue framed correctly, and by the facts, and some may accuse me of being cynical for saying this, but I suspect this is more about politics. That we're sthr division. And not about creating a good transportation system for bicyclists. It's easy, I've been in one elective office as another -- or another for over 25 years. I learned a long time ago that it is really easy to galvanize a group of people by speaking to their fears, speaking to their suspicions, and going to the lowest common denominator rather than sometimes saying things that are not popular, that they don't want to hear, that in fact may cost them some money. It's much easier strategy to bring people together. It also is in my view, not responsible. What I have viewed this debate as -- is in that context. That those of us up here that know better choose to have the issue displayed in ways that divide the community rather than unite it because of politics. It's not fair, it's not right, it isn't the responsible thing to do, and I am deeply, deeply disappointed that we would allow a debate that should be a unifier in this community about keeping an historic infrastructure intact and reusing it as part of an entire complex system versus dividing east and west Portland from the Pearl in order to make political points. It's not fair and it's not right and we all deserve better.

Saltzman: I notices late, I don't need these answers now, but I was interested in the testimony Mr. Lee about what kind of a warranty we have from Kune Construction as to the bridge we're buying from them to actually be structurally sound.

Adams: We can quickly answer us if you would allow us. David?

David O'Longaigh, Bureau of Transportation: I have answers to those questions. We have reviewed the latest inspection reports from the bridge. There were no structural flaws found in the center span. The only flaw noted was rust which we will fix. I'm not going to say the bridge is in perfect condition, but it's in very good condition.

Saltzman: So does that include seismic?

O'Longaigh: That's also been addressed. The bridge is a multispan bridge right now. There are many spans to the Sauvie Island bridge. And it's very tall. Because it has to have 70 foot or more clearance above the water. Therein lies the seismic issue with the existing bridge, the fact it's so high above the water and above the ground. The new location of the bridge will have the bridge right on the ground. And we will be attaching the existing bridge to the foundations to resist current seismic loads. We have reviewed the inspection reports and the bridge, and the bridge is in excellent condition. We expect it to be delivered in the same condition.

Saltzman: Do we have a warranty to that?

O'Longaigh: I'll look into it.

Adams: Very quickly, because we've got time constraints, the phase two which will be put out to the lowest bidder, I want to clarify, that includes the pilings on the other side of the bridge, the foundation which it will set on, flagging and traffic lights very basic stuff.

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OLongaigh: Absolutely.

Adams: Not high risk for like the tram, not unique. We bid out these projects day in and day out all over the city, on time, on budget.

OLongaigh: Absolutely. And I vetted the numbers we came up with with other engineering terms, and kuneys themselves who agreed the numbers are in the right place.

Adams: Thanks.

Adams: As transportation commissioner I'm trying to still a more disciplined approach dealing with safety issues around the city. We studied to find out the most dangerous corridors and we prioritized new investments to address those quarters. It is different tools, different changes that need to be made in each of the corridors, but all of the investments are intended to make it safer. When they get safer, we can move down the list. But we haven't had this thoughtful, fact-based methodical approach to fixing safety issues and moving down the list. We will always have a list and we'll always be working on it, and we will get to other parts of town. When southwest asked for, what do you want out of the tram and you said you want to be connected to the river, you want safe passage to the river, over I-5, I fought for \$11 million for your pedestrian and bike overpass, which is in the process of being designed. When east Portland wanted a connection to downtown, I fought for and received funding for three bridges on the spring water trail. You could draw a circle around any of those projects while they're in play and play it off the fact that it's in southeast or southwest, or now northwest and alarm the rest of the town that they're not getting their fair share. We're building a system and we remain committed to doing that in a methodical way. Thank you.

Potter: Nonemergency, moves to a second reading. Please read item 544.

Item 544.

Becky Chiao, Office of Management and Finance: My name is Becky, from risk management. This is a claim for property damage and bodily injury resulting from a vehicle accident between an on-call police officer and Ms. Kirkland. The police officer failed to provide enough stopping distance and rear-ended Ms. Kirkland's minivan, so the liability is clear because this is over \$5,000 we need your approval to reimburse state farm insurance for \$12,000.

Leonard: We're going to have to move on. Oh, he's here. There we go.

Adams: Now we can vote.

Potter: Is there anybody signed up to testify?

Parsons: No.

Potter: Ok. Please call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Potter:** Aye. [gavel pounded] please read item 545.

Item 545.

Connie Johnson, Office of Management and Finance: My name is Connie Johnson, a project manager with O.M.F. Facilities and the project manager for the Portland fire and rescue station one seismic upgrade and facility remodel project. Just a little bit of background. Station one is 54,000-square-foot facility located at 55 Southwest Ash built in the early '50s. It houses four specialty rescue companies and the fire bureau's administrative functions. This project is part of a general obligation bond program passed by the citizens of Portland in 1998 to improve city emergency facilities. At the end of the program about 30 stations have either been remodeled or rebuilt. Station advisory committee made up of interested individuals from several neighborhood organizations such as old town-chinatown neighborhood associations and the committee participated in the design process of this project. The main purpose of the project is to seismically upgrade the structure one to a facility status. We're also providing A.D.A. upgrades and will make improvements that address gender issues and improve space use efficiency. The footprint of the building does not change nor does the exterior appearance significantly change. Other project goals include upgrading the mechanical system and replacing the windows to improve the building's energy efficiency. Providing increased

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visual transparency into the facility by restoring the apparatus bay doors to close to their original appearance. Replacing the racquetball court on the first floor with the multipurpose room. And provide more floor space. Increasing the use of daylight and upgrade lighting for better efficiency. And all upgraded finishes were chosen based on their sustainable attributes.

Administration moved mid month into temporary space, subleased from revenue bureau at 111 southwest columbia. Emergency operationless temporarily be relocated into station seven and 23 close to beginning of construction. Which is scheduled for early july. Construction should take approximately a year. And we expect a bid opening in mid may. We have a third party cost estimates that confirms our construction budget at 9.5 million.

Saltzman: Will this be a green building consistent with the city's green building policy?

Johnson: It won't be a leed building but we have been following the g-rated t.i. guide. It was the project was funded prior to the city's green building policy. We didn't have the money to go for leed, but we've been doing everything we can afford to do to make it the greenest and most sustainable remodel.

Saltzman: How much money is it for leed certification of this project? Would you guess?

Johnson: Well, basically people have been using between two and 4% of the construction cost. Great deal of our construction budget is going into the structural work. The seismic work. So --

Saltzman: 2-4% of 9.5 would get us to leed goal?

Johnson: I don't know that for sure. We didn't really approach it that way. We knew we were going to do everything we could afford to pay for.

Saltzman: How much money remains in the bond fund? Assuming there's cost overruns?

Johnson: Well, we are at the end of the bond fund. We have one more station that's going to be rebuilt in at least one that is probably going to be upgrade and we're really scrambling because of the inflation that has incurred, occurred since '98 when these project budgets were set up. We've been scrambling to get the main goals of the bond accomplished. Which were the seismic upgrades, the gender and a.d.a. upgrades.

Saltzman: So if there are cost overruns will they be covered by the bond fund?

Johnson: We're not going to have cost overruns. What we've done is set up a list of 11 deductive alternates. So when the bids come in we'll start chipping away.

Saltzman: 9.5 is 9.5.

Johnson: Yes.

Saltzman: No contract amendments?

Johnson: I hope not.

Leonard: I don't think it's fair to ask you to answer -- certainly that's the intent. I think it's -- I don't think it's fair to put her on the spot to say that there won't be any.

Saltzman: So I no contract amendments that would affect the cost.

Johnson: Right now, we -- right now, from the beginning of this project, we have been working with the 9.5 is, that's all we have for construction. And we -- that's why we put together the deductive alternate list to get down to that point. Now, crazy thing --

Saltzman: 11 bid alternates is what you're saying that deduct from the cost --

Johnson: Right.

Saltzman: If the bid comes in higher --

Johnson: We start taking those out.

Saltzman: Those 11 alternates get you down how far? If you have to go through all 11 -- eliminate all 11 bid options --

Johnson: Probably about a million and a half.

Saltzman: Can you provide us with those bid all that's between now and next week?

Johnson: Yes, I can. Anything else?

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Saltzman: I guess I would, I think I would like to see information on attaining a leed goal certification for this project.

Johnson: Because the project is getting ready to bid right now, we have been keeping track of the things we've been doing. In terms of the exact cost of going for leed certification, we would have to go back into design to make sure we were meeting all those -- that would have enough points to achieve leed gold. I could ask the architect, but I think we would be look at redesign at this point.

Saltzman: You can just get back to me on that. I accept your point if that in fact is the situation we're in.

Johnson: And we can definitely give you a list of all the sustainable things that we have done.

Saltzman: Are you going to be using rain water for flushing toilets, anything like that?

Johnson: No. No. That is one of those things that's really expensive. And we've put all of the money into the structure and the tenant improvements, basically.

Saltzman: If you could give me some information on those two points --

Johnson: I'll be happy to.

Saltzman: The deduction and what would it take to get the leed -- I would expect it's maybe too late at this point.

Johnson: Ok. Thank you.

Potter: Other questions? Thank you. Has anybody signed up to testify?

Parsons: Veronica did sign up.

Bernier: I didn't know I would be speaking twice. It's still the same group, that's good. It's always good to address city council, and i'm going to make this short. I do support the engine four, as far as the remodel of 9.5. I think the figure is a little high, and the reason I say that is because in other cities remodels have been lower. They usually come in around 5 or 6 million. 9 is big. You're talking about giving them a rah yet ball cowrks ok. This isn't nickel and diming it, but really, we've got to get per dime and nickel that amount of service. That's really important. If we call on engine one, we expect responds to come. There's two incidents that I have on record that have been documented through Portland state where bicycle pedestrian lists 'do did not receive adequate attention from police, fire, and e.m.s., and i'm saying, it was because of ground level interference. Somewhere between the phones and engine one. Now, i'm not saying engine one is at fault. If they get the call they can act, but between second and burnside, where the bicycle pedallers come across and engine one, they'rein lies the problem. It points to the need for relooking at that station in terms of why aren't they getting the signal from the 9-11? What is interfering with the telephone system from qwest or any other system that takes over there, why don't they get the 9-1-1 call? And that's relates to that, 9.5 million, and you don't receive the call, we have to do better. These are people's lives. And we're not holding you responsible, i'm saying it's a telecommunications problem at this point. But once they get the call, they can respond. So let's look at retroactive accounting for the station, and what has been your response times in the past to every 9-1-1 call within the last two years. At least. So i'm calling for secondary accounting. Thank you.

Potter: No one else has signed up to testify? Nonemergency, moves to second reading. Please read item 546.

Item 546.

Christine Moody, Bureau of Purchases: Mayor Potter, members of city council, christine moody, bureau of purchases. Before you is a purchasing agent report recommending an award on bid number 108429 for the computer room mechanical and electrical upgrade for the Portland building.

To collins mechanical in the amount of \$842,508. Office of management and finance business operation and facilities along with purchases identified six divisions of work for potential mwsb participation. And participation for this project represents 96.9% of the identified subcontractor dollars. Collins mechanical is an Oregon state certified emerging small business.

Potter: Questions? Thank you. Is there anyone signed up to testify?

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Parsons: No one has signed up.

Potter: Is there anyone who wishes to testify? This is a report, I need a motion to accept.

Leonard: So moved.

Saltzman: Second.

Potter: Call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Potter:** Aye. [gavel pounded]

Leonard: I wonder if we could move up the two emergency ordinances.

Potter: Please read item 549.

Item 549.

Leonard: This thanks we take today requires an order to permit and place the day labor site waiving certain provisions of the zoning code and waiving the storm water manual in order for it to be able to be constructed. I have never brought before to council such a waiver before, but I believe in the project that mayor Potter has led and I think for those reasons that he will articulate, this more than justified taking this step today. I would be remiss if I didn't point out that we have andy peterson here and mark wallhood here who have moved heaven and earth for those of you familiar with Portland's neighborhoods and zoning requirements, and our requirements under the storm water manual to simply waive those kinds of requirements is a feat that we should not underestimate. And so because of the dish felt it would be appropriate to do and my I am grateful to andy and mark for their outstanding work.

Saltzman: Just on the waiver from design review that central east side industrial council, or any neighborhoods been --

Leonard: No. No.

Potter: They may have been talked to about the design, but I don't know the specifics.

Leonard: They weren't. There's normally an extensive public process as you know for those kinds of conversations. Those have been --

Potter: Anybody want to respond to that from the staff?

Mark Wall, Bureau of Development Services: Bureau of development services. In a nutshell the way we were looking at this use was as a temporary use. The structures are temporary portable office trailer, temporary portable restrooms, and some other temporary structure whole barn or tent type structure. I think the idea behind the lease between p.d.c. and v.o.z. for this site is it is an initial and temporary use that will either be replaced with a permanent development or go elsewhere.

Saltzman: The waiver applies to the temporary structures if there's a permanent use? The waiver will not apply? It will be subject to design review?

Wall: The waiver identifies a future building or relocation would go through the regular design review.

Saltzman: That's in here?

Wall: Yes.

Leonard: We don't typically grant these types of temporary permits.

Saltzman: Ok. Thanks.

Potter: Thanks, folks. Is there anyone signed up to testify?

Parsons: Two people.

Potter: Because of the lateness of the hour, i'll ask you to keep your remarks to two minutes or less. State your name when you speak.

Sean Cruz: Thank you. I'm sean cruz, resident of parkrose neighborhood. Even farther than the cully neighborhood. I wanted to thank the mayor and the city council for your leadership and your courage in taking this issue on. I am the son and grandson of mexican farm workers, from northern california. I share the same ancestry as our great mexican-american chicano hero, cesar chavez. But I just wanted to speak here, just thank you for taking this on. I know it's a lonely road, and

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you've taken a lot of flak, but it's just speaks to where your heart is, and I just thank you very much.

Martha Perez: I'm martha perez, and i'm in support of this program and have provided public testimony on day labor censure, and I don't see any differences between the need for this day labor censure or the center for the homeless. One group of people has the same similar needs as others, so thank you for your time.

Potter: Please call the vote.

Adams: Good work. Aye.

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

Potter: I thank commissioner Leonard for taking this task o I really appreciate that. I know it will be much appreciated by the community as well. Aye. [gavel pounded] please read item 550.

Item 550.

Saltzman: I believe this is us granting some money to a friend's group to facilitate the -- to support soccer at the hillside center.

Potter: Any questions? Commissioners?

Saltzman: Chapman elementary.

Potter: Is there anyone signed up to testify?

Parsons: Did I not have a sign-up sheet for this one.

Potter: Emergencies call the vote.

Adams: Aye. **Leonard:** Aye. **Saltzman:** Aye. **Potter:** Aye. [gavel pounded] turning to item 547.

Item 547.

Potter: It's been discussed. Any questions? Anyone who signed up to testify?

Parsons: No.

Potter: It's nonemergency, moves to a second reading. Please read item 548.

Item 548.

Vicky Diede, Bureau of Transportation: For the record i'm vicky dee dee with the office of transportation. And i'm the city's project manager for Portland streetcar. The item before you today is really a pro forma requirement that we seek formal authorization to make application to odot and this is for the \$20 million in state lottery bonds that they have granted. And that should we be receive a grant we'll do a procurement process, and the cars will be used for the Portland streetcar loop project. I'd be happy to answer any questions.

Potter: Questions of commissioners? Is anyone signed up to testify?

Parsons: Yes, we have one.

Potter: Sharon?

Sharon Nasset: Hello I'm Sharon nasset. 'm walking a little slow today, I want to thank metro did a clean-up this weekend with all of the dumpsters in north Portland. I'm not used to standing on concrete anymore. The money set aside in our lottery, I myself not much of a gambler, so I forget to buy the tickets, but was for putting forth the economy and spending on our economy and our economy dollars within the entire state. And our economy is transit -- trade and transportation, and our forefathers or early investors did a lot for us in putting in a good infrastructure for roads, bridges, and rails, and getting us really going and we need to be investing in that. The streetcar is a nice concept, but we need buses right now. I'm sure you know tri-met has put off buying buses, I think it's five years in a row. I think a large percentage of our buses don't have air conditioning. And as you are aware, we don't have a 24-hour bus system. Those streets are busy at 1:00 in the afternoon because people that went to work at 5:00 in the morning have no way to get there because there's no bus system. There's nothing at night for swing shift, there's nothing at night for graveyard, and I think only about 20 or 25% of our bus stops have benches or covers. I really would like to see us put forth the belief that our buses are the -- they are our working horse, they are

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our needed infrastructure when a house fire happens. The red cross brings the buses over and puts people in those buses. They do all kinds of things. I understand that we need money for all kinds of transportation issues, but if we are going to be applying to odot for department of transportation - - for money or the -- or the money needed for anything, that it would be to fill the backlog of bus that we need, get them up to a standard of air conditioning for our summers, and move toward -- back toward a 24-hour bus system which we originally had in the '70s.

Adams: I think those are worthy goals. A clarification, this particular resource will allow us to purchase hopefully have the opportunity to purchase or at least one option to purchase locally made streetcars, which would be the first modern locally made streetcars in the united states, hopefully being built here in the Portland area. So it's very consistent with our -- with the original mission of the lottery, and that is to create jobs.

Nassett: I appreciate that. I had commented before that our light rail and our streetcar things were all purchased mostly overseas, not even within the united states. And at that time it was eight or 10 years ago, there was only place in the u.s. that even made them. So moving in that direction, and especially manufacturing, is really a good direction, but I do hope you continue to look at the people that are using our bus system. Thank you.

Adams: Thank you.

Potter: This is a nonemergency, moves to a second reading.

Saltzman: One more. I didn't mean to interrupt --

Potter: One more --

Saltzman: Second reading of 551.

Potter: Yes, I was just getting to that. Must be important to somebody. Please call 551.

Item 551.

Adams: Where are they?

Saltzman: Both in north Portland.

Adams: They better be. North doesn't have enough heritage trees.

Potter: Did you finish reading it?

Parsons: I did.

Potter: Second reading call vote.

Adams: Aye.

Saltzman: I want to thank our urban forestry commissioner. Aye.

Potter: Aye. [gavel pounded] recessed until 2:00 p.m.

At 1:13 p.m., Council recessed.

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Closed Caption File of Portland City Council Meeting

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

Key: ***** means unidentified speaker.

APRIL 30, 2008 2:00 PM

Potter: I'd like to remind folks prior to offering public testimony to city council, the lobbyist must declare which lobbying entity they are authorized to represent. Please read the 2:00 p.m. Time certain.

Item 552.

Potter: Commissioner Saltzman?

Saltzman: Thank you, mayor. Before we start would I like to amend this resolution to reflect a couple of scribner's errors. Specifically have you a substitute in front of you, a corrected version that has the phrase "multifamily chapter" in the resolution title. And includes a date change in the final paragraph to the year 2011, not 2010. So I would ask for those -- I would move those amendments.

Adams: Second.

Potter: Call the vote.

Adams: Aye.

Saltzman: Aye.

Potter: Aye. [gavel pounded]

Saltzman: This is the -- I know you've seen a lot about our latest hybrid rollout, our 65-gallon carts for the residential sector.

Adams: Where are they?

Saltzman: You'll be hearing more about them. You'll be getting one between may and june. Today we're going to focus not on the residential sectors, we already adopted that plan, but this is the final piece of the Portland recycles plan. And what we're doing is -- you will be getting new roll carts between may and july, which will help boost our residents' recycling rate 25% or more. Today we're talking about the commercial side. The commercial sector generates 75% of the waste in Portland. And this proposal sets a framework to reach our goal of 75% recycling rate by the year 2015. Our best shot is to require businesses to recycle basic things that often end up in landfills. Food, paper, and construction waste. If we set higher recycling standards for businesses and support them with technical help, we can capture more material, produce less waste and make a real contribution to climate change solutions. When we last visited this topic a commercial franchise was proposed by a couple members of council. O.s.d. Staff did very thorough research and outreach and concluded it didn't demonstrate significant efficiency gains or environmental benefits. The business community as well as large institution like the school district didn't support it and the hauling companies themselves were split on this. Great research is what we're proposing today. It will give us the data we need to make a sound decision in 2011 and get on with reaching our goals. So we're proposing today to have the ability to mix not only set the goals, but get the research we need so by 2011 we can decide if we're not meeting the goals we can revisit the franchise question. But i'm going to turn it over to our pan tole give us more details.

Susan Anderson, Director, Office of Sustainable Development: Susan anderson, director of office of sustainable development. With me is bruce walker, the solid waste manager and dave o'sullivan, our program coordinator. The proposed plan will help move us significantly in the right direction. It will require that we reduce the amount of food and paper and construction waste that

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goes to the landfill. We've worked closely with the business community on the garbage and recycling haulers to develop this plan. As part of the plan o.s.d. Will offer personalize order-site service to business toes help them do the right thing and work closely with all of the garbage and recycling haulers to ensure success. I'm hoping we have a large increase in recycling and we'll be back in two years to see if there's any need for additional regulations. Dave will go through an overview of the commercial plan.

Babe O'Sullivan, Office of Sustainable Development: We seem to be having technical difficulties. Unfortunately we had some great visuals. But we'll punt. I work for the office of sustainable development as a program coordinator in the solid waste and recycling program. Thanks for the opportunity to talk to you about the Portland recycles plan. Implementation of the residential parts of the plan are beginning may 1st, tomorrow, when single family homes will begin receiving the new recycling carts. What you can't see because our visual isn't here is that ad that perhaps some of have you seen on the buses about that new roll cart program coming out. The roll carts and curbside residential collection represent only about 25% of the garbage here in the Portland area and that's why we're here to talk to you today about a commercial strategy. Businesses account for about 75% of the waste that's generated in Portland. Improfts in the business community are essential to our suck se.s today we're here to present what that commercial strategy looks like for your approval. You may remember back in 2006 we were here to talk to you about putting together a waste management plan for the city. Sat you -- at that time you adopted several goals, including making the system more sustainable, reducing toxics and greenhouse gasses, achieving zero growth in the waste extreme and recycling the recycling rate. We blot a plan to council in august of 2007 that included three components -- residential component, which you approved, a city operations component, and a commercial component. And that commercial component you asked that we reevaluate options that we discussed at that time. In response we've stream lined the streenl and are recommending effective changes that can be adopt in addition our current collection system. We're proposing a phased-in strategy to boost waste prevention. The first step calls for new performance standards for the business community and for those hauling companies that provide waste and recycling services. The second step from 2009-2010 is one in which we'll be evaluating how well those new performance standards are working to achieve a higher level of recycling in the system. We'll also be looking at rate regulation as it would be a cornerstone for any options you might consider in the future. In sep three, in 2011, we'll be coming back to you for a chance to report the results of that evaluation and have a discussion about whether any further regulation of the system is negligence to meet our city goals. To reach our goals we need to change how businesses handle their garbage here in Portland. They're already doing a great job, recycling 60% or more, but there's still quite a bit of material being thrown away. Commissioner Saltzman mentioned, when you look at the garbage and what businesses are throwing away we've got 29% food in that garbage. About 26% is paper or other common recycleables that would be easily resigh account in our system and 20% is construction waste. The plan is going to raise the bar for businesses. We want businesses to improve their recycling practice and we're going to be requiring they reach for a 75% recycling rate. We've talked about what's in the garbage. That's what will be the foe kiss of these new recycling requirements for business. The largest food businesses will be required to collect their food waste for composting. All businesses in Portland will have to recycle all their paper and containers. And construction jobs valued at more than \$50,000 will need to recycle 75% of their waste. In this strategy businesses will get more help, but they must meet these higher expectations. We'll be expanding our particular cl assistance efforts to help businesses, or have dedicated staff and resources for greater monday disprg enforcement. Frankly penalties will be the option of last resort. Instead we want to rely on a system of best management practices and phase in enforcement only after businesses have a chance to come into compliance. We don't want to penalize businesses that are making a good faith effort

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to reach these goals. Garbage haulers are also critical to meeting our goals. And the commercial strategy sets expectations as well. Haulers must show they can provide services to meet the new recycling standards. They have to demonstrate they have the right trucks, equipment, and staff to provide that full range of services. And we're also that haulers offer every one of their customers a service package so each business can achieve a 75% re recycling goal. And in many cases this may mean providing food waste collection to their business customers that need it. As part of the package today we're also asking you to approve the first of a couple sets of code changes that are needed to implement the goals from our commercial strategy. And that's a companion ordinance. I wanted to outline the provisions. The first is that it's amending our current code and the declaration of policy there to be consistent with the goals of the plan itself. Secondly it's going to increase the commercial tonnage fee from \$3.80 a ton to \$5.80 a ton, as proposed in our 2008-2009 budget submittal. These revenues will fund additional staff to provide the recycling technical assistance that I mentioned, and provide funding to the bureau of development services for monitoring containers in the right of way. The ordinance also includes -- let me back up. About that commercial tonnage fee. We're also planned parenthoods to review how that fee is collected. We want to make sure that there's an equitable application of the fee to a broader array of companies that deliver solid waste to our transfer stations. And finally, the ordinance will increase the permit application fee that hauling companies pay each year from \$60 a year to \$350 a year, and that will more accurately reflect the cost of reviewing and processing those permit applications. So the next steps are for us to engage the business community in moving these requirements forward. We want to set up some technical advisory committees with business represents to help us figure out the nuts and bolts of implementing these policies. We'll also be stepping up outreach to the business community to let them know about these changes and the assistance that city staff can provide them. And finally, we'll be working with the hauling communities -- hauling companies to make sure they can meet the needs of their business customers. We feel the strategy will produce significant improvements in the recycling performance of our commercial system and we urge you to adopt the package before you today. We would be happy to take questions. Thank you.

Saltzman: Do you have any remarks, dispis questions? Thanks.

O'Sullivan: Thank you.

Potter: How many folks have signed up to testify?

Parsons: 11.

Potter: Please call the first three.

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

John Turino: Eye name is john, I am the executive director for the alliance of Portland neighborhood business associations. We are in favor of increasing the amount of material businesses recycle. We believe the effective education programs and commitment strategies that support the development of new daily pa bits on personal motivation that will lead to an increase in waste prevention and recycling activities are the most effective ways to achieve the Portland recycle plan goals with the least cost in regulatory impact on small businesses. We support changes to the residential franchise agreement that will require all residential franchisees honor any request for residential rates for small commercial customers in their franchise area who request once a week collection of the service level already established at the residential rate. We believe the strategy of offering smaller neighborhood business customers the option for service and rates under the residential franchises where the services and rates are favorable is actually a very good one. We're willing to promote the Portland recycles plan to our member business district organizations so they can choose to pledge a commitment to meeting a new recycling mandate and promote compliance within their membership. We'd like to be represented on the administrative rules committee to help with the details. And we forward to using the training and educational materials the city will

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provide to interested business organizations to support greater business-to-business outreach for the plan.

Allison Dennis: Allison dennis, the director of supply chain for burgerville. A chain of 39 quick service restaurants in Oregon and Washington. My job is to connect the links of our supply chain from the source to the kitchen, to the guests to the compost bin. And I want to take a couple minutes to share burgerville's story and how Portland compost and the blue works program were a significant part of our success. Tomorrow's an important day for our supply chain. It's the one-year anniversary of the inception of our current composting and recycling program. I want to introduce anne wilson. A year ago today she was an assistant manager in one of our burgerville locations. She had a rogue composting program going on under the radar of the home office. I found out about her and found a way to have her come and join me in designing and rolling out a program companywide. She did that with the direct support of blue works and Portland compost resources. Has very high praise to share about the quality of the tools that she was given and it allowed us to continue the under the radar streak. We didn't have to make a big budget request outside of her time to get her off and rolling and designing a program for the whole k flash forward to today, through that partnership she has 36 of our 39 locations participating in commercial recycling. 20 are participating in commercial composting, give her two more weeks and she'll have 21 on board. Eight of the nine locations in the Portland area are composting and recycling and in two more weeks all nine will be active participants. Using Portland compost provided tools she is now working in outlying communities that don't have access to those programs to use those same tools to drive change in other communities as well. And she's saving us money through her efforts so far, we're saving about \$50,000 annually in reduced hauling fees with a goal of about \$100,000 annually once her whole program is rolled out companywide. On a more personal note, I just want to share that supporting her in this work has been the most moving experience i've had as a manager of people. To see how she empowers talent throughout our restaurants to transform the action of the least glamorous job you could have, dealing with fast food garbage, to transform that action into a world changing mean willful activity for our crews. I applaud her and the Portland programs for getting her off and rolling. Thanks.

Juliet Hyams: Jiellette hyams, i'm here today as president of the northwest district association. I'm here because we want to see a commercial franchising system. We asked for it three years ago and we're hoping that we won't wait until 2011, because we fear it will continue to jeopardize the livability and retention of families in the inner city if we continue to live with the noise and excess trucks. Instead of reading this whole letter, i'll hit the benefits of what we think the franchise system would be. Quieter service and easier identification of those who exceed noise limits. That means no more people running down the streets in their bath robes trying to figure out which hauler woke them up. More effective enforcement of recycling goals. More easily identify haulers who didn't abide brie recycling standards, and less driving by garbage trucks which amounts to safer streets, fewer emissions, and less wear and tear on the roads and need for frequent repairs. So we hope that you'll take this under advisement, and i'll let you hear from some of my neighbors next. Thank you.

Potter: Thanks, folks.

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

Page Stockwell: Mr. Mayor, commissioners, thank you for having me here. My name is page stockwell, I live in a micked use neighborhood on northwest irving street. On my street between 18th and 21st avenues there are four single family homes, seven multifamily condo apartment buildings, and four businesses or institutions. As far as I can tell, each of the 11 commercial and multifamily customers is served by a different hauler. And in some cases by several different haulers. This means up to 15 garbage trucks a day passing up and down the street, which is not really a through street. Some for pickups and some traveling between stops elsewhere in the

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neighborhood. I have served on -- for the last eight years in the public safety and livability committee of the northwest district association. At my first meeting it became clear that the noise traffic congestion and air pollution associated with the collection of garbage under the current unfranchised system were major irritants to people who lived in the neighborhood. We began to solve -- try to solve these problems in september of 2001 by meet can with the city's noise control people and a franchise system was first proposed in early 2005. No decision was made, but the issue was put before city council again in august 2007. It now appears franchising is no longer an option or at least a very distant one. The issues of noirks traffic, and pollution are a lot more important than you might think. Often mentioned is the fact three there are not many complaints about noise associated with garbage pickups, but this is understandable given the difficulty in making a report. To make a complaint one has to get out of bed at 4:00 a.m., get dress and run to the source of the noise to identify the hauler and address -- and the address of the customer. It is virtually impossible to complete the process before the hauler moves on to the next pickup which may be several blocks away. The one time I was success until in gathering the required information the hauler disputed my report and I was advised the next time I should take a photo with a camera which records the time and date. A franchise system would make it much easier to determine who makes what noise where and it would also make enforcement of recycling goals much more effective. A stated goal of our city government is the creation of a dense sustainable urban environment. In our neighborhood, Portland's most densely occupied, the bars stay open until 2:30 in the morning, which means the last loud street conversation end was slamming car doors at 3:00 a.m. Then garbage trucks, which are even louder, move in an hour later. Later in the day, there are often as many as four trucks picking up garbage in a one-block stretch which creates noyes and traffic pollution. I have to ask if this is a suitable environment for a family with children.

Obviously not. On my street several families with young children have already moved away, often citing nighttime noise and daytime traffic as some of the principle reasons for doing so. I would like to point out the issue here is not efficiency, but the issue is livability. I urge to you reconsider the advantages of a franchise to be implemented as soon as possible before it becomes too late to convince people ours is a livable neighborhood and part of a livable city. Thank you very much.

Renee Spears: Renee spears, i'm the president of rose city mortgage specialists here in Portland. We are the nation's first socially responsible mortgage company, so recycling is at the core of our mission. We have first certified with the office of sustainable development in 2005 for our recycling. And we now recycle 100% of our paper, we're very paper intensive industry as you all know if you signed loan documents lately. 100% of our paper has been -- is shredded and the cost for our company for 27 employee assist only \$40 a month. So it's very, very minimal to -- to have that paper shed and recycled. It's been very easy for us to make changes to have everything in our office recycled. We have recycle boxes at every employee's desk. We buy 100% recycled paper. Most of all we've changed our business practices to scan and email everything to eliminate the paper printing to begin with. Loans are submitted electronically and more and more lenders are accepting those loans, so we've actually made changes in the industry from how we're doing our business. Recently we have instituted for our office food a worm recycling bin in our kitchen. So all of our food scraps go into the worm recycling bin, so we have no waste at all that comes out of our office. So thank you for supporting this.

Greg Peden: Mr. Mayor, members of the council. My name is craig pete, I am a registered lobbyist. I'm representing the building owners and managers association. Boma spoarts this measure and proud to say that as part of the community here. Recycling has been for a long time an ethos of the community and the building owners and managers and their tenants and employees are proud to be part of that. Certainly many buildings and their tenants are already recycle can at above a 75% level and some I think are -- feel confident they're recycling close to 100%. We have one concern about strengthening these band-aids, but based on the comments of ms. Anderson, i'm

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confident over the next couple years as this program rolls out that we'll be able to work through those. So i'll state these today and look forward to ongoing conversations. As we strengthen those band-aids, we are concerned that building owners are put into a regulatory management framework for their tenants. The building owners have the relationship with the haulers, the building owners are responsible for the contracts with the haulers in and out, yet as each individual tenant business who is going to do the independent recycling of materials out of their offices and we're concerned in a clear at this point how exactly we can comply with rules and regulations at this stage that are really the onus of the tenants to meet those mandate. As I said earlier, that's our concern. I think we'll work that out. I wanted to make you aware of it. And boma supports the direction we're headed. Thank you.

Potter: You each have three minutes.

Zephyr Thoreau Moore: Zephyr m.o.r.e. Moore. Behurricane frances as if there's one earth. The businesses will be recycling and the individuals within that business are the ones who do the recycling. The person who ties your shoes has the greatest influence on recycling. And I believe that more garbage would be changed to recyclable material if it had more value. And that's why I wrote this report, the promotion and collection of strategic scrap materials during world war ii, treen pages, and this report which talks about how many 10 ore minds are in america -- do you happen to know, mayor Potter?

Potter: I don't.

Moore: You need to read there. There are none. Zero.

Potter: Am I disqualified?

Moore: No. You're still in the game.

Potter: Ok.

Moore: If people -- rather than throwing something away, like a package of gum, before they throw it away, they will take out the three grams of paper. And recycle the paper. Throw away only the package. Before they start smoking their cigarettes, they take off the plastic on the top. Virtually everybody leaves the plastic on the bottom. If they take this plastic off, it's worthless, they throw this away, now they're not using the oxygen fuel, tires, brakes or pavement to move junk. And after they get finished smoking the cigarettes, they put the package in water overnight because this foil in here is a contaminant. 80% is bleached white paper. You've eliminated 83% of what was 100% waste. Plastic bottle. This part isn't plastic. It's paper. As soon as they purchase it, off the counter, they rip that off, they've removed 100% -- they've removed one half a gram of paper. And they instantly recycle. That now there's no energy being used to move the paper. And they recycle the plastic and it's no longer plastic and paper, it's plastic. And it's pure stuff. Who wants to clean out a peanut butter jar? It's recyclable but they don't want to clean it. Take some oatmeal and swish it around with a spoon and that cleans out the peanut butter. You've eliminated waste many times or reduced it. A lot of other people when you go to a garbage carngs like at trimet, I always pull out bottles. A lot of people throw away water. It's water. If they gist threw it on the ground. So that education could happen right on your garbage cans. To educate people to not put waste in the garbage. Or recyclable stuff in the garbage. [inaudible] I'm the one. The license plating weigh one pound. We get -- during world war ii the japanese attacked pearl harbor and right after that they attacked the southwest islands in indonesia, that's where we get most of our tin. Our major source of tin was cut off and that's why recycling was such a big thing in world war ii. Tin is a strategic resource.

Brian Heiberg: Mr. Mayor, commissioners, my name is brian highberg, i'm a partner with my brother bruce in our family owned garbage and recycling business. Our family has been providing service to Portland for over 60 years. I'm speaking today for only our company. Approximately nine months ago city council directed the office of sustainable development to further investigate collection options that would reduce noise, fuel use and air pollution while at the same time

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providing incentives for increasing business recycling and food scrap composting. Unfortunately the plan presented today only addresses business recycling and composting. It does little to nothing to address the current energy and pollution crisis. Under this proposal the system will continue to consume millions of gallons of fuel, pollute our air, and awake our sleeping neighbors unnecessarily with multiple collection vehicles driving up and down our streets at all hours of the day and night, striving to provide an efficient service in the most inefficient way. This plan also ignores the same important goals that the city council laid out in resolution 36423. The number of those -- a number those goals were to obtain maximum efficiency, improve worker safety, and improve the performance and long-term sustainability of the solid waste and recycling system. U.S. Bureau of Labor Statistics has issued an annual report on the 10 most dangerous jobs in America, and recycling material collected were listed as the fifth most dangerous. This plan does nothing to address worker safety. The city solid waste management system briefing report states the competitive system, quote, does not give adequate incentives to either the business or haulers to reduce garbage or recycling more waste and it is inequitable to the small businesses. The noise review board in its September 8th, 2004, executive summary states, quote -- the board respectfully recommends the city council implement a commercial franchise system for recycling a garbage collection. The noise review board learned that all of the communities surrounding the city of Portland use a commercial franchise system. Does many major cities and other states. The idea is not unusual and should not be regarded as unfriendly to business, since this model is used throughout Oregon and is common elsewhere, end quote. The city's own economist estimated 30% reduction in miles traveled and an overall savings of 6% with a franchise system. It would effectively and efficiently accomplish all of the city council goals by promoting sustainability of the system and that includes maximizing efficiencies, equity, and economic vitality, improving worker safety and reduce economic and human health impact. And at the same time provide customers with equality of efficient service meet their needs just as our award winning residential franchise collection system has done. This franchise should be made of the existing commercial haulers large and small alike no, one should lose his or her business. We do not need more study. What Portland needs is you, our elected officials, to make sure we meet our goals and make Portland a better place to live. I urge you to provide the leadership as directed and direct o.s.d. To move forward with the franchise system. Thank you.

Adam Winston: Adam Winston, the general manager for waste management in Oregon. Located here in Portland. I don't have a prepared statement but I have a couple comments. I want to say we're very excited about this new program and we're excited to contribute. To help the city reach its goals, 75% diversion by 2015. I think this is a logical next step to get to that process and I think the program is outlined by the office of sustainable development, and makes a lot of sense. There are a couple points I want to make. There has been discussion about franchising. Should we franchise, should we not franchise. I think it's important to understand -- I worked with a large company, we operate in areas that are open market, we work with businesses to negotiate contracts, to rate regulated franchise markets. In my experience, when you look at a franchise system, especially on the commercial side, it's typically goes down to maybe four to six haulers for a city this size. There are franchises where there are one hauler for a whole city. The Portland system has been very successful in that have you a mix of small companies which work very well together to have a very good and already cheap -- achieved a very high recycling rate. Franchising in itself isn't going to guarantee you're going to get the next level recycling. Obviously depends on infrastructure, other regulations. I believe as mentioned about construction demolition recycling. As you probably know, that's going to continue to increase in terms of the necessary diversion. Because of the metro's standards that all C&D waste must be recycled, meaning -- or -- by 2009. So you'll see some increases just through regulation. When you go -- talk about franchising, it's not necessarily going to guarantee all the things you want to see. Typically it does mean a vast reduction in the number

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of haulers and from my perspective I think the system is healthy now, I think the business community enjoys having a choice of haulers or you can get creative and also encourage private investment. All the haulers in the industry in Portland have continued to invest in infrastructure, in new trucks, etc., to help encourage recycling. And I think we'll continue to do that. With franchising it may eliminate that.

Frank Dixon: Good afternoon. Frank Dixon, I am a business owner. Owner is some residential rental properties in northwest Portland. Here today speaking for myself. I have not been down to council for a while, a little more concerned with changing somebody in the white house, and that administration. You guys are doing a great job. Keep it up. Good. O.s.d. Is also a remarkable record, and especially when you frame this in terms of recycling, quality of place issues tend to get pushed off to the side, and I think that's what's happened here. I can remember working with commissioner Saltzman in '99 and 2000 and we still had this same issue. And it's still going on. I was up last week with failing root canal, so I was readying -- red and I baiting for the two garbage trucks that kept waking me up at 4:00 in the morning, and I caught waste management's truck in the back. When I was working for commissioner Saltzman, I agreed not to send thirt at 4:00 in the mornings but I think they've lost a little motivation. But the other truck, I chase that one down, but it left before I could get there. And I opened the gate to look at the sticker of the garbage Caspar Weinberger to see if I could identify the company, and one of the tenants was up and saw me, thought I was a peeping tom and chase me out. I calmed him down and he mentioned the fact he had also been woken up by the truck. So I don't think we have a good complaint system. We don't have anything that carries over to 211. We don't have a lot of hope from the neighborhood side that we're going to see some collaboration to try to work through the problem. So that's basically it. I'm here to support the NWDA folks that come down here from time to time and pay attention to quality of place issues. The kinds of things that bring prosperity to all of us in Portland. So thank you for your time.

Katie Daly: I'm Katie Daly links recycling advocates. Mayor Potter, commissioners, I was here nine months ago talking about the plan that was presented, and this is very much a similar plan, and we're always going to have comments on the plan, but I want to preface what I say by saying I think sometimes the perfect is the enemy of the good, and I think there are a lot of good things that need to be implemented now if we want to move forward to get to the goals you set previously, 75% goal needs -- action needs to be taken now. We do support going forward with the recommendations in this plan, but I do want to highlight a few things that I think the plan will fall short if we don't do more down the road. First of all the mandate need to be implemented. I think that we can -- get a lot of support from the business community and the recycling community on that piece. But I do think that without strong enforcement and like a complaint line or some other way of making sure that it's more than just a voluntary raising of a goal, that without more enforcement and other types of tools available we wouldn't be able to meet -- we need to make sure that's in the details of the plan. And this plan isn't very detailed on how we're going to get to that point, and I think it's important to understand that we're going to need to make some investments in those areas. Likewise, the step, stage two talks about evaluating system performance, city goals and key benchmarks. Without the benchmarks being clearly stated in what you're adopting today. I think that's another very important piece to know how we should move forward and when with additional measures to evaluate whether the things that are being implemented in stage one are actually work or whether we need to do more. So I don't know when those would actually be adopted or whether they would be something adopted by council, but that's a recommendation that we have. And then I also wanted to talk about -- speak to an earlier speaker about the relationship between tenants and landlords in the business sector. And although I do it this onus is obviously on the tenants on making sure they're doing recycling, it's also on the building owners to make sure they give those tenants the tools. And this is part of what I think is necessary for the city to do the outreach to both

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the tenants and the landlords to make sure they have both the tools and the ability to either complain or understand what their rights are as tenants or as landlords what the expectations are from their tenants. Clearly stated and that outreach is going to -- isn't going to be free. It's going to require some investment of the city to be able to get to that point. And then enforcement comes along after that. So in general, recycling advocates are supportive of the plan, I think it lacks detail for us to know whether it can be successful to reach the goals that you guys have laid out, and we would like to see some interim benchmarks so that we can make that evaluation to know if there's more that needs to be done.

Potter: A resolution, please call the vote.

Adams: I have a question. Sorry. Can you speak more to the -- aments more detail about how the benchmarks will be put together and will that come back to us? And what time line?

Anderson: We will set up a technical advisory committee that will include all of the folks that are interested here and others. And that will enable to us set benchmarks to set details of enforcement and other pieces of reaching down into the details. Those will be done through administrative rules.

Saltzman: I thought we had restriction otion hours of collection.

Anderson: We do have restrictions. So part of the discussion about franchise and noise, we could, without a franchise, set requirements for collection time without actually having a franchise. The issue is one that goes both ways with safety you're going to have more trucks during the day on the streets instead of in the middle of the night when they are -- we understand waking up people. So it's a trade-off and one --

Saltzman: I thought we did have a window.

Bruce Walker, Office of Sustainable Development: Bruce walker. We have restrictions on what -- when haulers can collect from single family residents and apartment buildings. So there's no collection in the night before 6:00 a.m. What the residents accurately point out is if there's an adjoining business or somewhere on their block that needs to have collection in off hours or night hours, haulers are providing that service to address the business concern as well as the traffic concerns that susan anderson just pointed out.

Saltzman: What happens in a situation mr. Stockwell and mr. Dixon pointed out situations where a hauler was picking up a multifamily residents at 4:00 a.m. What is the enforcement mechanism.

Walker: Actually when we get a complaint from -- that the collection occurred at a multifamily, we know who the hauler is. And we have issued penalties and we follow up on that. I believe what the issue that's being raised is not at a multitenant building, but instead adjoining businesses in the neighborhood. And that's a troublesome issue. As has been pointed out, we can address that in the current system if there's time restriction, but we need to look at n. My opinion, the full picture of what those trade-offs might be of pushing trucks out into bugs I streets during more travel time. So I guess that is something i'd like to explore further. Or open that up.

Leonard: This is an issue i've been interested in in the past, but the disruption to sleeping residents from the collections, and my issue has been -- it happens early in the morning, than what i've heard -- I don't -- I think most people understand, at least my impression has been it is a more efficiencies item to have commercial collectors work at the hours they do. I've heard I agree with an efficiency of the system is such that you may have two or three collectors hit the same block at the same time or times of the night, or early morning, that is very disruptive. So -- which gets me back to the earlier point I made at the prior meeting, i'm -- I think it's pretty clear, i'm in favor of franchising the system. Which I think is one way of dealing what that issue, i'm not so much in favor of creating another element of congestion during the workday that restricting commercial haulers too would create. There would be more in my view, c.o. 2 emission, it would be costlier because they couldn't move as quickly and efficiently. So I don't know that i'm in favor of that, i'm in favor of

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the -- i'm sympathetic with the position commissioner Saltzman is articulating, but I think the way we get to it is by having franchises.

Anderson: Do you want to a response?

Leonard: I'm just saying -- This is the part that interests necessity m franchise. It's that part, the multiple trucks in the middle of the night. As i've said in other unrelated hearings, I have a strong belief people's homes, whether they're men or women, is their castle. And they should be able to sleep in their homes undisturbed. And i'm sympathetic. On a variety of issues we hear. And so we have to balance sometimes, we live in a dense urban area, and there's certain activities that have to happen. Garbage collection is one of them and i'm not sure it makes stones create more of a c.o.2 footprint by requiring haulers work later in the day, thus having more stops and have stop and go versus franchising the system which I think would be a reasonable balance. I would be -- i'm open to listen to the argument, but ths my take on it.

Anderson: The issue of the franchise, since our last meeting, is that there would be a reduction in vehicle miles traveled in greenhouse gas emission and energy use if we went to a franchise. There would be a reduction in cost, probably only 7%. But we'd probably, the most -- the best way and the best -- two, three, four five haulers at the most. You we would have a major impact on our hauling community. That is a major decision in terms of impact on small local businesses. So the trade-off at this point wasn't one that we wanted to do if in fact over the next two years they can show they can get to 75% without going to a franchise. If during those two years that doesn't happen, I think it's -- the time is to come back and say everybody tried and we couldn't get there without it.

Leonard: I'm cognizant that we are a world that has to change how we do things. Certainly if you went to a franchise system in Portland, Oregon, it might not extend by much the amount of oil reserves in the world. On the other hand, we have to begin making hard decisions as we confront what we're facing as a civilization and I just live by the mantra, think global, act local. This is a small way to set an example of the kind of things you do to reduce your dependents on foreign oil, reduce carbon emission and I think we should probably tackle that soon era they're than later.

Anderson: O.s.d. would be happy to implement a franchise system if that's the will of the four of you.

Potter: Further questions? Thank you, folks. Please call the vote.

Adams: Aye.

Leonard: I will support this, but I think i've said my peace in terms of o. S. Disrks commissioner Saltzman have done a good job in bringing forward a balanced approach to encourage recycling. On the other hand, it doesn't go as far as i'd like to go. I would be willing to -- and i'm not talking about necessarily thoughtlessly harming the interest of small garbage haulers. I think we should discuss the impact and address those issues. I want to make sure anybody listening to that understands that's my perspective. I don't think we ought to use a big stick and not also talk about how to compensate those that might have to be absorbed into a larger operation. But having said that, I do think there's -- we've ducked the problem today. I get why I believe it was a compromise, but I also look forward to having further discussions towards the ends i've described. Aye.

Saltzman: I do think this is a fair plan, and it doesn't make everybody happy. But I think it does give us the ability to got moving on the mandate and the standards. And to also put us in a position to have information three years from now if the council feels the commercial sector has not meeting its targets and then we can -- we'll have information in our hands to really make an informed decision. It won't make it any easier, the number of businesses will still be an issue, we support the existing number of haulers, or see the logical -- seems to be logical in every other jurisdiction is see a consolidation. I think there are elements that enter into these decision, including global warming. I do commit to taking a look at the hours, parameters of ours of operation for haulers on -- in the business area. I think that is something that we need to take a look at, and I realize there's pluses

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and minuses, and I know i'll work with o.s.d. to vet those all. And see where we go. And maybe come back with a represent education on that. But this is a good plan, I want to thank the office of sustainable development staff for all the hard work they've put into this, and also thank my own staff amy trieu for her hard work anyway. -- as well. Aye.

Potter: Aye. [gavel pounded]

Item 553.

Saltzman: I believe this was the ordinance that dave o'sullivan referenced that basically provides updates to our ordinance to conform with our new plan. This is the first reading of that.

Potter: Questions from the commissioners? Is there anyone signed up to testify?

Parsons: Did I not have a sign-up sheet.

Potter: Is there anyone here who wishes to testify to this specific issue? Nonemergencies moves to a second reading. Please read the 3:00 p.m. Time certain.

Item 554.

Potter: This is the normal annual ordinance by council that allows the entire festival to happen. Today we have sue klobertanz and jeff curtis.

Susan Klobertanz, Director, Revenue Bureau: As the mayor just said, this is the annual council action that provides the permits associated with the rose festival. This single ordinance reflects the coordination and approval of all the various bureaus that are impacted by the rose festival, and the ordinance sets the stage for the normal street flag and banners, the use of waterfront park and the three parades. In addition this year, the city and the rose festival foundation have partnered to provide additional public accessibility for the elderly and disabled and temporary bathrooms along the grand floral parade route. Today jeff curtis, executive director of the best festival in the world is here to make a brief presentation.

Jeff Curtis: Jeff curtis, executive director. My colleague is with me this afternoon. You're going to hear a lot about the rose festival in a couple weeks whether we come here with our court ask annual visit. Talk about a new century of the rose festival. I'm really here to deliver a simple message. The message that's come down and people before me have delivered. And that is simply of a thank you. Simply a thank you. The council has adopted this ordinance and many councils before you for almost a century. This has come before and your approval of it green lights the festival. It makes it happen. So behalf of my board, many volunteers, and citizens of 2 million people that impact and participate in the rose festival, I want to say thank you. And particularly I want to provide a couple of examples. L of how much we appreciate the city support and your leadership. Particularly last year is the best example of that. This festival your festival, was honored as the best festival in the world. In september 2007 we came back, went to a conference represented by some 3,000 festival and events worldwide and we became the best festival in the world by a lot of large standards. One is our environmental responsibility, our commitment to arts, youth, and education. All that turned into the best festival in the world. Last year you gave us a financial contribution that allowed us to deal more specific to those areas of focus. It allowed us to build a better parade and one of the highlights and certainly the long lasting legacy piece is our student film project and motion picture "from one rose." i'm here to say thank you for that as well. And i'll close by just talking as we begin the new century of rose festival, our commitment to the community is strong. One new change is not relevant to the events you're going to see directly. It that's do with our charitable impact and philanthropic foe discuss around arts, education, environmental responsibility, volume tierism, certainly a respect for our rich floral heritage. That's a big focus, but at the end of the day something 100 years ago that the festival founders continue to be proud of is that you can really put your finger on and help the festival impact this community is really around two deliverables. The first being economic activity. Over \$70 million annually because of the rose festival activities. The second piece is the rose festival is Portland's festival. It's something that puts this city on the world map. Something that people from all over the world talk

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about. And that's a result of your actions today and the actions before you. So i'm here to say thanks again for your support.

Adams: Thank you for your kind words. Right back at you. Are you doing the -- rex.

Curtis: We are. The big mystery. King rex. We had a festival king in the early years, 1907-1912, and we brought him back for our centennial and he's back again.

Saltzman: When you said rex, I was thinking t-rex.

Adams: I nominated you, commissioner Saltzman.

Potter: I think commissioner Leonard has a perfect costume for that. [laughter]

Leonard: This is a family affair, mayor Potter.

Curtis: In a couple weeks with the rose festival court we'll do a major presentation on what's public and look forward to, and you'll get a sneak peek of that in a couple weeks.

Leonard: A subject near and dear to my heart, how many restrooms do we get along the route?

Marilyn Clint: Hundreds.

Leonard: Really?

Clint: Lots.

Curtis: Lots.

Leonard: You're my favorite people in the world.

Potter: Hundreds?

Curtis: Hundreds.

Potter: Wow.

Leonard: Nice. It's about time.

Adams: You're going to have a tram walk and run?

Curtis: We are. In partnership with ohsu.

Adams: Do you take the tram up and walk down? Do you know?

Curtis: I don't know the specifics. One of my colleagues -- .

Potter: I'm just very -- I was very pleased to hear last year when you folks won that international award, the best festival. I think it brought a lot of honor to Portland, but I think what it showed also is that you folks do a great job and your recognition by your peers I think speaks much for you folks.

Curtis: Thank you. Thank you very much.

Potter: This is -- did anybody sign up to testify?

Parsons: No.

Potter: Is anybody here who wishes to address this issue? Emergency, please call the vote.

Adams: Aye.

Leonard: I really am so excited about the parade this year. Scbref and I have had a long-standing date to meet on June 6th, the day before the parade, and walk the route. And i've been bragging up that i'm going to walk it all night long and hang out and talk to people, and -- [inaudible] [laughter] Hopefully not get beat up. Maybe i'll invite officer meyers. I'm excited, I think people will have -- in the restrooms I hear more and more about people -- from people how grateful they are -- how grateful they are that we've addressed this. My commitment to you is for this year on for as long as i'm here, we get the resources necessary to continue that. I think it's going to make the parade more cool, be much more fun, and bring a lot of people. I couldn't be more excited. Aye.

Saltzman: I'm pleased to support this too. Aye.

Potter: Good job, folks. Thank you very much. Aye. [gavel pounded] we've got a parade.

Leonard: Nice.

Potter: Please read the 3:15 time certain.

Item 555.

Potter: This is the bhcd's annual request to city council to adopt -- annual action plan to the u.s. Department of housing and everybody development on behalf of the Portland consortium, which

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includes the city of Portland and the city of Gresham and Multnomah county. It's a -- if the plan is accepted by h.u.d., the corresponding sum will receive federal resources of more than \$17 hundred and be allowed to use program income from prior years. The federal funds include community development block grants, home investment housing opportunities for people with aids, and emergency shelter grant funds. Is there anybody here from bhcd?

Leonard: Did you want to say something, Jamal? Given nobody is here --

Jamaal Folsom: Thank you. Jamal Folsom from the mayor's office. This is our annual action plan update that we submit to h.u.d. to get our annual entitlement of federal funding. And we were expected to have folks here from bhcd and the h.u.d., but I guess they realized --

Leonard: We're about two minutes early. It could be that if they're on Commissioner Adams' time they could be here at 3:30 or so.

Potter: It's 3:13. Chances are they may not show. But we'll wait, since it is a time certain.

Folsom: I'd prefer not to, actually, spare you. It's not controversial. This is fairly routine. It is routine. It comes back every year.

Adams: We're asking for money right?

Potter: It's broken down, the CDBG money is \$10 million, it goes to the city of Portland. The home investment partnership program of 4 million goes to the Portland Home Consortium emergency shelter grant of \$449,000 to the city of Portland. And the housing opportunities for persons with aids goes to the city of Portland consortium. 988,000.

Saltzman: It's the first reading.

Potter: Actually I think it's an emergency.

Parson: It's a non-emergency.

Potter: Non-emergency.

Leonard: Only because of Jamal's outstanding testimony.

Folsom: Too kind.

Potter: You swayed the room. Second reading will be next week. We're dismissed. Thank you.

At 3:15 p.m., Council adjourned.