



CITY OF
PORTLAND, OREGON

**OFFICIAL
MINUTES**

A REGULAR MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 19TH DAY OF SEPTEMBER, 2012 AT 9:30 A.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish, Fritz, Leonard and Saltzman, 5. Mayor Adams left at 10:45 a.m. and Commissioner Saltzman presided.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Tracy Reeve, Chief Deputy City Attorney; and Greg Goodwin, Sergeant at Arms.

Items No. 1058 and 1061 were pulled for discussion and on a Y-5 roll call, the balance of the Consent Agenda was adopted.

COMMUNICATIONS	Disposition:
1027 Request of Kelly Caldwell to address Council regarding policy related to genetically engineered food (Communication)	PLACED ON FILE
1028 Request of Frances Quaempts-Miller to address Council regarding water fluoridation concerns (Communication)	PLACED ON FILE
1029 Request of Katherine Smith to address Council regarding long term police weapon harassment (Communication)	PLACED ON FILE
1030 Request of Craig Rogers to address Council to thank them for support regarding two abandoned houses near a community center and a school (Communication)	PLACED ON FILE
1031 Request of Hector Lara Cervantes to address Council regarding unauthorized experiments and illegal testing on citizens (Communication)	PLACED ON FILE
TIMES CERTAIN	

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<p>1032 TIME CERTAIN: 9:30 AM – Amend previously adopted regulations to support implementation and administration of the Citywide Tree Project (Ordinance introduced by Commissioners Fish and Saltzman; amend Ordinance No. 184522) 45 minutes requested for items 1032 and 1033</p>	<p>PASSED TO SECOND READING SEPTEMBER 26, 2012 AT 9:30 AM</p>
<p>1033 Amend previously adopted regulations to Title 33, Planning and Zoning to support implementation and administration of the Citywide Tree Project (Ordinance introduced by Commissioners Fish and Saltzman; amend Ordinance 184524)</p>	<p>PASSED TO SECOND READING SEPTEMBER 26, 2012 AT 9:30 AM</p>
<p>1034 TIME CERTAIN: 10:15 AM – Promote suicide counseling services offered by Oregon Partnership/Lines for Life (Resolution introduced by Mayor Adams and Commissioner Fritz) 15 minutes requested (Y-5)</p>	<p>36957</p>
<p>1035 TIME CERTAIN: 10:30AM – Reaffirm the City’s commitment to sustainable procurement by adopting the Healthy Purchasing Initiative in collaboration with Multnomah County (Resolution introduced by Commissioner Saltzman) 30 minutes requested (Y-4; Adams absent)</p>	<p>36958</p>
<p>CONSENT AGENDA – NO DISCUSSION</p>	
<p>Mayor Sam Adams</p>	
<p>Bureau of Police</p>	
<p>*1036 Accept and appropriate additional grant funding in the amount of \$5,000 from the Oregon Association Chiefs of Police for the 2012 Three Flags Campaign/Safety Belt enforcement program for personnel overtime (Ordinance) (Y-5)</p>	<p>185613</p>
<p>*1037 Authorize application to the Oregon Association Chiefs of Police for a grant in the amount of \$70,000 for 2013 DUII Traffic Safety and High Visibility Enforcement program for sworn personnel overtime (Ordinance) (Y-5)</p>	<p>185614</p>
<p>*1038 Authorize application to the Oregon Association Chiefs of Police for a grant in the amount of \$58,000 for 2013 Safety Belt Enforcement Program for sworn personnel overtime (Ordinance) (Y-5)</p>	<p>185615</p>
<p>*1039 Amend an Intergovernmental Agreement with TriMet and the City of Cornelius for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30000569) (Y-5)</p>	<p>185616</p>

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<p>*1040 Amend an Intergovernmental Agreement with TriMet and Clackamas County for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001098) (Y-5)</p>	<p>185617</p>
<p>*1041 Amend an Intergovernmental Agreement with TriMet and the City of Troutdale for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001383) (Y-5)</p>	<p>185618</p>
<p>*1042 Amend an Intergovernmental Agreement with TriMet and the City of Tualatin for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001384) (Y-5)</p>	<p>185619</p>
<p>*1043 Amend an Intergovernmental Agreement with TriMet and Washington County for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001385) (Y-5)</p>	<p>185620</p>
<p>*1044 Amend an Intergovernmental Agreement with TriMet and the City of West Linn for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001386) (Y-5)</p>	<p>185621</p>
<p>*1045 Amend an Intergovernmental Agreement with TriMet and the City of Forest Grove for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001378) (Y-5)</p>	<p>185622</p>
<p>*1046 Amend an Intergovernmental Agreement with TriMet and the City of Gresham for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001379) (Y-5)</p>	<p>185623</p>
<p>*1047 Amend an Intergovernmental Agreement with TriMet and Multnomah County for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001380) (Y-5)</p>	<p>185624</p>
<p>*1048 Amend an Intergovernmental Agreement with TriMet and the Port of Portland for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001381) (Y-5)</p>	<p>185625</p>

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<p>*1049 Amend an Intergovernmental Agreement with TriMet and the City of Tigard for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001382) (Y-5)</p>	<p>185626</p>
<p>*1050 Amend an Intergovernmental Agreement with TriMet and the City of Beaverton for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001544) (Y-5)</p>	<p>185627</p>
<p>*1051 Amend an Intergovernmental Agreement with TriMet and the City of Hillsboro for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001545) (Y-5)</p>	<p>185628</p>
<p>*1052 Amend an Intergovernmental Agreement with TriMet and Oregon City for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001546) (Y-5)</p>	<p>185629</p>
<p>*1053 Amend an Intergovernmental Agreement with TriMet and the City of Milwaukie for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001625) (Y-5)</p>	<p>185630</p>
<p>*1054 Amend an Intergovernmental Agreement with TriMet for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30001665) (Y-5)</p>	<p>185631</p>
<p>*1055 Amend an Intergovernmental Agreement with TriMet and the City of Lake Oswego for Transit Police services to comply with contract language requirements specific to federal grant funds (Ordinance; amend Contract No. 30002000) (Y-5)</p>	<p>185632</p>
<p>Bureau of Transportation</p>	
<p>*1056 Accept a grant in the amount of \$2,000,000 from Oregon Department of Transportation and authorize an Intergovernmental Agreement for the Bikeshare System (Ordinance) (Y-5)</p>	<p>185633</p>
<p>*1057 Amend Intergovernmental Agreement with TriMet to modify construction scope transfers between SW Moody Ave Improvement Project, SW Harbor Dr/SW River Pkwy Project and Portland-Milwaukie Light Rail Project (Ordinance; amend Contract No. 30002351) (Y-5)</p>	<p>185634</p>

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<p>*1058 Accept a grant in the amount of \$400,000 from the Oregon Department of Transportation and authorize an Intergovernmental Grant Agreement for SmartTrips Portland Streetcar (Ordinance)</p> <p>Motion to amend to correct accounting reference: Moved by Commissioner Fish and seconded by Commissioner Fritz. (Y-4; Adams absent)</p> <p>(Y-4; Adams absent)</p>	<p>185642 AS AMENDED</p>
<p style="text-align: center;">Office of Management and Finance</p>	
<p>*1059 Amend agreement with Travel Portland to add the promotion of overnight tourism and improvement of the lodging business environment to the contract and provide for payment from the Tourism Improvement District funds (Ordinance; amend Contract No. 30002424)</p> <p>(Y-5)</p>	<p>185635</p>
<p>*1060 Authorize a three-year contract with CASE Associates Inc. for Public Safety Systems Revitalization Program Quality Assurance Services for a total not-to-exceed \$388,080 (Ordinance)</p> <p>(Y-5)</p>	<p>185636</p>
<p>*1061 Declare surplus properties located at SW Beaverton-Hillsdale Hwy & SW Shattuck Rd and at 10355 SW Barbur Blvd (Ordinance)</p>	<p>CONTINUED TO SEPTEMBER 26, 2012 AT 9:30 AM</p>
<p>1062 Grant a revocable permit to FSH Communications, LLC to install, maintain and operate public telephones on City streets for a period of three years (Ordinance)</p>	<p>PASSED TO SECOND READING SEPTEMBER 26, 2012 AT 9:30 AM</p>
<p>1063 Grant a revocable permit to Communication Management Services, LLC to install, maintain and operate public telephones on City streets for a period of three years (Ordinance)</p>	<p>PASSED TO SECOND READING SEPTEMBER 26, 2012 AT 9:30 AM</p>
<p>1064 Authorize the Human Resources Director to allow the Bureau of Environmental Services to grant a one year personal leave of absence without pay to employee Amin Wahab (Second Reading Agenda 1014)</p> <p>(Y-5)</p>	<p>185637</p>
<p style="text-align: center;">Commissioner Dan Saltzman Position No. 3</p>	
<p>1065 Update code governing the Bureau of Financial Services General Fund Five-Year forecasts (Ordinance; amend Code Section 3.15.040)</p>	<p>PASSED TO SECOND READING SEPTEMBER 26, 2012 AT 9:30 AM</p>
<p style="text-align: center;">Commissioner Randy Leonard Position No. 4</p>	

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<p>*1066 Authorize a grant agreement for an amount not to exceed \$40,000 with SE Works Inc., a community-based workforce development organization providing education, training, employment and supportive services (Ordinance) (Y-5)</p>	<p>185638</p>
<p style="text-align: center;">Commissioner Nick Fish Position No. 2</p> <p style="text-align: center;">Portland Housing Bureau</p> <p>1067 Amend contract with Dignity Village to extend contract terms to November 30, 2012 to give additional time to finalize details of the new contract (Ordinance; amend Contract No. 53015)</p>	<p style="text-align: center;">PASSED TO SECOND READING SEPTEMBER 26, 2012 AT 9:30 AM</p>
<p style="text-align: center;">REGULAR AGENDA</p> <p style="text-align: center;">Mayor Sam Adams</p> <p style="text-align: center;">Bureau of Planning & Sustainability</p> <p>1068 Adopt new supporting documents for an update of Portland's Comprehensive Plan (Second Reading Agenda 1001)</p>	<p style="text-align: center;">CONTINUED TO SEPTEMBER 26, 2012 AT 9:30 AM</p>
<p style="text-align: center;">Office of Management and Finance</p> <p>*1069 Authorize charitable organizations eligible to participate in the City's 2013 Combined Charitable Campaign and authorize exemption for Portland Parks Foundation from umbrella organization requirement (Ordinance) (Y-4; Adams absent)</p>	<p style="text-align: center;">185639</p>
<p>1070 Amend Code to reflect current program operations for the Charitable Campaign (Ordinance; replace Code Chapter 5.10)</p>	<p style="text-align: center;">PASSED TO SECOND READING SEPTEMBER 26, 2012 AT 9:30 AM</p>
<p style="text-align: center;">Commissioner Randy Leonard Position No. 4</p> <p style="text-align: center;">Water Bureau</p> <p>1071 Amend contract with Michael Willis Architects to increase compensation and scope of work for Interstate Maintenance Facility Rehabilitation-Design Services (Second Reading Agenda 1017; amend Contract No. 30001654) (Y-4; Adams absent)</p>	<p style="text-align: center;">185640</p>

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<p>1072 Amend contract with Hoffman Construction Company to increase compensation and scope of work for Interstate Maintenance Facility Renovation Construction Manager Pre-Construction Services (Second Reading Agenda 1018; amend Contract No. 30002309)</p> <p>(Y-4; Adams absent)</p>	<p>185641</p>
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At 11:38 a.m., Council recessed.

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A RECESSED MEETING OF THE COUNCIL OF THE CITY OF PORTLAND, OREGON WAS HELD THIS 19TH DAY OF SEPTEMBER, 2012 AT 2:00 P.M.

THOSE PRESENT WERE: Mayor Adams, Presiding; Commissioners Fish and Fritz, 3.

OFFICERS IN ATTENDANCE: Karla Moore-Love, Clerk of the Council; Roland Iparraguirre, Deputy City Attorney; and Harry Jackson, Sergeant at Arms.

	Disposition:
S-1073 TIME CERTAIN: 2:00 PM – Adopt a policy opposing coal trains traveling through the City of Portland until an area-wide Environmental Impact Statement is completed (Resolution introduced by Commissioner Fritz) 1 hour requested Motion to accept substitute resolution: Moved by Commissioner Fritz and seconded by Commissioner Fish. (Y-3) (Y-3)	SUBSTITUTE 36959
1074 TIME CERTAIN: 3:00 PM – Amend the Comprehensive Plan and Zoning Map for properties along and near SE 122 nd Ave between Powell Blvd and Foster Rd (Ordinance introduced by Mayor Adams; amend Title 33, Comprehensive Plan Map) 1 hour requested for items 1074 and 1075	RESCHEDULED TO OCTOBER 10, 2012 AT 3:00 PM TIME CERTAIN
1075 Direct the Bureau of Transportation to work with the Oregon Department of Transportation to prepare a transportation safety improvement plan for the intersection of SE 122nd Ave and Powell Blvd including a financing plan to allocate the costs associated with identified improvements (Resolution introduced by Mayor Adams)	RESCHEDULED TO OCTOBER 10, 2012 AT 3:00 PM TIME CERTAIN

At 3:55 p.m., Council adjourned.

LAVONNE GRIFFIN-VALADE
Auditor of the City of Portland



By Karla Moore-Love
Clerk of the Council

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

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Closed Caption File of Portland City Council Meeting

This file was produced through the closed captioning process for the televised City Council broadcast and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

SEPTEMBER 19, 2012 9:30 am

Adams: It's wednesday, september 19, 9:30:00 a.m., how -- how are you, karla?

Moore-Love: Fine, thank you.

Adams: What do you think of this fall weather?

Moore-Love: Ok.

Adams: I agree. Can you please call the role?

Moore-Love: Yes.

Saltzman: Here. **Leonard:** Here. **Fritz:** Here. **Fish:** Here.

Adams: Here. A quorum present, and we shall proceed beginning with communications. Can you please read the title for 1027?

Item 1027.

Adams: Hi, come on up. Glad you are here, you just need to give us and everyone give us your first and last name, no address, no phone number. Just first and last name, and you will have three minutes, and that clock in front of you will help you to count to down. If you are representing yourself, you don't have to say anything, if you are representing a business, organization, or something else, you need to tell us that you are lobbying on their behalf.

Kelly Caldwell: Thanks. I am kelly caldwell. I am active with gmo free Oregon and gmo free Portland. We failed to get genetically entered food labeling on the Oregon ballot this year because lobbyists from the corporate companies stymied us through the appeals process, but we are in support of the labeling initiative of gmo foods in california, and I happen to be running on the ballot this november for the east Multnomah soil and water conservation district. Further raising the concerns of, of excessive and inappropriate use of pesticides that, that damage our soil and water health, and one of the biggest factors in increase in pesticides in the united states is double the use in the last five to eight years, is genetically engineered foods. I am imagining you all have at least heard of this? I don't need to give too much detail. But the risks of contamination are great, particularly, right now in the willamette valley. Canola is -- there is a court case at the end august, the Oregon department of agriculture was trying to make it be allowed to get canola and almost all canola is genetically engineered, that would really negatively impact the financial wellbeing of the organic farmers, as well as the specialty seed companies in the willamette valley area. Is, our small businesses are, are, our economic future is impacted by genetically engineered fruits, although we may not be aware, and we have the rights as consumers to support that. I know that there is only so much jurisdiction you have, but I want to let you know that there is activity in benton county, lane county, jackson county, and the city of ash land, the city council just took action making proclamations regarding labeling with genetically engineered foods so you would not be among the first in Oregon or all throughout the country, and the world where, where dozens of countries ban or require labeling of gmos. They contribute to allergies, super weeds is a huge problem, and i'm really concerned about the changes in soil by, by excessive use of pesticides, soil bacterias, there is increased soil diseases and, and the huge increase in pesticides and herbicides, and there is recent data about how beneficial pollinators are hurt by genetically engineered plants, and, anyway, I am hoping that, that you will see the relevance to the health and wellbeing of our humans, our natural environment and our economy. And I invite you to take this, in particular, to our public

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involvement process. I think that we have a great option with education and communication and feedback through our neighborhood systems and other collaborative agencies around us. Thank you.

Fish: I just want to say that Kelly -- thank you for your great work at Lift Urban Portland. My colleagues remember when it was named Northwest Portland Ministries. But, between the community gardens you added, and the food bank, and all the hungry people you serve in Northwest, you are making a big difference so thank you for this. And I am committed especially to help folks of all income levels have access to safe, organic, healthy foods.

Caldwell: Thank you.

Adams: Thank you for bringing the issue before us. Karla, can you please read the title for item no. 1028.

Item 1028.

Adams: Frances Quaempts-Miller. Are you here? Are you here? Hello. Anybody? Frances Quaempts-Miller. All right. Can you please read the title for item no. 1029.

Item 1029.

Adams: Katherine Smith, are you here? Welcome.

Katherine Smith: Hello, I am Kathryn Smith, Mayor, I requested a bit more time about 6.5 minutes, not possible today? Ok. I will read it as fast as I can.

Adams: Then everyone will want more time.

Smith: I'll read it as fast as I can. And hopefully, this is enough information that will be helpful. My name is Kathryn Smith, Mayor Sam Adams, some Tigard police officers, especially Sergeant Eskew and Lieutenant Rose are continuing to shoot me with microwave harassment weapons, ultrasound harassment weapons, distraction devices, and verbally and physically harass me with voice-to-school command weapons. My ex-Tigard neighbor lady almost daily calls them up to tell them where to shoot me or what to say or do to me to threaten me or, and harass me. Including death threats to me and my son. They do that when I'm in safe women's shelter, Pioneer Courthouse Square, Starbucks, Multi-Library. In front of Multnomah County Courthouse. At First Baptist Church. St. Michael's Church in Portland. Christ the King Church in Tigard, Helen Swindle and other places I go. Her weapons, ultrasound and other weapons are in this room right here. I can often feel them burning my back and sides and head with it. I can see by some of your gestures and other people's in this room, sometimes, that those weapons are being used on you, also. The few Tigard police officers put those weapons inside and outside and around these places so they can shoot or debilitate, harass, and influence people with them remotely. That is how they are able to use them on hundreds and hundreds of people. I have already tried several times to stop this more than eight years' of abuse by reporting it to Tigard and Portland police. They never investigate, and rarely write up a political reporter about it. If they do write a political reporter about it, they usually say some untrue and inaccurate things to discredit what I'm saying. A few months ago, they were burning my skin and scarring me so much, with the microwave weapons that I had to, to report it again at Central Precinct. After that, the sergeant and Lieutenant Rose and other Tigard cops continue to shoot me. Also some of the Portland police officers I reported, the weapons assault said to me that they were getting orders from Police Chief Rees to cover up for this, and do nothing to stop that ultrasound voice-to-school weapon and other harassment to me, and anyone else who reported it. I e-mailed Police Chief Rees requesting a meeting so he could stop the cops, and Tammy Larson from continuing to shoot me. They also do this to my son, but usually in a more subtle way, but they also do obvious sexual abuse to my son, and shooting him with the distraction device so he cannot function sexually. Police Chief Rees never responded to my three emails, but he did show up the last time that I reported this abuse on June 19. And basically, denied that he knows, that he has knowledge of these weapons, and he did not do anything to help stop the abuse. I have more details

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here, but I have to hurry up. I am asking you to write letter, please, to police chief reese and the Portland police to have them stop this. Because you are the police commissioner.

Adams: So, that gentleman over there works for me. His name is chad stover. If you could follow-up with him, that would be great.

Smith: Ok.

Adams: Thank you. Like right now?

Adams: Yeah, he's right there. He's a really good guy, and --

Smith: Thank you.

Adams: Thanks, miss smith. Can you please read the title for item no. 1030.

Item 1030.

Saltzman: Welcome. Give us your name and you have three minutes.

Craig Rogers: Craig rogers. And you can briefly look through this. I am here to, to give thanks and show gratitude for a job well done, and your support in, and so much support from, from city employees, from policemen to firemen that put out the fire, and in particular, a gentleman named mitch mckee, who is a, a housing inspector, as the issue with abandoned homes moves forward, I think he's a good person, and I suggest you reference on him for advice on how to deal with these situations given the fact that there is so many complexities and so forth involved. So, here on the front picture is one of the two house, approximately two months ago that we're dealing with here. And the next picture is the house, approximately one month ago, after somebody lit it afire. And then the next picture is of no house. And believe me, you all had a lot to do in your, and your employees, for creating this situation. And if I may read a brief letter from my neighbors, mayor sam Adams, and Portland city council. Thank you very much for your prompt attention to and removal of the abandoned houses in our neighborhoods. This cleanup effort will benefit everyone who takes pride in their community. We appreciate your plan going forward to assist other neighborhoods with removals of this time type. Mike and kay engel. And I would like to read you a letter from somebody who I got a lot of support for. This is mark gulke, the principal at floyd middle school. Dear mayor Adams and Portland city council. Last spring I wrote to you about a huge concern I had regarding two abandoned houses located at 10840, and 10848 southeast salmon street. These derelict properties were right next to floyd light middle school and become known to many of our students as a gathering place. Unfortunately, those who gathered there were often participating in illegal activities. I asked, I ask you to please look into removing these properties to help keep our kids safe. I have to admit that I was feeling just a little pessimistic about whether any action would result given the probable legal complexities involved. Lo and behold, I was wrong to feel pessimistic. As of last week, the houses are completely gone, and all the debris, including the foundations, have been removed. On behalf of floyd light staff, our kids and families, I thank you immensely for taking swift and decisive action. We appreciate your service and ongoing efforts to keep our community safe.

Adams: Well, thank you for your advocacy and those kind words. The city council, we've been piloting and commissioner Saltzman is really the front person on council dealing with these issues, but we're piloting. This was part of a pilot that the council will consider as policy next week -- two weeks from now. We piloted it here and appreciate the great, the great feedback, the encouraging words, and any other comments on how we can improve on anything that we are doing here, we want to do so. We know that these abandoned houses are all over the city. We're getting tough with them, and that means that all the way and up to their removal.

Rogers: Thank you for walking your talk.

Fritz: And I wanted to let you know, there are a few staff persons behind the scene helpful, stephanie reynolds with crime prevention, and matt grumm, commissioner Saltzman's office. They helped connect the dots, too. So this shows what a group can bring and the city does take action. Thank you very much for coming by to report on that.

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Rogers: You are welcome. Thank you very much.

Adams: Can you please read the title for 1031. Cervantes.

Item 1031.

Adams: Hector lara cervantes. All right, that gets us to the consent agenda. Does anyone have any items to pull?

Saltzman: I would like to pull item 1061.

Fritz: I was, too, thank you.

Adams: Ok. Can you please read the title for 1061?

Moore-Love: We also have 1058 and 1066 being pulled.

Adams: Ok. 1058 and 10 what?

Moore-Love: 1066.

Adams: 1066, sorry, I can't hear you. Can you read those titles?

Moore-Love: 1058. Transportation has an amendment for that.

Moore-Love: 1061.

Moore-Love: And 1066.

Leonard: Excuse me, let's leave 1066 on my office. I was originally not going to be here, so that's the reason I was going to pull that but now that ip --

Moore-Love: You do not want it pulled?

Leonard: Yeah.

Adams: We'll take that off the pull list. Is that it? All right. Does anybody else wish to pull any items from the consent agenda? Karla, can you please call the vote on the consent agenda.

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

Adams: Aye. Consent agenda is approved. [gavel pounded]

Adams: We have a 9:30 time certain. It is a non emergency ordinance. Can you please read the title for item nor 1032.

Item 1032 and 1033.

Adams: I would like to recognize commissioner Fish.

Fish: Thank you, mayor Adams. Commissioner Saltzman and I are pleased to bring to council these housekeeping amendments to the close to clear up some confusion, and make implementation of the city-wide tree project easier for both the public and the bureau staff. This work, frankly, continues an outstanding partnership between the bureau development services, Portland parks and rec and, and the bureau of planning and sustainability. And I especially would like to recognize and thank a few people here today. First, commissioner dan Saltzman, who is and has been consistently a champion for our trees and tree canopy. Second, angie desalvo and jenn cairo from parks and recreation city nature. Rebecca from the bureau of development services. Roberta jointner and morgan tracey, our code authors from bps. And finally, the glue for our current effort, mieki keenan, program coordinator for implementing the code program who works both for parks and bds. Today's presentation is an opportunity for our outstanding teams to update the council and the public on the work that they were doing since this was last before council in april of 2011. And to remind us of the implementation road map. I want to especially recognize our new city forester, jenn cairo, who is leading this work for parks. Welcome to city council, jenn. I believe this is your first presentation. I would also like to thank hanna coon and jim on my team for their invaluable work, and now it's my pleasure to recognize our partner you, my partner in this work, commissioner dan Saltzman.

Saltzman: Thank you, commissioner Fish. It's heartening to know we have great partnerships and cooperation between our bureau. As we move forward with this important implementation of the city-wide tree project. As the commissioner overseeing the bureau of development services, and the bureau of environmental services, I am very excited about the work that has been accomplished to date, and all the work to come. We have got great staff focused on, this as commissioner Fish just

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said. And while these housekeeping code amendments are an important step and a great example of the wisdom of this council, to not rush this large policy change, it's the overall goal of an increased tree canopy and straightforward development relations that are why this is all happening. And in a methodical manner so I want to thank the staff and the, who continue to work on this project as we prepare for full implementation in July of 2013. And we'll now go to a short presentation on the project and highlight some of the specific code amendments that we will be we'll be considering today so we have with us Jenn Cairo, the city's urban forester. And Mieke Keenan, the development services planner. Welcome.

Mieke Keenan, Bureau of Development Services: good morning. Thank you for hearing the amendments today. It's a pleasure to be here. My name is Mieke Keenan, the program coordinator for tree code implementation, as Commissioner Fish mentioned, I was hired by both the Bureau of Development Services and Parks and Recreation Urban Forestry Division to facilitate an implementation of the tree code. The amendments you see before you today were identified by both the Bureau of Development Services and Urban Forestry Commission as necessary to help facilitate a smooth transition and a seamless transition to the new regulations, as well as to create a, a solid foundation for ongoing administration. These amendments are not intended to change any of the policies that Council adopted last April. We worked very closely with the Bureau of Planning and Sustainability to ensure that the intent of those regulations is consistent throughout the amendments.

There's been no public opposition to these amendments. The Urban Forestry Commission and the Planning and Sustainability Commission both unanimously approved of our proposal, and they recommend Council adoption. Both of the Commission also emphasized the need for the Bureaus to conduct a robust and far-reaching outreach plan to make sure that these new regulations are, are communicated to the general public, not just so that they know about them, but that they know how to use them come July 1. The Bureaus are committed to this plan, and work is well underway. The amendments before you today, there is a total of eight of them. They fall into three categories.

Those categories are eliminate unintended consequences. Clarify policy and technical corrections. And they are really designed to smooth out the rough edges of the regulations. There is also three additional staff amendments that are recommended. These amendments were identified after the Commission hearings. And they further refine the language and clarify the policy, so in the essence of saving time I thought I would go over one of the amendments before you today. It's amendment no. 7. Which falls under the category of, of eliminating unintended consequences. This amendment falls in the enforcement section of the code. So, as adopted, the tree code requires a corrected action for any tree violation before punitive measure will be taken. This makes a lot of sense because it gets tree canopy back in the ground quickly and ease any enforcement proceedings.

For example, if a, a property owner were to remove a tree on their property, without a permit, staff would first work with that property owner to make sure that tree got replanted. If it was appropriate, they could also [inaudible] then the case would be closed. What the code inadvertently removed was the ability of staff to penalize a third party contractor who could -- who may violate the code so using that example, if it was a third party contractor who removed that tree without a permit, staff would still be working with the homeowner to make sure that the corrective action was taken. The only way that we could really penalize the third party contractor would be if the homeowner did not correct that, that, correct that action. We want to, we wanted to make sure that we could go over, go after the third party contractor. It will be problematic if somebody misrepresents themselves and said that a tree permit was not required. Or, or, or said that they would get the permit, so the city wants to discourage this behavior by being able to impose a fine when appropriate. So, this promotes that tool back into the enforcement section. If nobody has any questions about any of the other amendments, or this one, Jenn Cairo will talk to us about the implementation activities.

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Saltzman: I just wanted to -- I appreciate the example you used. You said if, if a third party removes a tree without a permit you be, they replant the tree, but I think you meant not the tree itself, but replant --

Keenan: Replace the tree.

Saltzman: Ok. Or pay, or pay a fee in lieu of.

Keenan: Yes. So if there was not enough room on the site to replant, the other option would be to pay someone.

Saltzman: If a contractor, a third party contractor tells the homeowner, this tree doesn't need a permit to be removed, you still go to the homeowner first and then you have a right?

Keenan: With this amendment you could do both. So, you really need to get that tree back in the ground. And really, it will be the homeowner who replaces the tree. It would be very difficult to get that third party contractor to go back and put, to replace the tree. But what we can do is also, send them warning and, and issue violations to them, because if we could not do that, they could continue removing trees without permits throughout the city, and we would have no way to, to say hey -- a third party.

Saltzman: So you have a way to go after them if it's a pattern of practice of misrepresenting to clients whether it needs a permit for removal or not?

Keenan: Right, that's what this amendment will do.

Saltzman: Ok. Thanks.

Fish: Jenn, since you are the new city forester, and you are a big catch for parks, as a new leader in city nature, would you take one moment and tell my colleagues about your background?

Jenn Cairo, City Forester: Ok. Sure. I am the --

Adams: You have to say your name.

Cairo: There is my first time before council and now we all know that I am jenn cairo, the city forester, and also a city nature zone manager overseeing horticultural services community gardens and urban forestry. And my background is, my education is, is, oddly enough, in foreign service, but later, in forestry, as a, I have a masters in forestry and in public administration. And prior to coming to work for the city, I worked for the state parks in Oregon. As a region manager for them. And prior to that, I worked for the new york city department of environmental protection bureau of water supply as their natural resource manager in the new york city watershed. Is that what you were after?

Fish: I think my colleagues know why we were so excited you accepted our offer, so welcome.

Cairo: Thank you very much. Good morning. Thank you very much, commissioners and mayor for allowing me to speak for you today, and as mieke has said, we have these amendments before you today. We also wanted to take the opportunity to update you on the status of titles 11 and 13, which is scheduled for july of 2013. To date, and over about a year, perhaps longer, some 25 staff and 11 volunteers were working on that implementation, and the staff are from bde, parks, bes, bps and bts. The volunteers are primarily from the urban forestry commission education and outreach committee. And they focus on the outreach aspects of the code implementations. As you know, mieke is our leader in all of this. I have organized our implementation efforts for your benefit into four categories, and each one I will give you a brief summary of what's been achieved to date and what's now in progress. And what our next benchmark might be. The first category is data management, and this primarily means changes and additions that are being made to the tracks database, and that's the permitting database used by bds and urban forestry. To date, we have completed identifying the specific data capture needs with the code requirements and process mapping. In other words, in each permitting situation what information is needed, how it will be captured by whom and at what point in the process. Currently in progress is creating the scope of work, and vendor contract for tracks development, and our next benchmark is to test the system that we're going to be developing in the next few months in february. And have time to modify that as

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needed. The second category of work is monitoring an evaluation, and this is, basically, how will we know that the new code is achieving the city's goals and where changes or improvements might be warranted in the future. To date we completed a draft evaluation plan. Now in progress. We are incorporating monitoring and evaluation elements into tracks development and designing customer surveys to, to indicate service levels and customer satisfaction with our implementation and permit processing. The next benchmark will be the evaluation report to template or temperature plates due in december. Our third category is processes and policies. To date we have completed, and as of today, actually, we have a new online tree trimming permit, and it's free. The first time we have done something like this and, and it's for minor tree maintenance needs, and we anticipate that this will promote good pruning practices, which are integral to the long-term health and management of the urban canopy. It will also improve customer service turnaround times, and we hope reduce the number of pruning permits the staff has to deal with directly. So you can check that out today on our website. The first time it is there.

Saltzman: Which website? The parks bureau?

Cairo: Yes, urban forestry pages.

Fritz: And what kinds of pruning would a homeowner require a permit for?

Cairo: A pruning permit is required for any pruning of street trees and public trees in the city. The online permits are just for smaller and lower limbs, not structural limbs that would require some expertise and oversight. We have in the past, issued a lot of these permits, and there was a lot of analysis done as to whether this was too risky to do, that there would be permanent damage to the trees because poor pruning practices can, indeed, lead to tree mortality, and certainly other issues, hazards, and we vet this had through a number of the horticultural firms, and we are confident that the level that we are allowing this online permitting will not create those issues for us. We'll be monitoring it. We have a monitoring plan for that. We also to date, in the area of policy and procedure, have drafted policies for tree removal under the new code. Compliance with the new code. And intake procedures with a single point of contact staff in the 1900 building. The third area is, is that we have, to date, also built practices to better coordinate, and this is being implement, between parks and bds in day-to-day operations. For example, we now have weekly meetings set up between some of the tree inspectors and, and bds permitting staff who are involved in tree work to address the specific and complicate cases that they are working on. And two park tree inspectors have regular advertised office hours each week in the 1900 building downtown. And they are normally housed in east delta park. The urban forestry group. And the tree inspectors receive routine notice of bds preapplication conferences and are able to submit urban forestry input on them more easily. Flow in progress for policies and procedures, parks and bds are both currently reviewing and troubleshooting our code compliance concerns. That's proceeding in advance of the implementation of the code, or effective date of the code. Parks will soon be, begin an assessment of the work distribution. They have to right size the work assignments and workloads with the staff resources that we have. Parks also is developing some customer intake improvements that include to date written manual if staff to use for intakes, so requests for permits and questions that come into the office. Also training for our staff, and we're getting a phone tree in the near future so that we can better handle our intake. The next benchmark --

Adams: That seems appropriate.

Cairo: I almost said it's so 1990s of us. We think it will help a lot, fielding emergency calls, which obviously, we have to respond to more quickly than some things. They might get lost in the shuffle. The next benchmark will be developing the inquiry response procedures for the point contact and we plan to have that done by march. And, and last but far from least, the fourth category, is outreach and we have completed the new comprehensive city tree website outlined and general design, and it's a very large interbureau group working on that. And in progress developing the content for that site, also developing our outreach messaging for the public about how it will affect

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them and what they can anticipate in July. And we are currently finalizing our outreach strategy overall. Our next benchmark for that will be outreach activity is scheduled to begin in October. So we'll start seeing a planned public presentation of what the code will be in July and how it will affect people. That concludes our presentation on the amendments, and the update on the implementation. So I would be happy to take any questions.

Adams: Initial questions?

Saltzman: One question. Public outreach is so important, just about anything the city undertakes that represents major policy, and the city-wide code is a major policy. Unfortunately, most people never seem to know about something until it hits them, like July 1 of 2013. So, I really want to make sure the outreach goes beyond the usual suspects. That we're not going to, to neighborhood organizations, and things like that. We have got, you know, hit the home builders. The association of general contractors. All those trade groups. At some point I want to see the outreach plan and make sure these groups are in that schedule of outreach. So thank you.

Cairo: Understood. We'll do that. We have identified currently three broad categories of stakeholder groups and the types of, the different levels of detail that we'll need to provide them. We'll be happy to share that with you.

Saltzman: The arborists themselves are another one.

Cairo: They are very important. We hope that they will help us implement the new code.

Adams: Thank you very much. Is anyone signed up to testify?

Moore-Love: We have three people signed up. Did you want me to also read 1033?

Adams: Please.

Adams: If you guys could grab a seat and be available in case there is any follow-up questions.

Adams: Welcome back. Glad you are here. Would you like to begin?

Meryl Redisch: I would love to begin, thank you. Good morning. Mayor Adams and commissioners, my name is Meryl Redisch, and I am representing the urban forestry commission. I want to start by saying thank you for your continued support. This is an important project, and we absolutely want to do it well. And I feel confident as a commissioner that with our new city forester, and with city staff, and your support, that we will do it well, and I would like to just say that the urban forestry commission supports the housekeeping amendments in its entirety, and we voted on that unanimously. So, once again, thank you very much. We will do our part as commissioners to also ensure that, that, that the, the new policies and the regulations are implemented as effectively, efficiently, and with a good public outreach procedure. Thank you.

Adams: Thank you. Welcome back.

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

Brighton West: My name is Brighton West, and I am the deputy director at Friends of Trees. And I want to let you know we're going to plant 3,400 street trees this year. And we expect you to come out and plant, some of you are going to have more time than others. So, Randy, expect you out there. Sam, I know you have got a film career going, so, you know, hopefully you will find time for trees. I want to say that Friends of Trees supports these amendments. We're excited about the clarifications, particularly those that help to protect the street trees making it clear that those were 3,400 trees will not be removed soon after planting, and, and we're glad that you guys support trees. And, and we want to thank the council for your support and thank the staff for all their hard work on this. And, and, and thank you very much.

West: Thanks.

Adams: I've been out planting with your team a number of times, and not only is it, is it great for the city, but it's also good fun, and thank you for helping to make it so. Mr. Gibbons.

John Gibbon: Yeah, John Gibbon. I'm here as a property owner with a question, and then with SWNI as land use chair with an announcement dealing with outreach, which I talked to Commissioner Saltzman and Commissioner Fish about before. The question as a property owner is, I noticed that

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there was one change in the ordinance, which I support, which, which change the, the, the, basically, it said that, that the building, the land use decision rather than a tree preservation plan will be what will control in the future, if specific trees are protect, and that's the way that I understand it.

I am concerned as a property owner because I live in a very old pud with a land use done multiple years ago, 1970s era with specific language that talked about preserving native trees. We have no tree preservation plan so I was not concerned about language that talked about tree preservation plans being, being sunset out or, or anything dealing with tree preservation plans. But I am a little concerned that language that says a land use decision, you know, an ancient land use decision might spring back to life, and impose a requirement on us. That we really don't need. We need to have this modern system of working with the city to remove trees, and not be bound up by some very general language in a, an old land use decision, and maybe staff can address that. It just -- i'm not sure that i'm not one of just a few areas in the city where you might have that language lurking. But I don't think that was the intent to lock us into old language in the past. As SWNI chair, I wanted to talk a bit about outreach and tell you, as of in month, we have identified the date that swni will have a tree fair for the neighborhood, and property owners in the neighborhood because frankly, we think that, that one of our biggest problems in southwest Portland is going to be the well meaning neighbor with a chainsaw. So, on april 30, 2013, we're scheduled at Multnomah center to have a tree fair. And we hope that, that there will be people from urban forestry, bds, bes, and oni there to talk about their tree programs put on a presentation so we can get the neighborhood taken care of, and I have one question that maybe the city attorney can talk to me about in regard to that. We have obtained a list of tree service providers from urban forestry and, and I want to know for sure as we, we organize this plan, because I have got volunteers --

Adams: You are out of time.

Gibbon: One question, is there any restriction on swni using your list of these firms that have gone through the training to ask them to sponsor tables at our tree fair?

Adams: Why don't you talk to staff offline.

Saltzman: I would say by all means.

Gibbon: Thank you.

*******:** Thank you. Thank you very much.

Adams: Thank you very much. Any additional comments on either 1032, 1033?

Fish: We'll be voting on this next week which means we will not have most of the staff here to thank, and I just want to, again, echo what commissioner Saltzman and I said at the beginning, unprecedented level of collaboration across bureau. And we are very proud of the, of the strong partnership between parks, bureau of environmental services, and bds and dps. I think the mayor has been working on regulatory reform for 18 years, and I saw him, his whole demeanor changed when jenn was talking about this online permit thing.

Adams: I like it.

Fish: So, I think it's an early contender for the first annual sam Adams award for regulatory reform. But what you heard was a short version presentation of an incredibly complex process, and dan and I are so proud of the professionals we get to work with leading this effort. I just want to say thank you.

Adams: Commissioner four hits.

Fritz: I want to thank everybody who worked on this for decades, literally. You worked with this when I was still a community activist doing more tree plantings than I currently have time for, unfortunately, but very much appreciate our community partners. This is an example of how not only the commission form of government is working very well, but also, our partnerships with the community are also evident in the beauty of our trees and in the beauty of our revised regulations, and in streamlining and making them more accessible and understandable for all sections of the community, whether it's home builders or, or homeowners, and residents, and others and, and this is

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a really great project, and it has been very, very long-time in working on it, but it shows that sometimes good things take the right amount of time to make sure that we get things right in the end. Thank you all.

Saltzman: I would like to have my thanks to all the hard work, and there is plenty of hard work ahead. And a lot of that will be in figuring out to make sure that the bureaus continue to cooperate in a, in the spirit of let's get there thing done and get it done right. And make sure it's done in a way that, that most of all, serves our public, our customers. So that's going to be the guiding principle as we continue to work hard, and I want to particularly thank matt from my office, and also can't help but note we have anne campbell in the audience, and this seems very fitting given her father, bill naito was a leading force for preserving trees in the city of Portland. I know that she is here for another item, but can't help but to acknowledge her presence, too, and through her father's presence. So this is great.

Adams: Thanks for your great work. Yes, I am -- I have ocd's over unnecessary red tape. That stands in the way of accomplishing good things, so I really laud the commissioners and all of you for the work here. It's really great. All right, moves on to second reading. Further consideration, both items next week. [gavel pounded]

Adams: Can you please read the title for item no., a resolution, 1034.

Item 1034.

Adams: Commissioner fritz.

Fritz: Thank you, mayor, this is an exciting partnership and it has grown out of the work done for the past couple of years. With the safer pdx project and my background having been a nurse working in psychiatry at ohsu before I was elected. I would like to invite our partners to come up to the table. Suicide is a tragedy which is often preventable, and Oregon partnership lines for life have been the experts in helping people manage their challenges in this regard, and in taking over 19,000 calls a year from people who are contemplating suicide. And other mental health crisis situations. 98% of the time lines for life is able to deescalate and comfort and provide the support so that the, the call does not have to be referred to 9-1-1. In contrast, our 9-1-1 operators are trained to dispatch providers, first responders as quickly as possible, and although we have many, many great call-takers and dispatchers in the bureau of emergency communications, they don't have the time that's often needed to spend helping folks in mental health crisis. So, we have in the past six months, developed a protocol that, that crisis calls coming to 9-1-1 are transferred to the Multnomah county call center, so we don't put people on hold. And that also requires an intensive time, and again, lines for life are the experts in the community on how to help in these situations. We are announcing a new program supported by general fund dollars to provide -- i'm so excited about this, I can't even just get the words out properly. Because we want people to not call 9-1-1 if they are in a mental health crisis, and if their family members are struggling, this resource is for everybody, so that we do what we need to do to help folks in their crisis, so with that, I will ask the panel to introduce themselves, and take it away.

Dan McMillan: Good morning, commissioners and mayor Adams, we appreciate you having us here this morning. My name is dan mcmillan, and I have the honor of serving as the chair for the board of lines for life, and I think that commissioner Fritz may be couldn't have done a better job of summarizing the topic. I will only add in the capacity as board chair I get the privilege of serving on an organization that, that proves every day that suicide is preventable. And it's reality that we see all the time. And when you think about that, and you think about the number of suicide calls coming into the city over the last ten years, and that number has doubled during that time period, you are talking about what some call an epidemic, and it is heartening to us to see the actions taken around this. Knowing that, as commissioner Fritz said, the infrastructure and the resources in 9-1-1 are not equipped or even designed to take these calls, but there's been a decision made here to divert

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those, and with that, I will turn it over to, I think, Ed, who will talk more in detail about what that looks like.

Ed Blackburn: Ed Blackburn, central city concern, and a great admirer of the Oregon partnership.

We have had a relationship going back many years and, and it's just a really great organization, very innovative, and I think this is the kind of thing that we should be doing in terms of trying to get better care at a lower cost, and a better experience for those people seeking care. I think that it's, it's the way to go. I want to say, that, you know, from the central city concern, we serve and house a lot of vulnerable people. And many of those people experience episodes where suicide becomes a real possibility in their thinking. And it's a real tough thing as a provider to discover someone who has committed suicide in one of the buildings, and you could see the tragedy of the potential of that person's life not being realized. You could see the family members and distraught and, and traumatized by it. And also, your staff. It's difficult thing for staff to deal with. And so, I can't tell you how important this type of service is to us because, because every day, Oregon partnership is preventing people, and that we're serving, but also other agencies in the community are serving who are so vulnerable to this, to this awful thing. They do a great job. They are really a jewel. So, I'm here unequivocal support.

Judy Cushing: Good morning. My name is Judy Cushing, and I am the CEO of Lines for Life, formerly Oregon Partnership. And we are so honored to, to have an opportunity to, to partner with the city of Portland on this important project. This is such a serious and critical issue and, and our crisis counselors are, are so highly trained to, to, to develop a rapport with the callers who call us. There is no, no time limit. If someone is, is struggling and they need to talk for an hour, they can talk for an hour, and we assess the risk for suicide and, and other risks that, that they are dealing with. And we listen to their reasons for calling, as well as actively support their, their, and help them to realize the reasons for living. For those callers who are struggling with, with serious mental illness and depression, we are that, that listening ear, and that compassionate friend on the other end of the line to help them get help. We do this quietly. And we were so honored when Commissioner Fritz and Commissioner Saltzman came to visit us. To see what we were doing and, and to think that you have taken this kind of action, which is the significant thing. We have had a long standing relationship with central city concern, and the other providers in Portland who are serving those who are suffering from mental illnesses and suicide and addiction. They are really all linked. We value those partnerships, and see us as that, as that bridge to get long-term help, although, I will tell you about 43% of our, our individuals who call the line who are suicidal, may have a recurrence of that suicide ideation, and we do follow-up calls, which is unique in the country, we're one of six doing that work now through a federal grant. We are here for the citizens of Portland. We are here 24-7. And we, actually, have had a long standing relationship with law enforcement because they have been confronted, as you know, with, with dealing with a lot of individuals who have serious mental illness and, and our law enforcement officers are not trained extensively to do that, and I know that that, the Chief Reese, the significant changes are coming down the pike to address that. But, ironically, we have had the opportunity to, to train the hostage negotiation team and, and the new team members for the Portland police over the last several years. And, and as a give-back they volunteer on our lines once a month, and it is an incredible experience. You cannot imagine how much our team has learned from them, and they have learned from us. And Chief Reese told me this morning that he wants every Portland police officer to go through that same training, so we're excited about that. We are thrilled to be able to help the city of Portland, but mainly, you are doing the heavy lifting in promoting the brand new number. 503-972-3456. You might ask why a number like this -- this number, because it's a more memorable number because as you know, with cell phone technology today we don't all have alphabetical, alphabets on the keypads. So, Portlanders can call 1-800-suicide, which is the suicide prevention lifeline, when we provided the last several years, and call 503-972-3456. Our goal, as is your goal, to, is to decrease the number of

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calls from individuals who have suicide ideation and serious mental health issues from calling 9-1-1, and instead call professionals who help them. Thank you.

Adams: Thank you. And these signs are going to be on our bridges, right?

Adams: Correct, I would like to thank cokes and cokes for doing the, the artwork and, and the bureau of transportation, for coming up with, with, with the, the actual signs, and they will be up on the bridges. And our own bridges, immediately, and the city, county and, and the state and federal bridges following that, and there is also a version of this that's different, in terms of the message, but the call to action is the same. For more information, folks can also look at lines for life -- at lineforlife.org. And one of the reasons that I think that it's part to put those numbers up, you know, 70% of those, those experiencing suicidal thoughts are either also suffering from depression, mental illness, substance abuse, and so if someone in your life, you are worried about, their mental health, but you don't know what to do, also call the 503-972-3456. And get advice. You are not preventing, you are not preventing lines for life from talking to somebody else. This is a key part of the service we're providing. It's the most, one of the most preventable injuries and deaths in the state.

Saltzman: So the 503-972-3456 goes to lines for life right here in Portland.

Cushing: That's correct.

Adams

Cushing: Absolutely, it's a dedicated line for the city of Portland.

Adams: Thank you very much. We're going to take testimony. If you could hang around. Is anyone signed up?

Moore-Love: Yes, we have four people signed up. Please come on up.

Patty Jay: Good morning. I am patty jay, and, and mayor Adams and commissioner, great to see you again. I am on staff for an organization called north star, and we serve and are very excited to, to find some more help for the people, the population that lifeline serves, and our organization, north star, also, also deals with mental illness, mental wellness, and we are trying to exchange the verbiage. Anything that help folks to know that there is resources out there and, and obviously, having a phone number that they can call rather than 9-1-1 very exciting on both ends. I think that, that, that offering hope to folks, north star being one of them, also, that they have place to go that there is a, a, an audience people that get them, that we are peers. That we understand, but that we also have another resource that, that the suicide prevention number, that we can give out to folks who are very excited. So I want to say, I am so excited to see that the partnership and thank you for all your hard work in this. Thank you.

Adams: Hi, welcome.

Kathleen Drake: Good morning. I am kathleen drake, and I am also a member of north star, and I really support the life lines because of the fact that, that, that i, myself, within the last year, have gone from a certified alcohol and drug councilor to someone with a mental illness. And so, I have, I have lived the experience of someone actively trying to cope with a mental health issue, and the lifeline is so valuable because I thought as a councilor and a case manager when I was referring people, trying to gain them access, to help, and i, myself, needed the access. So, i'm really, you know, appreciative of this happening. And I hope that, that the ties will strengthen and more services will be available for those with mental health, as well as addiction issues, because it is a growing issue all over the country. So thank you.

Fritz: Thank you both for taking the time to come in.

*****: Thank you. Good to see you again.

Adams: And thank you for sharing your story with us. It's very inspiring.

*****: Thank you.

Adams: Veronica, welcome back.

Veronica Bernier: Good morning, america, how are you? [laughter]

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Bernier: It's good to see you. It's always good to see you, mayor sam Adams, and I love seeing your smiling face up here. You are always in a good mood, and I enjoy it, definitely. Good morning, randy, and how are you? Good. You had a nice little break, or a little vacation? I hope you got some time off. Commissioner amanda Fritz, you are a, you are doing a great job supporting this because it's timely, and it's really important, and also commissioner dan Saltzman, I know that you were on the cutting edge and commissioner Fish, on the cutting edge of that mental health line.

And, and especially our mayor, sam Adams, when you said, whether you talk about this, we took them literally. At psu we are trying to break down the barriers and support the people in crisis. We are working towards conflict resolution on campus. And that's one of the key factors that they brought into play here, mayor sam Adams. But anyway, I just want to say that we really support it, and if you get to that point where you go out on a limb after the one, you think is lost, remember the shepherd and the sheep. The shepherd, left the 99 and went after the one who was lost. That one who was lost can be found.

*****: Thanks a lot.

Adams: Thanks, veronica, appreciate it. And unless there is additional council discussion or someone that would like to testify, karla, can you please call the vote on resolution item 1034.

Saltzman: I want to thank the mayor and the commissioner Fritz, for working with lines for life. Formerly known as the Oregon partnership. To make this happen, to make this a reality, and I did tour the operation not too long ago, and was very impressed by just the, the caliber of the people who are answering the phones. They are exceedingly well trained. It's not something that you just show up and volunteer for. And, and, and they also take -- I think that they have contract now to also handle calls from the veteran's which, which, which it looked like they were overwhelmed by the number of calls that they are getting, but it's important because somebody, people need somebody to, to talk to, and a moment, in a moment of crisis, and that can make all the difference in the world, and people sometimes just can't talk to family members, or sometimes people just don't have anyone to talk to, and sometimes, it's easier to talk to, to a stranger. And that's what lines of life is all about, so, so thank you for doing this. I think the signs and the new phone number, 503-972-3456, is going to help the younger people who have cell phones without alpha numeric keypads to have this number to reach out to quickly. So, again, there is very worthwhile, and I am pleased that we can support this. Aye.

Leonard: Aye.

Fritz: Thank you to mayor Adams and to each of my colleagues for supporting the funding that makes this possible. Clearly, we cannot simply publicize a new number and expect the volunteers and staff to handle an increased volume, so this provides for more staff who train with the volunteers, and I was impressed to hear that the volunteers made it in during the snow storm at the end of 2008. And, and that people are very dedicated to providing these services and, and we are fortunate in Portland that we have people who care about each other, and are willing to volunteer. We have professionals who understand the gravity of this challenge, and we are challenged by our climate with seasonal effective disorder, and with studies having shown that we have a high level of mental illness and depression, in particular, in our community, so acknowledging it is one of the first steps, and this is another piece of that. Nami, the national alliance on mental illness, and the north star clubhouse is a way that folks get help by peer support and by ongoing, and this is instead of 9-1-1. So, don't call 9-1-1. Call 503-972-3456. 24-7, 365. Caring people will answer that number. 503-972-3456. Even if you are a friend or a co-worker, call and get advice on how to proceed so there are resources available. And suicide is a tragedy that many times cannot be prevented. And I appreciate the partnership with the county and also with our health care providers in the hospital system, and cascadia behavioral health. This needs to come together, and over the next several weeks the mayor and I will be announcing more strategies to provide better care, which as has been mentioned, can be done at less cost rather than more. And with limited resources that's

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what we need to do. I acknowledge the partnership with the faith community, particularly the luis palau association, who will help with the funding for the outreach for this year. I will be bringing back a report that next year, to, to show how it has changed, with the emergency communications, and at lines for life. And this is funded just for this year right now. It's a pilot project, and as I say, we'll bring back our report, and I am committed to finding ongoing funding for it. But this is a system that has been in sore need help for 30 years or more. And we are on the path to providing that help to them in need, and thanks so much, also, to miss campbell and all the community partners, and ed blackburn, and all the people at lines for life, it has been amazing. I visited, I think, four months ago, and here we are with this new system in place, with funding in place, and so, when the need is urgent, we can move quickly, and I appreciate everybody who has done so. Aye.

Fish: I, too, want to thank commissioner Fritz and mayor Adams for their leadership and bringing this forward and obtaining the funding. I want to thank our outstanding community partner, lines for life, and only thing I will add because I think amanda, so beautifully summed up the case, was the number of years ago I had a chance to interview a former senator gordon smith about his experience and his family's experience, and the book wrote about, about their family tragedy is, I think, required reading for families. And one of his great services to our community was he talked so openly and candidly about his experience and, and that the warning signs that he, that the family missed and, and the second-guessing of what could have been done differently, and that a powerful impact on me as I thought about, about their experience. Well really, what we're trying to do is take prudent steps to save lives, and we won't be successful in every instance, but if we save one life, we have done something remarkable. So, I deeply appreciate the partnerships and the good work, and I am, I am, I am proud to be on a council that is prioritizing funding for such worthy projects. So thank you all, aye.

Adams: I want to thank commissioner Fritz for her excellent leadership on this issue. And it's a joy to work with her on a whole variety of issues that seek to improve the mental health of all Portlanders and their access to mental health services. There are more suicides in Portland. There are more people that die from suicide in Portland than there are the, that die in automobile crashes. It's a ninth leading cause of injury death in the state. It's a very serious issue for the state and for the city. And, and, and it starts with knowing, it starts with, with getting help to, help others. It starts with helping yourself, and about knowing what, where to turn when you need help. And so, today lines for life makes that possible. And about a quarter of, of, actually, about one in three suicides in the state of Oregon, are male veterans, and so, I also appreciate the partnership with, with the veterans, hospital, and the veteran's services that are also part of the partnership in addition to it, and commissioner Fritz talked about, and I would like to thank casey ogden in my office who has moved very quickly with commissioner, commissioner Fritz and his team in lines for life to make this happen. I am very, very pleased to vote aye. [gavel pounded]

Adams: So approved. Can you please read the title for resolution item 1035.

Item 1035.

Saltzman: Before I lose the quorum I am pleased to bring this item forward today. The city has a reputation of forward thinking, sustainability practices. And that reputation starts with our own practices here at the city. We have a toxics reduction strategy, and a sustainable procurement strategy, and today is the next step in those efforts with the healthy purchasing initiative. We don't often think of chemicals in the products that we use every day. And the potentially toxic effects. On us. Or on the environment. But that may be simply because we don't know which chemicals are harmful and where they exist. Last year Multnomah county ban the chemical bpa from reusable bottles. This is a perfect example of the consumer understanding the health impacts of bpa and knowing that it was used to make reusable bottle like sippy cups and baby bottles. Once that information became widespread, and consumers demand a change, manufacturers stopped using it

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in their products. And actually, made point of advertising their products as being bpa-free. We're trying to do the same thing here with the healthy purchasing initiative. To promote transparency in our products. That the city purchases. Through the procurement process, we are asking vendors to disclose the ingredients of the products that the city purchase. That way, we'll know exactly what we're buying, and we can then make more informed, healthier purchasing decisions down the road. The city will begin the initiative with two pilot projects in the bureau of environmental service. One for sewer pipe material, and the other is for the products and materials that are going into the new office building being constructed at the sewage treatment plant on columbia boulevard. This work will be new for all of us here at the city. For the bureau environmental service project managers and the contractors and the vendors. But we are not alone once again. We have Multnomah county, a committed partner on toxic reductions, embarking on the same work. And the city and the county will share knowledge and we will learn together. The point -- I want to underscore before we invite our testifiers, is that this is not -- this, in no way, alters the bidding process on how we procure goods, primarily, products, goods. But it does say once we selected a vendor, we are going to ask for information on the products in terms of what they contain, and the potential hazards it the environment or to personal health. And from that, we are going to begin to build a knowledge base from which we can make better, inform decisions and future purchasing decisions down the road. It does not affect, and christine moody will affirm that. It does not alter state law in terms of requirement that we accept the low bids for, for procurement of the goods. So, with that brought over you, I want to talk about the details and I want to invite up Multnomah county chair jeff cogan, andrea durbin, and christine moody, the city's chief procurement officer. Welcome, and jeff. Kick things off.

Jeff Cogan, Chair, Multnomah County Commissioners: Thank you, good morning. Members of the council. It's really good to be here this morning. Kicking off another city and county collaboration. Commissioner Saltzman, you mentioned the toxic reduction strategy, which both the city and the county adopted together in 2006. Since that time, we collaborated a lot on different, on different ways to reduce the toxics in the community, and we have done it in different ways. For example, the bpa ban that you mentioned, wouldn't have been possible without the city's help in reaching out to businesses. Similarly, green building, which has become a big issue if all of us, at the county, we really made progress frankly, by learning from the city. And so, there is a lot of ways that we can work together. Today, we're jointly looking into our own internal operations through the healthy purchasing initiative, and that's been something that we've been working on for more than six months, very carefully and thoughtfully, our purchasing staff has been working together and joined by experts from the green building industry, the Oregon environmental council, and we've been looking at ways in which we can make smart decisions. And we're doing it for a couple of reasons. One it's all of our intentions in protecting our community's health because whether it's people who work for the city and the county, or who visit the people and county buildings, the public and other visitors, it's important to us to make sure we're not exposing them to dangerous toxins. The other thing this is about another learning that we at the county, and you at the city, have learned, is that we have the ability through our purchasing power to use our ability to buy goods, to help shape the marketplace. That's what we are doing here. We have done that with focus on minority women and emerging small business. We have done it by focusing on trying to purchase products made in sustainable fashion, and the same here with the healthy purchasing initiative. It's about trying to support products that are made healthy without toxics included in them. And as commissioner Saltzman said, we're doing this in a very thoughtful and transparency way, and transparency is really what this is all about because we're not saying, we're not going to purchase any goods that have any chemicals in them. That really wouldn't work, frankly. What we're doing instead making sure that we know what is in the goods that we're purchasing by asking for that information by providing that transparency, so that it can guide us in our purchasing

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decisions. To me, this is a really wise and thoughtful way to go. I really appreciate the partnership with the city and commissioner Saltzman, thank you for leading this effort.

Saltzman: Thank you. Andrea. Actually, there you go.

Andrea Durbin: Good morning. Pleasure to be here today. Andrea durbin with the Oregon environmental council. And we really are proud to be part of this innovative initiative. We appreciate the leadership of the city of Portland, Multnomah county, and especially, commissioner Saltzman, chair cogan, and their personal staffs and the procurement staff at the county and city, for coming together and seeing the opportunity to use public funds to really leverage the market changes that we're seeking. The Oregon environmental council works to reduce hazardous chemicals and promote the development of safer alternatives, and really by using the process of green chemistry. Green chemistry is a powerful solution to, to really reduce hazards, from the very start. And we are working with governments, with businesses, and with local governments to really, really look at ways to really capture those if you notice, and seek those market changes. Many of our, many of our partners really see the opportunity working with, with local governments and large businesses to begin to drive those signals and changes to the marketplace so that companies will respond by, by developing safer alternatives in the products that we see in the marketplace. And so, we welcome the healthy purchasing initiative today, and specifically, we want to note that it accomplishes three goals, by enhancing the transparency and providing more information to buyers at the point of purchase, adopt a common and consistent format amongst local governments, but also, note-worthy to recognize a number of companies are also looking at adopting the same kind of format. So, it really begins to systemize the information and to help to drive that market change we're seeking. And of course, fundamentally important to Oregon environmental council, it helps avoid inherently hazardous chemicals and reduce the exposure to public employees and the public at large. So, with the passage of this, with the passage of this resolution, if you support it, it's noteworthy that you will be the first local government, as well as joining with the county, to adopt such a commitment, and we are working with other local governments and large businesses, and really, encourage others to follow suit and join with your leadership and with your effort. So I would like to congratulate all of you for your leadership on recognizing the opportunity that local governments can play to leverage this positive change and help to drive the market changes we're seeking. Thank you.

Saltzman: Christine.

Christine Moody: The toxic reduction strategy identifies the specific concerns to prevent and reduce the use of chemicals of concern into the operations. To move forward we need systems that can adopt the constant changes in our understanding of the human health and environmental impacts chemicals that employees in the public deal with. This will update the city's priority chemicals of concern list. Full disclosure on product content and materials. And incorporating the material toxicity reviews into how the city plans, designs, and buildings and infrastructure and master plans and specialty products. This is, this is intended to be a step forward with the implementation of the actions identified in the toxic reduction strategy. It will provide information and motivation necessary to build a more dynamic and precautionary approach to reduce the use of chemicals of concern into the operation. I look forward to working with the environmental services, and continue to work with other city bureaus and the county on identifying which areas this will be applied to in the procurement process.

Fish: Can I ask a question?

Saltzman: Sure.

Fish: First, I want to say that I applaud you, chair cogan and you, commissioner Saltzman, for bringing there forward. And it's wonderful that we'll be the first. And thank you for your leadership. Question about the way that the resolution is draft. I heard christine ended on a note full disclosure. I realize this is the work of the county, but they will request the disclosure of

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certain information, and I am just curious, why are we requesting rather than requiring, if we are also acknowledging that, that we're still going to be doing transactions with people, but it's about the first step is disclosure. Is making sure that we have the information, so you are not necessarily punish, penalized for disclosing if we don't have a choice in the marketplace. I am just curious what was the thinking behind the requests versus required?

Saltzman: I will take a stab at that, and maybe christine or chair cogan. As I stated a few minutes ago, this resolution not meant to, at all, to interfere with Oregon state law, that we accept low bids. For procurement of goods. If we were to require this information as a condition for, for awarding a bid, I believe that that would create the conundrum of placing us in violation of state law. So, a vendor, a successful vendor or provider of goods could then sue us for requiring, requiring information that is not required under low bid process. That's my understanding, but, you are our procurement director.

Moody: Thank you, commissioner.

Saltzman: Feel free to say if i'm wrong.

Moody: You are on the right track. [laughter]

Fish: That's encouraging. That's progress when we hear that from the senior staff. [laughter]

Moody: One thing, this is very new in the industry, so the disclosure requirements that we are requiring are very intensive. And so one thing that we're working on, and why we want to work with the environmental services, is requesting the information on two projects that we, actually, have with the contractors. So we can get the information, and once we have all the disclosure, figure out what we're doing with that information. If we start putting it as a requirement to our standard bidding process, I think as commissioner Saltzman said, we're going to -- we may wind up getting in a situation of where we're not able to award contracts. Just because it's very new to the industry, and so we're working on a step-by-step process to request information, get that disclosure, and do something good with the information, but not, necessarily, have the city operations, not be able to move forward with the services that they need or products that they need.

Fish: Christine, what happens if you request the information, and a vendor refuses to furnish the information? What's our recourse?

Moody: At this point, we don't have any legal or contractual recourse for that.

Fish: So, is it your sense that we get a little experience under our belt, and if it turns out there is a larger problem of, of compliance, we might then look to maybe a state law fix or some other, other recourse?

Cogan: Commissioner, if I can interject, that's why we are doing this as a pilot project, we do know this is new and we want to give it try, see what works and doesn't. We are expecting it will have to be refined as we move forward.

Moody: And in choosing vendors, the pilot projects, choosing vendors that we know are already city partners. And so, they are able to -- we're able to work with them to get the information and not be a punitive thing for them in contractual way.

Fish: Thank you.

Saltzman: Anyone have a question? Thank you very much.

Cogan: Thank you.

Saltzman: Do we have anybody who wishes to testify? Karla?

Moore-Love: No one else signed up.

Saltzman: Is there anybody in the room that would wish to testify? Ok. Seeing none, please call the role.

Leonard: Aye.

Fritz: I am very appreciative at this collaboration and that we are leading by example. Thank you. Aye.

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Fish: Yeah, I thank you, chair cogan, and commissioner Saltzman, and you know, we make better judgments when we have disclosure of information. And the county leading the way locally in getting restaurants and food producers to make basic disclosures, so consumers make intelligent choices. You know, having more information is good for all of us. And I am just -- I was thinking as you were testifying, that this, this apply this is every part of our work here. Let's assume that we are putting out bid for paint, and it turns out that there is a choice between a paint that has a certain level of chemicals versus a paint that doesn't, and the disclosure helps us to make a wiser choice, and understand the risk, and as andrea said, we're, we're, our concern is protecting both public employees, people who work for the city, as well as the public. So, I appreciate your good work. Dan, congratulations and thank you for bringing this forward.

Saltzman: I think this is an important step forward, and I do think that -- I want to acknowledge, I want to thank chair cogan and his staff at the county and the Oregon department of council. But I also want to acknowledge sera architects, a private firm that is literally designing millions of dollars of projects here in Portland, from the edyth green building right across the street to the ohsu life sciences building. They came to us, as did Oregon environmental Council because the buildings they are designing are leed platinum and beyond in some cases. And they need this information and were having a hard time getting it in a systematic manner. So these small pilot projects, small steps by the city and county beginning to request this information begins to help the private sector as well do its job to provide buildings that are healthy for the occupants. So I want to thank them and also I want to acknowledge amy trieu at my office for her hard work on this. Christine moody, stacy foreman, the pilot projects, and I want to note that the city staff have done an outstanding job of supporting this project and finding every way to make it work. Their enthusiasm towards this project has convinced me that sustainability is truly a core value here at the city. I'm pleased to vote aye. Okay. The resolution passes and we will move to our next agenda item.

Saltzman: 1068. Regular agenda.

Item 1068.

Saltzman: Okay. Would you like to tell us what we are doing?

Tom Armstrong, Bureau of Planning and Sustainability: My name is tom armstrong, supervising planner, bureau of planning and sustainability. Last week at the council meeting on this item, we heard a number of testimony about some of the assumptions that went into our economic opportunities analysis that sort of lays out the land needs for employment land over the next 25 years. Subsequent to that, we met with some of the major stakeholders and talked about their concerns and explained our methodology. And while the comments and the testimony that has come in hasn't caused us to change anything in our method, we do see the need to propose some amendments to the report to help clarify that. And also particularly to delete the references to the port of vancouver, in terms of their capacity for marine terminals that is not in our analysis, but is an issue that is out there in the community. We were just trying to acknowledge that issue. It clearly confused the issue around the marine terminal. What we're proposing today is that you continue this hearing to next week and that we will bring forward a substitute amendment, amended eoa with a substituted ordinance for your consideration next week.

Saltzman: Do we need a motion?

Fish: Second reading today.

Moore-Love: Continue it until next week.

Fritz: So there would be opportunity for public comment on the substitute next week?

Armstrong: Yes, that's my understanding.

Fritz: I would like to flag another issue, and that is to acknowledge that Portland is a land-locked community. When we are looking at the issue of industrial lands, if we are looking to expand the availability of industrial lands, that means that we would be reducing the availability of residential and other commercial zoned land in our community. That is something we might

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consider in our legislative agenda with the state to have some acknowledgment where the urban growth boundary is beyond the boundaries of jurisdiction that is landlocked, there might need to be adjustments in how we consider the various factors in the planning goals.

Armstrong: Uh-hmm, okay. Great. Thank you very much.

Saltzman: Thank you. Our next item is 1069.

Saltzman: Maybe you could read 1070 as well.

Items 1069 and 1070

Saltzman: Welcome.

Elyse Rosenberg, Office of Management and Finance: Good morning. Thank you. I'm with the office of management and finance business operations division. With me is Carol Whalen, and our division staff, city's charitable campaign, and Nick with the Portland Parks Foundation is in chambers today as well. One is as the clerk read, authorization of participating charities, and your consideration of recommended improvements to city code to that section that governs the charitable campaign. The city's charitable campaign gives our employees an opportunity to give money to local charities through a payroll deduction process. The campaign which began in 1989 has for many years given employees a very easy opportunity to give to charities in their community that matter to them. This year, we're proposing 15 charities to participate in the annual campaign, most of whom are umbrella organizations. So all in all that would actually mean more than 400 charities represented in the campaign from whom city employees could choose. 538 city employees donated over \$260,000 to charities through this campaign last year. That is a slight decrease from 2011. But we have seen pretty steady giving through the last four years which is a testimony to the city employees generosity through economic times.

[Interruption of intercom announcement]

Saltzman: Okay. If you could continue and I just want to have you repeat again how many employees and how much money last year?

Rosenberg: 538 city employees, \$260,000 was raised through the campaign. Five year total of over \$1.3 million that is raised through the campaign. So, again, two ordinances today. First requests your authorization of the 15 charitable organizations slated for the 2013 campaign, exemption for the Portland Parks Foundation from the umbrella requirement, that they should represent at least nine other nonprofits. That exemption was granted last year. Toy and Joy Makers organization has a five year exemption from the umbrella requirement passed by council last year. Last year Parks also had an exemption from the cap on administrative costs, but they're in compliance with that requirement this year. So the only exemption required would be from the umbrella.

Fish: How long are you proposing to have an exemption from the umbrella organization requirement for the foundation?

Rosenberg: We're requesting a one-year exemption this year because of the next agenda item, which would look to amend code to make it an annual application process.

Fish: There is no need for us to consider a five year, because you are going to come back -- you would refer one year annual review.

Rosenberg: We could have for everybody an annual application process to vet the annual requirement.

Fritz: I would suggest that the Parks Foundation is an umbrella organization because it helps fundraising for multiple different projects all over the city. So, I think I would like to be involved in that discussion as to what the requirements are.

Rosenberg: Definitely.

Rosenberg: The next item I will call out the definition in the proposed code for an umbrella organization.

Fritz: Sure.

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Rosenberg: All of the other requirements by the 15 who applied which incidentally are the same 15 as last year have been met. Organizations have certified they meet those requirements and they have assured the city that they will provide donors with an acknowledgment of their donation through the umbrella organization and some of the affiliate charities may also -- may also provide a letter acknowledging the donation. So, the second ordinance seeks to amend city code chapter 5.10, governs the charitable campaign and introduces a replacement chapter. The original code was approved in 1989 and has seen a number of amendments. And the result of those amendments is that the requirements for the participation in the campaign are scattered throughout the code and it is a bit of a challenge to -- for folks to understand and to administer. So, this new chapter changes the title from payroll deductions for charitable purposes to the city charitable campaign. Groups all of the requirements together for each of the stakeholders. It removed administrative items from code such as the campaign must occur between this date and that date. And it updates language regarding payroll deduction to be consistent with the current city practice as opposed to the 1989 practice. It does maintain key requirements -- like requiring a nondiscrimination and equal opportunity policy by both the umbrella and all of their affiliate charity organizations. A cap on the administrative expenses as well as the charitable, umbrella organizations who participate will compensate the city for administrative costs to run the campaign. The city attorney's office, auditor's office, and committee on the code revisions. Campaign kicks off October 10th. And it runs for two weeks. And we're pleased to -- we have the honor of helping to coordinate it. We get a lot of help from representatives in every bureau as well as from the appointees of the charitable campaign committee which each of you have a member on. The campaign represents an important avenue for city employees to very easily give to a charity that matters for them and impacts their community and we appreciate your support.

Fritz: Thank you.

Saltzman: Do you wish to add anything?

Carol Whalen: I am always humbled every year by city employees and how they step up and give and even though numbers have gone down the past couple of years, and the number of employees, the number -- the amount given per donor has increased. So --

Saltzman: What is your name?

Whalen: Carol Whalen.

Saltzman: Okay. Thank you. Does -- any questions? Anybody wish to testify on this matter?

Moore-Love: No one signed up.

Saltzman: Thank you very much. We will vote on 1069 as an emergency.

Leonard: Aye.

Fritz: Thank you for your work on this and thank you to our employees for their generosity and the community partners that do good work with the money donated. Aye.

Fish: Thank you for an excellent presentation. Nick, the executive director of the Portland parks foundation is here today, and we're very grateful for the partnership with the foundation. It helps us move our parks program forward. Thank you, Nick. Aye.

Saltzman: I want to thank everybody who works on our charity donation program and the city employees who give generously. Payroll deduction, I find for me and the broad array of choices that I have in terms of the charities that I wish to contribute my payroll dollars makes it easy and makes it easy to support a lot of organizations, whether focused on international aid or helping kids here in Portland. It is great to make this easy for us. Thank you. Aye.

Saltzman: Okay. It is passed. 1070 moves to a second reading. We move to 1071.

Item 1071.

Saltzman: Second reading. Vote only. Call the roll.

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

Saltzman: The contract passes and we move to 1072.

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Item 1072.

Saltzman: Second reading. Vote only. Call the roll.

Leonard: Aye. **Fritz:** Aye. **Fish:** Aye.

Saltzman: Aye. Contract passes. A couple of items pulled from consent agenda. Did you want it make a motion?

Moore-Love: 1058 and 1061.

Saltzman: Let's do 1058. Was there an amendment?

Item 1058.

Fish: Yes, that was handed out yesterday. I have a copy here.

Saltzman: Need to move the amendment.

Fritz: Second.

Saltzman: Okay. Please call the roll and the amendment.

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

Saltzman: Now please call the roll on 1058.

Moore-Love: Does anyone want to testify?

Saltzman: Anybody wish to testify. Please call the roll.

Leonard: Aye. **Fritz:** Aye. **Fish:** Aye.

Saltzman: Aye. Grant accepted. We move to 1061.

Item 1061.

Saltzman: Commissioner Fish.

Fish: Commissioner Leonard, I have particular interest in this item. I would benefit from a briefing. I don't know if it is time sensitive. If it is not time sensitive, would you consider sending it over so that I could get a fuller briefing?

Leonard: Well, the problem is this is part of the funding for the construction of fire station 21. Actually start construction next month. And this has been part of that funding package for -- since the bond passed. The sale of these two properties. And if the concern is the disposal of the properties authorizing this today does not necessarily prevent us from the city keeping the property. As I said to commissioner Fritz this morning in an email exchange, we are not as focused on disposing property as making sure the amount of dollars that we have built in to the project we receive so we can complete the project. And so the first thing that has to be done is I know there might be some misinformation that the amount in the financial documents that we are including in the project is what we ascribed to the value of the property. First we have to get an appraisal to determine what the value is. We are counting on getting \$500,000 out of the property. That doesn't mean what it is worth. That is what we are counting on to -- as part of our funding package for the project. So, we can pass this today. Do whatever analysis you would like to do, but it just puts us in the position of going ahead and getting an appraisal and moving forward to the place where we could sell it and in the meantime, if somebody comes up with a funding mechanism to replace the money that we would have gotten from the sale, we're fine with that.

Fish: Do you have a sense of the timeline between whatever action you're asking us to do today and obtaining an appraisal?

Leonard: Probably no sooner than a month before we could put it on a market. Probably six weeks or greater. We could wait longer. But we do need to at least begin the process of getting the appraisal so we know what the value of the properties are.

Saltzman: I'm willing to vote today. I appreciate the explanation. But I think without any prejudice, I would think you would go ahead and undertake your appraisals and if we could set this over, I would ask for two weeks, next wednesday is yom kippur and I won't be here. It will give us all time to get information rather than necessarily asking you questions today that you might not have the answers for. One question that I had was what is the real market value.

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Leonard: Without prejudice, undertake the appraisals and then we can deal with -- with this in two weeks --

Leonard: My only concern is that we have a project we have been fast tracking to get started -- we have a window that closes October 31st, driving the pilons in the river that we are striving to meet and we think we are going to meet. These proceeds are part of how we're paying for the project. My preference is to pass it today. If you want to come back and discuss it more, we can do that as a separate item. But it just unduly delays our ability to have the funds necessary to go forward with the project.

Erin Janssens, Chief, Portland Fire & Rescue: Erin Jansen -- Barbur Boulevard purchased in 2004, and the one at Southwest Beaverton, Hillsdale, Shattuck purchased in 2001. We have held them for some time. We have not yet performed the market appraisal, there are some reluctance to do that before we move forward.

Janene Edgerton, Office of Management and Finance: Janene Edgerton, property manager with facilities. Our process typically, we have several brokerage companies on flexible service contracts that we rotate our service contracts with, so we do have the ability once the properties are declared surplus to issue a task order with the next broker in rotation for listing those properties. Because we do ask for information not related to a contract for services from time to time, I try not to overuse my, you know, request for information and time on their behalf, that they're not being compensated for. I have spoken with some brokers in terms of an average market information for bare land of this type, and the information that I received was that it would be in the range of -- close to what we originally paid for the properties. Perhaps --

Saltzman: Which is how much did we originally pay?

Edgerton: One at 10355 Southwest Barbur, \$343,000 in 2004. And Beaverton, Hillsdale, Shattuck, 2001 -- It is preliminary, they have not spent a lot of time doing their research that they would, prior to actually listing the property, but it looks like the Beaverton Hillsdale Highway property would list for more than we paid for it. And that the Barbur one is -- there is a little more question on that in terms of if it is going to come out of the same value. But it might be close. And, again, once the properties of declared surplus, that doesn't mean that we have to immediately list them for sale. We have time to analyze, get more information in. We can set a minimum selling price, if we want. You know, we wouldn't be forced into a sale for less than we felt comfortable with just because they had been declared surplus.

Fish: Can you remind me under our surplus property policy, what happens if another city bureau identifies the property as a target for some other use and how -- how that interest gets expressed and the sequence and priority?

Edgerton: Um, the first steps that we take in our office before declaring -- or before, you know, coming to council to formally declare a property surplus is we poll all of the city bureaus asking them, you know, telling them what bureau the property is currently assigned to. The fact that they no longer have a need for it and have expressed a desire to declare a surplus, and then every bureau is given an opportunity to come back to us and say I have an interest. I have a need. That type of thing. Our office policy is that we get an affirmative answer one way or another for the main bureaus who really are typically property owners, like parks, water, bes, you know. We don't wait for an answer one way or another from everybody else. So, that notice went out at the end of June. And we had about a month. Water bureau did contact me and say we might have an interest in one property. They took some time, vetted it, and came back to me and said no, we don't have any interest at this time. Bes has indicated that they have a need to retain an easement on one of the properties. We have the file noted for that. And we're prepared to make sure that that easement is properly documented at the time if we were to sell it.

Fish: Do you know offhand, I probably should know but I don't, whether parks or housing responded substantively to the request?

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Edgerton: Parks did. I do not believe I got a definitive response from housing.

Fish: Okay.

Saltzman: I guess I have some questions. The original bond measure of 1998, envisioned -- was in part proposing stations in, I guess I will call them deep southwest, near the Washington county border.

Janssens: Uh-hmm.

Saltzman: Identified those areas as having response time needs, needs for improved response times.

Janssens: Right.

Saltzman: We subsequently, I know, we worked with tualatin valley fire and rescue to look at the need or maybe sharing responsibilities near the Washington county line to eliminate the need for the station on beaverton hillsdale highway. I know there were some cooperative agreements that came out of that. I do not know if they were actually effectualized. I guess that is my question if they weren't. The same question for barbur boulevard. Is this current remodel station 18 providing sufficient fire response times for deep southwest Portland?

Janssens: Yeah, a couple of things that we did was we reaffirmed our mutual aid agreement. Tualatin valley, relocating a couple of their stations. We installed a opticon, new apparatus at station 18, ability to accelerate up barbur was improved greatly as well as not having to stop at the intersection.

Saltzman: What is an opticon?

Janssens: Traffic control device, they can turn it green for them at a distance so that it stops oncoming traffic into the intersection and controls the intersection so that they can go through -- they have to actually, if it is a stop sign, they have to stop. If it is a green light, they can go through. That improved response times as well as acceleration of the new apparatus. We are actually -- we were able to save money by renovating existing station 18 versus doing a complete build at the new site.

Saltzman: And you mentioned tualatin valley is moving some of their stations, in a way that benefits service along the Portland, Washington county, Portland beaverton border?

Janssens: I believe so. I don't have all of the specifics for you right now on that. But, yeah, I believe that -- I believe that it is all working -- we work together pretty closely on those mutual aid issues, especially in the boundary areas.

Saltzman: So, were there a fire in far west Portland, I don't know, we will -- and tualatin valley fire rescue was able to respond first, would they be allowed to do that?

Janssens: Yes. So, whatever company, whatever district is going to be first in, we do not delay any response and we work together very well with our partners so that the first in closest apparatus is dispatched as well as the others. They're there to support the operations.

Saltzman: And I had a couple of questions about the budget on fire station 21. And so, currently I believe it was \$7 million, \$8 million was the budget --

Janssens: \$7.9 million allocated for station 21.

Saltzman: Add \$500,000 from the sale of this property?

Janssens: That was a rough estimate of putting down two rough out the budget.

Saltzman: Does that then become -- is that the operational budget then for fire station 21? Is that a -- does that accommodate everything that needs to be done?

Janssens: Actually also we've got -- we've got \$1.5 million remaining from the 1990 go bond, \$190,000 earmarked for project management. \$500,000 is an estimate from the two properties, sale of the two properties, and we also have -- we received approval for a port security grant for the amount of \$800,000 and that will help offset the cost of one of the boat houses with that specifically allocated for that.

Saltzman: We're looking at a total budget more like, I guess, 10 million if --

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Janssens: When the station was budgeted for, it is coming in within the \$7.9 million. But there were a lot of additional costs that were not anticipated at the time. Primarily the boat house, two boat houses and the dock and then -- what am I forgetting, connie? Pilings, the dock, and the boat houses.

Saltzman: And that \$1.5 million, as I recall it, are grant requests of fema? Is that right?

Janssens: No.

Saltzman: Okay. That's from the '98 bond.

Janssens: Yes.

Saltzman: And required under the '98 go bond?

Janssens: Correct.

Saltzman: Sorry. I know we applied for grants also.

Janssens: Yeah, the grant you are thinking about is the \$800,000 we just received from the port security grant and that will be applied towards the boathouse.

Saltzman: So, I guess I am concerned about the growing budget for station 21, but I guess I want to focus more on commissioner Leonard statements about the need to get at least the \$500,000 from the property and desire to begin work by the end of october. I mean, think I know real estate well enough to say that, you know, there is no way that this property is going to be sold between now and the end of october. So --

Leonard: We have the money from the bond to pay for that. Point being we are working in stages and moving quickly and yet the sale of that property will come to pay for construction activities subsequent to the -- but we are moving pretty quick. And we are counting on disposing this fairly rapidly.

Saltzman: So, the intent is to take at least \$500,000, which may be the sum total of what you get for those properties. Or you may get a little more it looks like. And I guess I would like an opportunity once the appraisals are in to revisit this. I'm prepared to support this motion today, but commissioner Leonard --

Leonard: Absolutely. As soon as the appraisals come in I would ask that we put this on as an agenda item --

Saltzman: Also include the --

Fritz: I appreciate this discussion. I am not comfortable voting on it today. The assessed value of the beaverton, \$563,000, the assessed value of the barbur site, \$212, which is about a third of what we paid for it and I want more information about which bureau has responded. It seems to me like the beaverton hillsdale one would be a great site for affordable housing and the barbur one, I wonder what the transportation -- whether that was a potential site for a landing for a pedestrian bridge across i-5 in the west Portland town center plan. That, of course, was 15, 20 years ago at that point. It could be that it is not in institutional memory. But having been connected with the station 18 discussion for quite sometime, it is something that I am particularly interested in finding out more about. I also wonder, does the Portland development commission get offered these sites before we declare it surplus or no?

Edgerton: They're not currently on our distribution list.

Fritz: I am sensitive to your concern, commissioner Leonard, that this has been budgeted into the cost for station 21. I would like more information before i'm willing to declare it surplus.

Leonard: Given that we have an appraisal done, I am not clear where you got those numbers.

Fritz: I'm not sure where my staff got them either. I said assessed value.

Leonard: But that has nothing to do with the market value.

Fritz: What i'm saying is I would like more information and more discussion before i'm willing to declare a surplus.

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Leonard: Given it is an emergency ordinance, you could in essence kill this, which is what that would do. We need at least four votes to pass this. It sounds like we don't have four votes. I would suggest that we set this over at least a week.

Saltzman: I won't be here next week. I'm willing to go with commissioner Leonard's assurance that we have a chance to revisit once appraisals are in -- I don't need to be here next week.

Fish: I would support -- I would like to do a little more due diligence at housing. This is a choice neighborhood. I would like to make sure that we haven't dropped the ball, but I am concerned about commissioner Leonard's earlier statement that this is being sequenced and you want to move forward with an appraisal. I heard our friend from facilities say a practice or a policy, and you have a normal way of doing this, but is it sufficient for your purposes that -- to move forward with the appraisal prior to us declaring it surplus?

Edgerton: I think based on the interest, yes. And -- but I would clarify a little bit.

Saltzman: Could you move closer to the microphone?

Edgerton: I'm sorry. I would clarify a little bit in terms of what I would suggest that what we ask for is a broker price opinion rather than a formal appraisal. Appraisals would entail, you know, bringing in a certified appraiser and it could be -- it takes a lot longer. And there is a fee, probably going to range from four to \$5,000.

Fish: But you were contemplating doing something else.

Edgerton: I'm contemplating doing what we could call a broker price opinion where they would look at comparable sales, not at the level of detail of an appraiser, but this would be their professional recommendation as to what price you would list the property.

Fish: I'm just one vote on this, but that sounds fine with me. Commissioner Leonard, are you okay with setting it over one week --

Leonard: I don't have much choice. So -- yeah.

Saltzman: It will be set over until september 26th, I believe, is the date. Thank you.

Saltzman: With that we are -- did we get everything --

Moore-Love: Yes, we did.

Saltzman: We are adjourned until 2:00 p.m

At 11:38 a.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 and should not be considered a verbatim transcript.

Key: ***** means unidentified speaker.

SEPTEMBER 19, 2012 2:00 PM

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

Adams: The quorum is present. We have considerations this afternoon of time certain, 2:00. Please read item number 1073.

Item 1073.

Adams: Commissioner amanda Fritz.

Fritz: This is another example of the community bringing an issue to the council of concern and council acting in response to that. We have heard many concerns over the course of this year regarding coal transport through the city of Portland. This resolution calls for a comprehensive environmental assessment to be done before coal trains come through Portland. So in response to the community concerns, i'm going to invite our panelists to come up and give us the outline of what this is and why we believe it's necessary. If you could please come forward. Thank you, everybody, for being here. I know you took time out of your day on a wednesday afternoon to come down here, and we greatly appreciate it. Who would like to begin?

Martin Donahue: I think it was decided I would go first. My name is martin donahue, i'm a physician speaking on behalf of myself, my family, my patients, and physicians for social responsibility of Oregon. As I said, i'm a doctor, i'm also a professor at Portland state, I run a website and have authored a textbook on health and social justice. I speak nationally on environmental justice and i'm widely published in that area. We Oregonians pride ourselves on our relatively clean environment and promotion of renewable energies. Why on earth would we want to step back into the 19th century and foster the use of coal, the most toxic of fossil fuels? After all, Oregon is closing one coal burning power plant by 2020 because of its toxic effects on human health and the environment. If coal companies have their way, each year over 150 million tons of coal from the powder river basin of wyoming and montana will be transported on trains and barges through the columbia gorge, through Portland, to ships bound for asian power plants. This number of tons is expected to possibly increase five fold by the year 2030. Coal production is harmful to its workers and to everyone else along the lines, from the mines, to the trains, to the barges, to the ports. Vulnerable populations which live close to transportation routes are at special risk. Again, my concern is not only for my patients, but also for the population at large and my family, including my nephews who suffer from asthma exacerbation On smoggy days. Coal dust is a major health problem for people with allergies asthma, chronic bronchitis, emphysema, and heart disease. Coal dust also contains toxic metals like mercury, lead, arsenic. Because of the risk of spontaneous combustion, coal trains are left uncovered and each car is estimated to lose one pound of coal dust for each mile traveled or 3% of their coal load over the course of a trip. Keep in mind these trains, and there would be 26 per day traveling through the Portland metro area, each consisting of a about 100 cars, powered by 4 diesel engines. Not even pge, which currently operates Oregon's only coal burning power plant, wants the coal export terminal next to their natural gas plant. According to their spokesman, quote -- the coal dust could be a substantial problem for our equipment, end quote. It's a far worse problem for the lungs of asthmatics, young children, and the elderly. And again, how are these trains and barges powered? By diesel. Which can impair lung function and lung development in young children, can cause asthma, lung cancer, heart disease, and increases the risk

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of stroke. The very small 2.5 micron particles can get to the airways in the lungs, and act like a sponge in transporting more than 40 different toxic substances which are known or suspected carcinogens down into the deepest portions of the airways. These mile long coal trains take between five and seven minutes to pass through communities at about 15 miles per hour, blocking emergency vehicles like ambulances and fire trucks, from crossing from one side much town to the other. At a projected 94% increase in barge traffic through the gorge would also threaten the safety of boaters, Fishermen, and windsurfers on the Columbia, and increase the number of accidents. Also the incessant noise of coal trains rumbling through our community can cause sleep disorders, cardiovascular disease, including hypertension, heart attack, and stroke, and exacerbation of multiple mental health disorders, including anxiety, depression, and schizophrenia. This can also contribute to fatigue and poor learning in children whose schools are near the tracks. We should be concerned also that the coal burned in Asia harms residents of China and India, but also concerned that the toxic emissions come back to haunt us in the form of mercury, ozone, and 50 other toxic compounds. In 2008 a study found Asian emissions of mercury contribute 18% of springtime mercury concentrations on Mount Bachelor. Mercury is a potent neurotoxin that damages developing brains in children and fetuses. It's estimated that between 300,000 and 600,000 children are born each year in the United States with dangerous levels of mercury in their bodies, putting them at heightened risk for developmental disabilities, mental retardation, seizures, and disturbances of gait and speech. I wish that were all but unfortunately coal also contributes to -- is a leading cause of carbon monoxide contribution to the environment which increases the risk of global warming, with its consequence health and environmental impact on the Northwest. So finally, I'll add since my time has run out, that as -- we at Portland -- at Oregon physicians for social responsibility are very concerned about the risk to human health and the environment from train shipments of coal through our communities and these health effects are significant and we support this resolution strongly and appreciate Commissioner Fritz for bringing this to the city council today, and I am also privileged and thankful for the opportunity to speak before you.

Sattie Clark: Hi, my name is Sallie Clark, I'm a business owner in Portland, I own a manufacturing business. We're about 12 years old. I am also the founder of the Sustainable Business Alliance called Voice for Oregon Innovation and Sustainability, and in my roles with my own business and with Voice, I care very much about the prosperity of our region and about jobs. So when a proposal comes up that represents jobs, that's very compelling, and something we want to look at very closely. One of the things that Sustainability teaches us is to look at things in a holistic long-term way. So are the jobs that the coal export might provide to our region going to be offset by other prosperity impacts to our region? And along those lines I'd like to propose that we think about the fact that anything we do to decrease China's production costs or increase their markets hurts American manufacturing businesses. Due to environmental regulations and public concern about air pollution, mercury in the environment and global warming, America coal consumption is going down, and we're investing in new technologies that allow us to make power without damaging the environment and human health. However, if we ship our coal to China, not only will it override those benefits to human and environmental health and global warming, it will hurt the U.S. Economy by giving Chinese businesses the unfair advantage of cheap, dirty power. As an example, my business design and manufactures lighting. Our biggest competition is always Chinese made products which is invariably cheaper. They can make things cheaper in part because of their access to cheap power and the absence of environmental regulation. When architects and designers specify our products, we can create more living wage jobs with benefits here in Portland. When customers choose to buy our competitors' cheaper Chinese made products instead of ours, we cannot add jobs and might even lose some. Multiply this effect by every manufacturing business in our region, and you have the difference -- if you multiply that by all the referring businesses in our region, you start to see the difference between a robust economy based on manufacturing

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domestically, and a shipping economy where not enough people have good living wage jobs and opportunities. Also think about Portland's reputation. Portland's economy is positively impacted by our reputation as one of America's greenest cities. Our excellent quality of life and commitment to doing things in a little more thoughtful, future oriented way has called forth a river of talent to move here, and now to our economy. As "the Oregonian" said this morning, Portland is not where young people go to retire, it's where they go to work. Get educated. Start businesses and families. All of which contribute to our economy. Companies like Google move to Oregon not just for access to our natural resources, but also because they know they can attract world class talent here because those people are drawn to our unique quality of life. What a lot of those people and companies don't know yet but probably will soon is that Portland also has some of the worst air quality in the country. The worst contributor of pollution is diesel exhaust here in the Portland area. If we allow more trains to go through Portland, spewing out their cancer and asthma-causing exhaust and increasing air pollution from cars and trucks by delaying street traffic, how will that impact our livability and our reputation? In the long run, our economy will lose a lot more than it stands to gain. And you know what they say about reputation. It's easier to protect than it is to repair. I think -- thank commissioner Fritz for her leadership on this issue, I urge the Portland city council to vote to protect Portland's jobs and reinvigorate our economy by opposing the export of American coal to China and any way possible. Opposing its transport through our fair city is a good start.

Paul Lumley: Good afternoon. My name is Paul Lunnly, executive director of the Columbia River Gorge Intertribal Fish Commission. I want to thank you Mr. Mayor, members of the city council for this opportunity to provide you our comments on coal transportation. The tribes support energy and economic development, but the burden much development should not be born on the backs of salmon or the tribal fishermen, or the environment for which we all depend upon. Tribal culture on the Columbia River is intimately tied to that river. Our communities live right along the river, right next to the railroad tracks, we fish in the river, when trains come by, we feel them, the ground shakes. We're very close to these train tracks. We're very concerned about any kind of coal transportation that goes through our tribal fishing communities, because we're covered by the dust of those coal trains that come by right now. Coal dust is a big problem. It gets into our lungs, it gets into our homes and gardens, and our children's play areas, causes significant health risks to our communities who live along the river. Those outdoor storage facilities are proposed in St. Helens and Longview, they're not just an eyesore. They're also ways of contributing contamination and toxins into an already burdened Columbia River. We were not too long ago -- we read in "the Oregonian" for each train car, 225 pounds of coal dust comes out in the transportation and 135 car train, 567 miles, that's 15 tons of coal dust that comes out of these trains. That's just one train. One train is extreme. We're talking about several trains per day for years. That's a lot of coal dust. Not only do we have problems and concerns about coal dust, but we also have concerns about the increased train traffic. We've had our travel fish -- tribal fishers die trying to cross the tracks. Increased train traffic is a threat to us. We also have concerns about the proposal for the port of Morrow. That will dramatically increase barge traffic along the Columbia. Barge traffic causes havoc with our fishing gear, it's a threat to our fishermen, in fact myself, fishing along the Columbia, I was nearly run over by a barge at night while we were fishing. So they're a danger, and increasing barge traffic is not a good addition to the tribal fishing community. Dock construction at the port of Morrow, I've already heard from two of our tribes that we have registered treaty Indian fishing rights, rights that are reserved in our treaties of 1855 that have gone all the way to the United States Supreme Court seven times. We have fishing sites right there at the port of Morrow. We have another port that was proposed for construction, actually started construction at the port of Arlington, but the Corps of Engineers hadn't completed their consultation with the tribes. Those pilings are now being removed. As mentioned earlier, as we export coal it gets burned in Asia and comes back to us in the form of contaminated rain, acid rain, and mercury. This rain falls into our

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sensitive watersheds. You are all aware of the tremendous program to restore salmon runs throughout the Pacific Northwest. Everybody in the Pacific Northwest contributes to that program in one way or the other. This will not help in our recovery efforts for salmon. Increased mercury, we've already heard about increased mercury getting into our environment and into our fish. You are aware, you probably are aware the tribes eat 10 times more fish than the general public. That's a lot more mercury being delivered into the bodies of our tribal fishermen and their families. Now, I am so happy to sit here before you and congratulate the state of Oregon for all the hard work they did to now have the most strict water quality standard in the nation. Truly is amazing. That work was done because of the tribe's work. We looked at how many fish we were consuming and we ate 10 times more fish. We had a partnership with the environmental protection agency and found the contaminants in the fish were a huge problem. So let's not take a hasty step backward. We've already made a wonderful step forward to protect the environment, and our lives, and our bodies, let's not take a hasty step backwards. Now as I mentioned before, we are in favor of more jobs, better wages in our economy, but it should not be at the expense of our health. Attached to my written testimony which I provided to you is a letter from the Yakama Nation dated May 3rd, and that provides more detail on the threats that these coal proposals are providing. So I urge you the city council to reject these proposals until we have a more complete environmental impact statement. Right now we hear about these threats, I can tell you the threats are real, but we need to have the threats documents and I urge you to oppose these proposals until we have a completed environmental impact statement. Thank you.

Fritz: Thank you.

Angela Moos: I'm Angela Moos, a resident of Portland. And I want to thank Mayor Adams and the council members this afternoon. I'm honored to address the city council hearing and I sincerely ask for your support in passing the resolution before you today to oppose coal trains traveling through the city of Portland until the Army Corps of Engineers completes an environmental impact statement. I come today as a voice from the North Portland Chairs Coalition, the Kenton Neighborhood Association Board of Directors, and a homeowner in North Portland. Both the North Portland Chairs and the Kenton NA sent letters to the governor this summer asking for a comprehensive health impact assessment to include cumulative effects of programmatic and environmental impact statement, and a transportation impact analysis. We stress the importance for full assessment prior to allowing proposals to add coal export that comes through or adjacent to our neighborhoods and potentially creating major health safety concerns. I'm engaged in neighborhood advocacy because I want to support the positive shift in the demographic picture of North Portland. We see the extensive growth of our community's pride, the desire to achieve more sustainable living practices, and the efforts that are making our neighborhoods a better place to live. I see neighborhood association leaders ask -- making big strides to strengthen the livability quotient by combating graffiti, taking a step forward for emergency preparedness, creating community gardens, engaging to both our local business communities, preserving natural resources, such as the Baltimore Woods and Forest Lake, and extending the gateway to nature to all Portland citizens. In reminiscence with my elderly mother this summer, she talked of her childhood glee when a fresh snowfall fell in Spokane and covered the dirty snow from the effects of the coal powered furnaces used in the 1920s. I hate to think in North Portland we could see a similar view with our homes and vehicles being covered in gray film of coal dust. Our gardens and vegetation contaminated by carcinogens from the coal dust and the diesel train engine fumes, and watch our growing livable neighborhoods plummet as we become the handicapped city neighborhood sacrificed to coal exportation. Is there a tipping point when the livability and health of our neighbors is considered? We are already living with days smelling metal and ozone in the air, we listen to the train whistles all hours of the day, we're hearing the horns of the ships as they come into the port facilities, and catching the squeal of large trucks brake can, all of this supporting the economy of our region. Portland prides itself for

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sustainability, greenness, and the benefits of our natural resources. It would be my hope the investment made by the city for our lovely new kenton community garden is not an example of a loss asset for the future of north Portland's livability, and that our children and families go forward - going forward can safely breathe the air and have vital healthy lives in north Portland neighborhoods. I therefore urge your support in passing this resolution. Thank you.

Bethany Cotton: Good afternoon, thank you commissioner and mayor Adams for considering this resolution and holding this public hearing on such an exceptionally important issue. My name is bethany cotton, and i'm here on behalf of the power pack coal coalition a growing alliance of more than 100 health, environmental, clean energy, safe and community groups working to stop coal exports off the west coast of the u.s. I live in southeast Portland near enough to the rail lines to hear trains every day. I grew up in rural southern Oregon and have lived in the Portland area for more than a decade. I'm here to say this is not coal country, and we don't want it to become so. As an individual and your constituent i'm also here because many of the people in the places I love most are directly in the path of the coal plan for the pacific northwest. It is unfathomable to me we would hurt these communities and remaining wild places by turning the columbia river gorge and Portland into a giant coal chute. This is not a partisan issue. Nor is it a rural versus urban divide issue or a jobs versus the environment issue. It's an issue of whether this city, this state, and this region decide to tie our future to the dirtiest fossil fuel on the planet. A commodity highly volatile, in terms of global market, and in terms of its tendency to combust. People from all walks of life, from different political persuasions, business owners, recreationists, fisher folk and safety leaders from small towns and large, cities, are coming together to face this serious threat to our region, and our way of life head on and say no to coal. It's also an issue of whether Portland joins with the 25 cities, counties, and ports who have voiced concern or full opposition to coal export across the 1200 miles of impacted rail lines and barge routes. Over 160 elected officials, including governor kitzhaber, senator merkley, and representative blumenauer, 573 health professionals, more than 400 local businesses and 220 faith leaders along with tribal leaders have joined the growing Chorus that at the very least, all impacts should be fully studied and understood in an open, transparent public process before any coal export proposals move forward. Portland prides itself as a standard bearer in effort to create more sustainable communities. The tens of thousands of Oregonians who spoke up to end the state's reliance on coal fired power by ensuring the shuttering of the power plant by the end of the decade envision add coal-free future for our state and our region and economy built on sustainable resources and use clean energy development. Similar fights are being waged across the country, from chicago, responsible for 42 deaths per year, closed just a few weeks ago, so cincinnati, which became the country's first city to adopt a 100% renewable energy portfolio this summer. The use of coal as an energy source in the u.s. Is dropping. From 57% in the late 1980s, to just 35% in june of this year. This country is moving away from coal, because of the cost to our health, our environment, and our climate are just too high. So the coal industry has a new plan. We publicly owned coal from public lands in the powder river basin at a laughingly low price. Get public taxpayer dollars to pay for millions of dollars of upgrades, take advantage of regulations giving preference to large-scale freight rail traffic, move the strip mine coal in mile and a quarter long Uncovered trains for 1200 miles, spewing toxic coal dust and fumes along the way and ship that coal to the other side of the world, where it will poison asian population. The only reason doing so is even remotely potentially profitable is because we the taxpayers and citizens will pay so much of those externalized costs with our tax dollars, and with our lungs. Coal transport poses significant risks. Just this summer we know of at least 12 coal trains derailments, two which caused fatalities. One of those derailments where more than 30 cars derailed. I picked up this coal more than three weeks after the derailment. The coal was lying in piles, some of which had been covered by very lightweight soil and gravel. Some of which remain totally exposed to the elements within yards of houses, a store, and a restaurant. Last month emergency responders in north dakota had to

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make multiple visits to control fires caused by sparks from passing trains igniting coal dust. These risks are very real and they're real to our community as well. In addition, very serious questions remain unanswered including emergency response capacities. Public relations firms speaking for the coal companies often avoid difficult questions like, what would happen if a barge full of coal caught on fire or in the Columbia river. This capacity exists in rural areas to deal with a coal train derailment, fire, or barge accident. Who would pay for the response and the disruption to other rail or river traffic? How would coal dust pollution or the possibility of an in-river spill affect drinking water? And very serious questions about these companies' corporate citizenship practices and honesty remains after Amber Energy and Arch Coal lied to citizens and regulators about their plans to expand the proposed coal export terminal in Longview, Washington, by a factor of 10. So I urge the council today not only to pass this resolution, but please continue to look for ways to ensure that public processes remain transparent. The key questions are answered that important information about these proposals come to light, and that the community is protected from the coal so the many philandelites that make Portland such a desirable place to call home remains. Thank you.
[applause]

Adams: Thank you. For those of you -- there's no clapping. Sorry. No clapping. No clapping. There you go. The balcony is doing better.

Fritz: I'd like to move to public testimony, if you're here in support, would you like to raise your hand right now? That's very helpful. I wanted a show of hands to see who was in support. Would you please raise your hand if you're in support of the resolution? All right. Thank you very much. So colleagues I'm moving a substitute resolution that just tightens up the language in the resolution, there's no substantive changes. For instance, the original title called for an area wide environmental impact statement and we're now adding a programmatic comprehensive and areawide environmental impact statement, so I move the substitute.

Adams: Second. It's been moved and seconded. Any council discussion?

Fish: This is the substitute we were furnished with earlier?

Fritz: Yes.

Adams: Karla, please call the vote on the motion to substitute.

Fritz: Aye. **Fish:** Aye.

Adams: Aye. [gavel pounded] substitute is basis of further consideration.

Fritz: We'll now move to public testimony and taking the panel in support and a panel in opposition.

Adams: All right. Let's begin with the opposition. In opposition to the motion to the resolution.

Moore: That would be the support coal trains list.

Adams: Yes.

Adams: Remember, those of you here in opposition to coal exports, this is your opportunity to try out that nonnoise making sort of response. Ok? All right.

Adams: Who would like to begin?

Jodi Guetzloe Parker: I'll begin. I'm the lady at the table. Good afternoon. Army Corps of Engineers Council. My name is Jody, I'm here on behalf of Columbia Pacific Building Trades Council. We represent 27 different trades and speak for the -- let me back that up. I represent 10,000 members here in this Portland metropolitan area. You've heard compelling testimony, and I just want to say, I want to offer it up that I did not use the thumb exercise, I believe that it is our right, everybody's right to represent their opinion. So I kind of enjoyed listening to the testimony, though I am in opposition of the resolution that you're trying to adopt. I have some -- I have an article in my opinion from "the Oregonian" from September 18th ever 18th, and I'd like to submit later an email -- a letter I wrote, submit by email to you guys. I apologize for leaving that back at the office. Our council is in support of the coal export facilities. We believe they'll bring good jobs to the neighboring counties. It's great that Portland is a little more bubbling than our outlying neighbors,

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and I just believe we need an opportunity, they need an opportunity -- I checked some Numbers, it's the -- the last unemployment rate out at columbia county is 9.5, that was july 12th's reporting. Overall in Oregon we know it's 8.9. These are tough times. Not to say that because it's a tough time we should run ourselves amok upon the boat of prosperity, but we need to take into consideration it's not 1930. We don't have coal rocking off the trains and smoke billowing everywhere. There's epa standards, there are emissions, there are sticky stuff to paint over the top of these railcars, and i'm obviously not a chemist, i'm not -- I don't ride the rails, I don't -- but I do -- i'll tell you, there's people out there that want this project. It's kind of alarming to sit here and be pro-coal. Given what I feel is like the glaring of people behind me.

Adams: They're being very polite.

Parker: They are? Thanks. Can you pan the camera --

Adams: No. They're being very polite.

*****: [inaudible]

Adams: We just got this new sound system, and it's not working very well. Obviously we do our best. If we turn it up too much we get feedback. Sorry about that. We'll do our best. Would you like to finish your thoughts?

Parker: Those go on forever. You know that. In closing, I would just ask That you -- let the process take care of itself. There are plenty of communities pointing -- corps of engineers, plenty of people looking at. This let's just hold back and see where we end up. Thanks for listening to me today. I appreciate that.

Fritz: Thank you for coming in.

Adams: Who would like to go next?

Travis Argue: I'm travis, i'm a business agent for local -- plumbers and pipe fitters. We support family wage jobs. We build things for a living. This is a big project there. Would be a lot of jobs involved with it. I grew up in columbia county, I still have family there. I realize how depressed their economy is. The logging has been eliminated, there's just not a lot of opportunity for jobs. So that's one of the reasons I would like to see this project go. I'm not like jody said, i'm not a specialist, but I can tell you that we need jobs in the state of Oregon. And that's what i'm here for.

Adams: Thanks for your testimony. Appreciate it.

Greg Peden: Mayor Adams and members of the city council, my name is greg peden, today i'm representing the alliance of northwest jobs and exports. Our alliance consists of 34 organizations and growing across Oregon, Washington, idaho, and montana. All told, our alliance Represents more than 195,000 workers and 38,000 businesses that includes trade associations, unions, companies, and individuals. It is a nonpartisan group funded by a coalition of coal and rail companies. While our -- proposed shipping terminals and coal export projects at their various stages of development I do not speak for the individual projects. Today i'm here to talk about Oregon's job and government revenue crisis. As elected officials you're well aware of the economic hardships your constituents have experienced in the past few years, and how that has translate in addition flatter declining revenues to fund government services. To address this crisis policymakers, unions, and businesses in Oregon are all working hard to promote policies that put people back to work. Over the long term, putting people back to work and also the best solution to rebuilding the foundations of our fractured tax base. Different parts of Oregon are pursuing different strategies through stored economic growth and opportunity. Working to take full advantage of its assets. One of Oregon's most important and value automobile assets is our position on the pacific rim and our export economy. One in four jobs in our region is trade related. Another one of Oregon's strengths is our port facilities. And their related transportation Infrastructure that moves commodities in and out of the port facilities. As you all know, over the past six years the state of Oregon has invested in strengthening the transportation infrastructure that supports our export economy. And in 2010, president obama recognizing the critical role exports can play in

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driving the economic recovery, promised to double the exports, which he estimated could create 2 million jobs. While leaving us directly to the issue at hand, support for new shipping terminals and coal exports in Oregon and Washington. While I cannot speak to the particulars of each individual project I can testify to the fact each project will create much needed jobs for Oregonians and tax revenues for Oregon government services. New shipping terminals will provide an important short and long-term boost to our regional economy, and jobs specifically here in Portland. These proposals will create jobs in construction trades, transportation, manufacturing trade, blue collar jobs and white collar jobs. As important, each coal export proposal shall undergo carefully review by regulators to ensure compliance with existing laws. From the construction of new shipping term unanimous for the safe transportation of the coal, these projects will meet or exceed all existing environmental and safety standards. But as a state with unemployment Above the national average, that is routinely forced to cut funding for schools we urge policymakers at all levels much government not to put up new roadblocks to the jobs and tax revenue coal exports can bring. Let's be clear, if we don't build the terminals here in Oregon, the jobs, the tax benefits, and yes, the demand for coal energy won't disappear. It will all just go someplace else. But done right, done the Oregon way, these projects will mean greater economic opportunity and security for Oregonians, while also ensuring each project follows the highest standards we have set in the state and the nation.

Brock Nelson: Mayor Adams, commissioners brock nelson, director of public affairs for union pacific railroad, headquartered here in Portland. First off i'd like to start off by saying u.p. Celebrated its 150th birthday this year. We've been a part of this region and city for a long time and we're looking forward to the next 150 years. Union pacific railroad would like to be on the record in opposition to this resolution as it pertains to the transport of coal by train in the city of Portland. It is clear that this issue of export coal has become an energized and emotional subject in the Portland and in the northwest region. Wherever you stand on the issue of coal or the use of coal for energy production, union pacific would like to ask that when it comes to the topic of rail Transport of any commodity, including coal, you look at the facts. The fact is, union pacific currently moves approximately 50 train loads of coal on behalf of our customers through thousands of communities around our 23-state network on a daily basis. These coal trains much like the thousands of trains operating on our system on any given day, are the safest and most environmentally responsible method of moving freight in the country. Although no coal trains currently move through Portland, it is possible that could change if export facilities are constructed in Oregon and Washington. It would be premature to try to predict how many trains this would mean to the city of Portland, but it appears if you were to add the new coal train traffic that could be reasonably moved by union pacific to our current 2012 business volumes, your community would see fewer trains than we move through here in 2007. Union pacific has invested over a half billion dollars in our rail infrastructure in Oregon in the past five years, and will continue to invest to ensure that all products move fluidly and efficiently on our system and in your community. Resolutions suggesting rail transport is not safe imply coal cannot be transported safely by union pacific. The fact is we move coal safely on a daily basis in greater quantities than will ever be seen in the city of Portland. Union pacific would like to continue to work with you and your community as permitting of these coal export facilities unfolds in the months to come. In closing, union pacific would ask that you oppose this resolution and instead work with us on ways that we can cooperate on to promote the safe transportation of all commodities. Thank you for your time.

Adams: Thank you. Thank you all for your testimony. Next four?

Adams: Mr. Lang?

Michael Lang: Mr. Mayor.

Adams: Would you like to begin?

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Lang: I would, thank you. My name is for the record, michael lang, i'm conservation director with friends of the columbia river gorge. We appreciate the fact you're holding this hearing today and also accepting comments. I'll need my reading glasses. On behalf of friends I want to thank the Portland city council for proposing a resolution calling for an area wide environmental impact statement that studies the cumulative and comprehensive impacts of all five coal export facilities before any may be approved. In addition, the resolution calls for a health impact assessment prior to the approval of any permits for coal export facilities. By adopting this resolution, Portland will join the growing list of towns and cities around The region that have taken a stand from outright opposition to an increase in coal exports, to calling for a thorough environmental analysis of coal export impacts before any facilities are approved. All of these -- if all of these proposals are approved, 150 million tons of coal would be transported through the columbia river gorge annually to export facilities in Oregon and Washington. This would double u.s. Coal exports and turn the columbia river gorge or national scenic treasure into the nation's coal chute to asia. This would be a travesty. Friends is opposed to this. All of these proposals rely on rail transportation in one form or another of 1.5 mile long trains with open coal cars. Railroads have claimed each car and these are the railroads that produce these numbers, each car loses up to 1 ton of coal in transport. Spewing toxic coal dust in communities across montana, idaho, Washington, and Oregon. Toxic diesel emissions from these trains would endanger human health all along the rail routes. Currently one or two coal trains go through the gorge daily. It's a reck occurrence that gorge residents report getting pelted by coal fragments and dust near the tracks as trains go by. I personally know of one gorge resident who just a few weeks ago almost got into a head-on accident involving a logging truck and another car because their vision was obscured, Ability was obscured on highway 14 due to coal dust. Just this week a reporter reported that she had witnessed large amounts of coal dust spewing from coal trains and impeding traffic on adjacent highways. Any increase in coal traffic is completely unacceptable. And if approved, the current proposals would increase coal train traffic by around 30 times in the columbia river gorge. Again, this is unacceptable. When we talk to communities in the columbia river gorge, this is a unifying bridge issue, regardless of political party affiliation, tea party or environmentalist, you name it, communities are concerned, and they're joining together in adopting resolutions asking for a thorough analysis of the impacts of coal exports on their communities. And Portland will be joining the ranks of hood river, mosier, dallesport, camas, washougal, and many other communities in raising these same concerns. We applaud you for that. These export proposals would also overload existing rail lines and we're concerned it would lead to double or triple tracking through the columbia river gorge through environmentally sensitive areas throughout the gorge, violating the purposes and the standards of the national scenic area act. So in conclusion, friends of the columbia river gorge is opposed to any increase in coal exports and we applaud the city council for addressing this issue. Thank you.

Adams: Thank you very much. [applause]

Adams: No. Did you miss the part about no clapping? Is it because you couldn't hear me? No clapping. If you like it, thumbs up, if you don't like it, thumbs down. Who would like to go next?

Lowell Greenberg: I'd like to thank amanda and nick for being here, and their support. So thank you. My name is lowell greenberg, i'm speaking as a private citizen, though i've done work with power path coal and the community alliance against coal. You've come here today to debate or discuss a nonbinding resolution that will hopefully oppose the existence of coal export terminals in the pacific northwest. Sitting here are representatives from various environmental groups and private citizens. Each individual while sharing a common goal, which is a betterment of their community, has a different reason for being here. For me, words are inadequate to express how I feel. My convictions and sense of desperation are such that I have been arrested twice in acts of civil disobedience on environmental related causes. My hope by doing so is that by setting an example, others perhaps some here today, will step forward as well and do more. So why am I so

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motivated? The health effects of coal dust on children, on seniors, is devastating. The diesel pollution from trains Is a known carcinogen. The chances for more deadly train derailments are greatly increased. The destruction of salmon due to the contamination of rivers is heightened. The aquifers along the train routes destroyed. There are many reasons like these, each while express coldly in mere words, has the potential to kill and maim people like yourselves, and families like your own. We could legitimately ask why the federal government is not stepping in to protect us. Why a regional or programmatic environmental impact study is either being skirted at the present time or is only under consideration by the army corps of engineers. Why coal has the stranglehold on government at all levels, particularly in places like west virginia, and tennessee, and other parts of the country. The answers to these questions are important. Because they're at the root because at their root they point to a major failing in my view of our democracy. One you hear today are beginning or to begin to correct. Finally, to be honest, i'm not here for any of the reasons I just mentioned. No matter how important they are. I'm here because 80% of this country right now is in drought. Due to climate change. People are dying around the globe from drought, thirst, hunger, fires, and extremes of climate resulting from climate change. I'm here because I know that unless we change course, like the unwitting but far from innocent passengers of the "titanic" we'll rob ourselves, our children, all children the possibility of not merely having a better future, but having a future at all. Why? Because we thought our science was invincible. Because we chose to ignore these and a thousand more warn can signs. I'm here to change the course of the planetary "titanic." so the children on board will sleep in peaceful dreams and wake up to a world that still has the beauty you and I cherish. Not a place of living nightmares. The reign of coal must end.

Adams: Thank you sir. Ma'am?

Merle Clifton: My name is merle clifton, and I am a citizen of Portland, and I live in northeast Portland, and I am here as an individual. I don't want to repeat all the arguments and the reasons we need a full environmental impact study. I just want you to know that I urge you to approve it, and I want to thank commissioner Fritz for bringing this forward and for your being here, and for this opportunity to participate in a democracy the way it should be, with all sides being heard. And openly. Thank you.

Adams: Thank you for your testimony. Hi, welcome. Can you push the button?

Rodger Winn: My name is roger winn. I think the arguments are mostly in about whether or not there are jobs to be created and some of the points of view are pretty obvious, the coal companies, the train companies, the unions, all argue that there would be jobs created, but there's a huge audience in the society that is not well represented, and I think most of us are here speaking on their behalf. For instance, at a recent press conference at the corps of engineers, there was a city councilman -- council woman from one of the cities along the train line, who said that the business climate in that little town was 70% dependent on the tourist trade, and the railroad tracks ran right through the middle of the city, if all those coal trains run through there it would have a devastating effect on their community, and all of the cities along the route would -- could make similar claims. In terms of the world effectiveness, contributing coal to the world market simply lowers the price, encourages more use of coal, and therefore delays the pursuit of alternative energies, so exporting coal is a bad thing. Thank you.

Adams: The next four. Nice to see you again.

*****: It's great to be seen. Would you like to begin?

*****: I would. I'm here in support --

Adams: You can move that closer -- there you go.

Wally Mehrens: In opposition to the proposed -- is it an ordinance? Resolution? Nonbinding resolution. Simple short as I possibly can do, jobs, jobs, jobs, good jobs are definitely needed, especially up in columbia county and morrow county. And jobs with health care, and pension, I moved here from montana in 1965. I negotiation i'm wondering -- in 1965 I worked on a smelter.

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And one of the things that I did on the smelter, I was a switchman and an engineer on a coal train that collected arsenic from the smelter. That was 40 years ago. I'm still up and breathing. All I can say is, of all the things that are needed right now, nothing is more important than good paying jobs.

And my brother from the pipe fitters earlier, forgot to mention when we were talking about environmental impacts, plumbers have been providing us clean water for a few centuries now. And so environmental is a very big deal when it comes to the trades. And thank you very much.

Adams: Thank you. It's good to see you. Sir, would you like to go next?

Jim Plunkett: Yes, mr. Mayor, commissioners. My name is jim plunkett, a credentialed climate activist. I had other things to do, but I came to realize the urgency of our situation with respect to co2 in the atmosphere. I believe there is disaster in our future. In a democracy we are responsible for expressing ourselves and what guidance we can. I understand it is up to me to make a difference. And I say this with humility because I know that you had that thought long before I did when you ran for office. I thank you for the work you do in making difficult decisions on our behalf. That's why you're here to make a difference. So my communication with you is very simple. I'm asking you to identify yourself as a climate activist too. The world cannot endure the continued burning of coal. We have to keep that river basin coal in the ground. There are plenty of other reasons for refusing coal trains, but global warming is the big city asthmatic elephant in the room. Maybe not this room. Elephant wouldn't show up here. [laughter] how will we feel as responsible adults when some kid asks you if you know why the mount hood glaciers are all melting, or the students at Portland elementary school decide they can't in good conscience ride to school in a school bus that burns fossil fuel, or Portland state students come together to tell us that all their leed buildings delayed our response to climate change and that we have pursued policies that recklessly endanger their future? Please say no to coal exports. Thank you.

Adams: Thank you. This is a panel otherwise for coal export. Thank you for your testimony. Sir.

Norm Santana: my name is norm santana, I live in downtown Portland. I think that the construction of a terminals for exporting coal would be a great source of family wage jobs for parts of this region that are sorely in need of family wage jobs. I also agree with the union pacific witness who said that this coal can be transported safely, like somebody else said, this ain't 1930. There ain't -- there ain't yard and yards of coal flying off and I -- the asian economies are going to get their coal. So why the hell should -- why the heck shouldn't we sell it to them? Sorry.

Adams: Language.

Santana: I'm here to propose the resolution -- oppose the resolution. I think we need the jobs. I appreciate the opportunity to speak. Thanks.

Adams: Thank you, sir. Appreciate it. Welcome.

Russ Garnett: My name is russ garnett, I represent the roofers and waterproofers statewide. We're based in Portland but I go all over the state. I got members in curry county, columbia county, all the way across. And what i'm here to talk about is my members were union, we're not going to get a lot of jobs out of this prospect. What i'm here for is for the families. It may be different if you live in Multnomah county, but if you go to curry county and look at the economy down there, what's Going on with their local governments, their schools especially, they're falling apart. We have that all across the state. And a lot because of the timber cut-down and we don't have the government subsidies or we may not anymore for these places. We need some sort of real revenue. Somebody talked about the city around here, the mayor where there's 70% of their business comes off of tourism. I remember reading that. That's also -- they have 25% unemployment in that area. I think we found out that tourism and service jobs are not going to cut it for Oregon. It's only a part, sure, but look at the coast. It's not going to solve the problems in clatsop county or any of these other places. And as far as some of the environmental aspects, there are -- they are bad. I think the diesel transportation is probably one of the worst things in this area, and it's not just from trains. It comes from everywhere. We live around it. I live right next to some train tracks. I've got a green

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space of about a half mile. And then i've got train tracks. I've lived there over 20 years. I've kind of gotten used to the noise. The fact is, if we're going to have that noise whether we have coal shipped through here or not. The other question is, asia. They're going to have to burn coal, because they're not going to build nuclear plants anymore and they're not going to restart them. Coal is the quickest, cheapest generation to that. China is going to do it, korea is going to do it, japan is already starting to do it. We can sell them a lot cleaner burning low-sulfur coal that doesn't damage the environment nearly as much or we can say, we're going to be environmental, we're not going to sell to you, so indonesia and new zealand and australia are going to sell them, very dirty high sulfur coal, which will get into the atmosphere, we'll see it someday. As for the gorge right now, there's already train tracks that have been rolling through there, and there will be. Oregon is geographically located to ship this product across the country -- across the ocean, and if Oregon doesn't do it, Washington very likely will. So that is -- that's my 10 seconds. I would ask you to oppose and for the rest of the state of Oregon, you give that a chance. Thank you.

Adams: Thank you, sir. Thanks for your testimony. You're on, if the light is on, it's on. We're going to the panel after this, so we'll do this panel, one more panel in opposition to the resolution, and then we're moving to two minutes. That will give you about eight, nine, 10 minutes to whittle down your testimony. We find that what can be said Very convincingly in three minutes is absolutely that much more effective in two minutes.

Joan Beldin: My name is joan beldin, and i'm from Portland, and i'm here today as a relatively new resident of Portland. I moved here a year ago and I was drawn to Portland largely because of its reputation of being clean, green, and livable. My husband and I moved to the neighborhood of st. Johns, which has made great strides to become a wonderful community and we love it. But sadly, st. Johns is also a community that will be greatly impacted by coal trains. When I first learned about the coal train proposal last january, I was totally shocked. This is not what I moved here for. But also confident. I was confident Portland's officials would come forward and firmly say, wait, what does this have to do -- what does this mean for Portland? No, we don't want anything coming through our community that will pollute our air, pollute our water. We won't compromise the health of our citizens. Open coal car trains run totally counter to everything we've work the so hard to build a reputation on. We care about our environment the health of our community coal trains in Portland are not a match. Aside from some temporary infrastructure jobs, what is it that we in Portland have to gain from this? I myself have a history of being sickly with repeated bouts of Bronchitis. I've been happily free of this illness for several years now, and I never want return to those days. I live a half mile from the tracks, and I now fear a return of the illness possibly. But I fear more for those living even closer to the tracks, especially the children, and I fear for st. Johns, the community. I would not have moved here if I knew that this was a coal train community. I don't want to live in a coal train community. So i'm glad that you are here today to consider this resolution and ask that you give it your full support. I only wish that you'd be wynn willing -- that the gorge had not been compromised away. That's a huge disappointment. The health of the gorge is invaluable to the health of our rivers, Fisheries, and recreation. It's a part of our soul. I wish you would consider and add the the coal barges to this resolution. Thank you.

Adams: Thanks for your testimony. Hi. Welcome.

Mac McKinlay: Hello. My name is mac mckinlay, I live on northeast killingsworth and 46th in columbia ecovillage a short distance from potential torrents of coal on railroad lines in the columbia river gorge. Please pass this measure. Three things -- one, coal mining and burning destroys nature and the earth. We have been blessed with this blue green planet, charge to care for it as it cares for us. Two, only by actions such as this measure can we fight our suicidal addiction to fossil fuels, can we fight for our people and our earth against those who always choose money above all else, regardless of the death they cause. We cannot wait, hoping that others will avoid the temptation of money. We must choose the path of life now. Three -- most importantly, let us not betray our

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young people by putting them in bondage to an evil enterprise. For if jobs and the export of coal are created, some people will have to choose them just to survive. And then because of us, the youth will devote their lives, their careers, to the leveling of nature, to the poisoning of communities and environments for the entire length of a wasteful transport to the pollution of asia, to the life destroying destruction of the earth's atmosphere and climate. This is bondage to evil, not real jobs. Not jobs that allow a worker to occasionally feel good about the meaning of their work. Our real job and theirs is to do the work that builds our communities, sustainability, and that honors all people on the earth. Thank you for creating this measure. Please pass it.

Adams: Thank you for your Testimony. Appreciate it. Hi.

*******:** Hi.

Adams: I like your shirt.

Nadine Zimmer: Thanks. My name is nadine zimmer, and I live in northeast Portland. I'm going to be very, very brief. I am for the resolution, and I moved here a little over four years ago, and the reason I moved here is because the reputation of Portland as being so conscious of the environment, etc. And I think that this would be a devastating for Portland. And that's basically all I have to say. And I thank you for giving me the opportunity of being here.

Adams: Thank you. Thank you for your testimony.

Dennis Reichelt: Good afternoon. My name is dennis, representing the northwest union of concerned scientists. A lot of great testimony today, by the way. We strongly support commissioner Fritz's resolution opposing the transport of coal by train through Portland on its way to china unless, and until there's a thorough area wide environmental impact statement done. It only makes sense. We strongly urge the city council to at least consider amending the resolution to include barge traffic, coal on barge traffic. And there's probably other -- many other issues besides that that should be addressed. For example, who benefits when coal from public lands that belongs to all u.s. Citizens is sold an australian-based company to china? How is it in our interest to help china produce cheap electricity by burning coal without regard to the environment? How is it in our economic interest to help china lower their power costs in the production of goods that will compete with ours? Finally, just to get an idea of how much coal we're talking about, I tried to contemplate what that was. It turns out it's something like 25 trains worth of coal would be coming through Portland on a daily basis. That translates into about -- if you look to the south and you look at the wells fargo tower, the amount of coal that would come into Portland every day would be somewhere between half that tower full to all that tower full on a daily basis. Just for a quantity I was curious about what that looked like. Thank you again for the opportunity to support this very important and timely resolution. And we urge you to pass it with an amendment on barge and coal. Thanks for your time.

Adams: Thank you all for your testimony.

Fritz: I don't think we have any more signed up for opposition.

Adams: It will just be -- welcome. Would you like to begin?

Kathleen Shelman: Hi. I'm kathleen shelman, and I am from corbett. I'm here to talk about the east wind, because the east wind as many of us know, but as I know really well, having lived in corbett for 25 years, is a great articulate delivery system to the entire east side of Portland. It blows through the gorge, it picks up -- they're including dust seeds, small branches, large branches, probably small animals, who knows, and it delivered ever delivers them over a fairly wide area. And this wind blows frequently in tall and spring and very frequently in winter, from 15 to 30 miles an hour sustained with gusts that can be up to 70 miles an hour at times. So the idea that coal trains going through the gorge covers -- nothing is going to come off those trains, I find ridiculous. Second, i'm also speaking as a retired teacher who has spent 23 years standing on the playground at wilkes elementary, near the train tracks and the gorge, and I just want to mention that school children are outside every day, grade school children are outside at recess, all day long there's

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somebody out, there middle school kids are out there for sports, kids are waiting for the bus, high school kids are out there for sports. Kids are outside in east county all the time, and I just went through the list last night. In Reynolds school district there are 21 sites, David Douglas, 16, Centennial, 11, and Parkrose, seven. That does not include the four in Corbett and it does not include anything around Rocky Butte where my future grandson is going to be living. All of those children are at risk from coal dust being blown into their lungs. They're at risk from diesel emissions blowing their way, and it seems to me highly irresponsible to talk about how we're going to be providing money for schools when we're ready to sacrifice the children that are theoretically learning in those schools. Instead of supporting our children in schools by various activities like gambling or environmentally toxic things like transporting coal, I think we should maybe think of some other more positive ways to fund school and not try to rely on things to start -- they're just not good for anybody. Thank you very much.

Bonnie McKinlay: Thank you mayor and commissioner for the opportunity to speak on this important local regional and global issue. Especially thanks to you commissioner Fritz for bringing this forth. My name is Bonnie McKinley, I'm with Power Past Coal. Through the years, this room has resounded with discussions on the city's business of zoning, regulations, new programs, old pipes. Today we talk on the most important of business. Our city's role in this climate stability of our shared atmosphere. When we consider all the impacts of coal exports through the region, we must study what those exports are and where those exports are going. The proposed exports are not wheat and wind turbines, they are not headed for sustainable use beyond our borders. No, these toxic exports are going to coal-fired plants. These exports would add vast quantities of carbon to our damaged atmosphere. We must not sweep severe climate realities under a rug of questionable economic benefits. We must be responsible. We must accept and act with the knowledge that our precious atmosphere has had its fill of carbon. Rational people and those people with no financial connection to fossil fuel industries agree that we must stop carbon production to save our atmosphere. All the city's fine anti-pollution measures, bioswales, bike lanes, climate action plans, will counter balance an acceptable of the proposed coal export. Our city must stand out with our characteristic courage, we must not condone business ventures that will lead to increased climate disruption. Excuse me. I'm going repeat that. We must not condone business ventures that will lead to increased climate disruption. Thereby bringing on the destruction of life on our special planet. We must resolve no coal exports. Thank you.

Adams: Thank you for your testimony. Appreciate it. Sir.

Don Steinke: Hello. I'm from Clark County. We're going to have three times as much coal traffic through our county. And we would like you to help us keep the Pacific Northwest clean. No coal barges, no coal trains. And the new EPA air quality standards effectively ban the construction of new coal burning power plants in the United States. At the mayor of New York, Bloomberg gave \$50 million to fund a campaign to accelerate the closing of coal burning power plants in the United States. So this plan to -- plan to export coal seems irresponsible. And I hope you can -- you'll pass this resolution and add barges to the prohibition. Thank you.

Adams: Thank you, sir, very much. Appreciate it. We actually -- are there -- we're running out of time for our allotted, so we'll take the next panel and then I'll ask folks if you signed up, the next panel folks, come on up -- after that, if you signed up but your point has already been made, I would ask that you defer. But if there's a point that has not been made yet and you've signed up, I'd ask you to take your sign-up time. Bonnie?

Bonnie Meltzer: Thank you for having us here today. I know this is a symbolic gesture, but symbolic gestures have a lot of power. And I hope that you will add no barges to the -- what you have written. It will make it much stronger and be a really strong no coal statement. I'm from North Portland, I live five blocks from the railroad, where there are a proposed eight trains a day full, six trains full, six trains empty, and about a quarter of a mile from the tunnel where there will

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be another batch of trains coming. I'm an organic gardener, I am worried. But i'm here to talk about the river. I'm here to talk about the lost jobs that will come at the expense of these coal jobs. And I think if you had a giant scale and you measured the jobs that were lost in favor of these jobs that are coming, we would be in very big trouble. We went out to the gorge, and i'm going to use this because there was a farmer out there, and there is coal dust on his land now. From only three coal trains a week. There is now coal dust. How does that affect his land? How does it affect the -- our food supply? I am also met a young woman who was selling Fish, and she hadn't heard about the barges, and she was in a state of panic when I talked with her. She was a native woman, and she said, our native people fish there. We have spoken about this before. But there were all those other jobs on the riverbanks. Some young people had a business where they sold wind surfing lessons, and all the other kinds of sports that I don't do that Other people do, and they would do out of business because nobody is wanting to want to be in the river with 50 coal trains a day, and a lot of coal barges. So I want you to think about all those kinds of jobs that would be lost, not only tourism, but our food supply. I'm very concerned about our food supply. And my own food supply, because I grow 50% of my food. I'm also concerned about people who ship wheat. Is wheat going to be pushed to the sighted lines because coal -- sidelines because coal is going to be more important? Remember, it is our northwest farmers who grow that wheat to send to china. Also, a good job isn't a good job if it makes you sick. And if you have a job that makes you sick, you can't work. I want you to not be the council that is remembered for ruining our city and for changing it from green to gritty. Thank you.

Richard Ellmyer: My name is richard ellmyer, i'm a chair of the north Portland coal committee. A resolution opposing coal export by any conveyance through Portland and the pacific northwest, whereas loud anarchists carcinogen diesel emissions and -- increased rail and barge traffic transporting coal will negatively affect the livability of Portland's neighborhoods and the health of its citizens and those throughout the pacific northwest as well as plants, trees, Fish, and other animals. And whereas the proposed dramatic increase of mile and a Half long coal trains will dangerously obstruct grade crossings for long periods of time, causing a decrease in local commerce, local mobility and timely access to public safety vehicles to emergency situations in Portland and throughout the pacific northwest. And whereas the proposed annual transported of 157 million tons of powder river basin coal through the veins and arteries of the pacific northwest is an issue of profits versus pollution, and whereas there is no competition nor comparison between the health and safety of the many and the potential jobs of the few. And whereas republican members of the united states senate and house of representatives, the republican national platform and the republican presidential candidate mitt romney and his v.p. pick paul ryan, all oppose any regulations that impede profit making and endorse catastrophic budget reductions in federal agencies that protect the health and safety of the american people, and those who live in Portland and the pacific northwest. And whereas the number of jobs lost, businesses closed, and property values diminished due to coal transportation, remains unanswered and uncalculated. Now therefore be it resolved by the city of Portland that we oppose coal exports by any conveyance through Portland and the pacific northwest. Be it further resolved the city of Portland requests the federal government cease and desist all coal sales for export at the Publicly owned powder river basin. And be it further resolved that the city of Portland requests that the federal government immediately and all -- end all tax and other subsidies to fossil fuel extractors, including and especially coal companies. And transfer those funds to research, development, and support of sustainable energy sources, weather eyesation programs and energy star appliance rebates. Be it resolved further the city of Portland requests the governors of Oregon and Washington cooperate on a study which would determine the number of jobs lost, businesses closed, and property values diminished due to comb transport through their state, and finally be it further resolved that the city of Portland requests that the president of the united states declare the export of coal a national economic health

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and security issue, and that he stop it immediately. I urge the council to adopt the no-coal resolution I have submitted to you in place of the some coal resolution currently under discussion. Thank you.

Adams: Thank you for your testimony. Hi, would you like to begin?

Polly Wallur: Thank you. My name is polly wallur. Thank you mayor and commissioners for this opportunity to speak against coal. I'm probably going -- have a lot of things that have already been said, but I hope you're Considering the health effects that coal transportation would have on people, the flora, the fauna, air, marine life, and the tourist industry. Coal is dirty and dangerous. Barges would probably result in the same problems that trains would in the loss of coal dust as a pass -- as they pass through the environment. From what i've read, wind and moisture aggravate the coal process, which is the problem with why the coal trains have to be uncovered, and coal dust blowing off the coal cars can be explosive if ignited by a spark. The coal dust toxic heavy metals have been known for health problems and they would affect the health of our tourist economy and the city's desire to attract active and conscientious citizens who are drawn to our relatively healthy and pristine environment. It appears coal train derailments are not that uncommon either. In a year span from august 2011 to september 2012, there were 22 coal train derailments nationwide. It's outrageous that no federal or state health study has been done prior to beginning a project with the magnitude that coal train and boats would cause. And of course once in china, the coal burned would return to us in the air again. Osha has 'stached an exposure limit for workers exposed to coal dust because of known problems it causes. A senator's wyden and blumenauer should be pushed to get obama to enact the pcei study, and before this begin. And no economic gain from coal transporting and exporting could justify the potential cost on our live and the resources we depend to survive. Please oppose the coal trains passing through Portland and the pacific northwest. Thank you.

Adams: Thank you for your testimony. Hi. Welcome back.

Pam Allee: Hello. My name is pam, and I live in north Portland, and for the benefit of some of my brothers and sisters here, i'm -- i'm a retired marine engineer, and I did sail, and I mean sail, as a union member. For almost 20 years. I'm going to ask you to think again about jobs, and perhaps a little different way than you normally would. This point has been made here, but I think it bears making again. I do support amanda's resolution, and I thank you for it. But this resolution says nothing about barges, and I really hope you would add that in. I suspect and fear that the question of rail transport may serve as a distraction from the real unspoken issue of barges, barging. Barges which can be built here at gunderson providing lots of new jobs, so we are told. Some of us think that the word "jobs" has become a pavlovian bell. Hear it? It's something that will produce jobs, paychecks, taxes, Prosperity, and that's the whole enchilada, end of story. We've been seeing this happen over and over again. I challenge you to extend your thinking past the paycheck and the tax revenues to consider what a job does, what it contributes to when it's over. Doctors have jobs. And so do mob hitmen. Instead of barges, why don't we build the infrastructure for a sustainable energy that will not rip the earth, pollute our lungs and destroy Fish and forests. That's it. Thanks.

Adams: Thank you very much. Appreciate it. Does anyone wish a minute? 60 seconds to mention an issue that hasn't been brought up before? Thank you. We'll take the first four again. Underscoring something that's already been said, this is not the time for that. New points. This is the time for that. Welcome back. Glad you're here.

Angela Ellerby: Hello council members, thank you for presenting this resolution. My name is angela, i'm wearing four hats, even though you don't see them. First i'm here representing the northeast coalition of neighborhoods, which has taken a position against the coal shipment. I will put this in the record by giving it to the clerk. This letter is being sent to the governor, the senators, u.s. Army corps of engineers and cc'd to the council. That's one thing. Number two, i'm also land use chair for the wood lawn neighborhood association, we voted to join with the north Portland

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neighbors and vote against coal. Number three, I am a wife of a man who is detoxifying himself from mercury. We don't need any more mercury. And i'm also a historian -- excuse me -- and history teaches that when you pollute the environment, it takes many generations to unpollute it. So don't trade today's jobs for toxic environment for generations to come.

Adams: Thank you so much for being here. Hi, welcome back.

*****: Thank you for having me. Portland --

Adams: I need you to give us your name. I know you but not --

Spencer Burton: Spencer burton, i'm here to speak out passionately against the use, against the transportation of coal. We must stand by our values, we must significant say no to coal transport, we must say no to coal powering our electricity. Portland has a brand, it's a green brand, it's a sustainable brand, it's something we believe in, it's something we support, we must not under cut that, we must say no. If you believe in climate change, we cannot burn coal. We must say no to coal. Thank you.

Adams: Hi, welcome.

Jeff Cohen: My name is jeff cohen, i've lived in Portland for 32 years. Prior to that I lived in Pendleton, Oregon, for four years. Coal is a personal thing for me. I remember steam engines growing outside philadelphia. I remember my mother saying, I just can't get rid of all this coal dust, no matter how much I dust, no matter how much I wipe down the furniture, there's coal dust all over everything, and she had a few expletives on top of that. This whole thing with coal reminds me of what happened during prior to world war ii when our local fuel industries, some of whom were selling steel to the germans, that was used to build tanks, and here we are talking about exporting a product that is going to endanger our world environment. So I have a lot of empathy and compassion for the people who need jobs in eastern Oregon, central Oregon, I understand where you're coming from. But you can't make a pact with the devil. You cannot have jobs at the expense of our health.

Adams: Thank you very much. Appreciate it. Hi.

Greg Sotir: Hi. My name is greg, and I live in the cully neighborhood in northeast Portland. And a couple of issues that I want to mention that haven't been mentioned yet is the rail crossing at columbia and 60th, and cully and columbia. Both of those rail crossings are pretty fragile. And as you know, cully is the most diverse neighborhood in all of Oregon, it's also one of the most park poor. And you've done some great work to set up parks there, and I want to thank you all for that. However, this -- these coal transports, the line is going to bisect two of these new parks and create pedestrian crossing problems among other things. So that's a very, very real consideration for the people in cully. Secondly I want to talk about property values. Very quickly. It's going to be really weird to watch as my taxes are increasing to address the negative effects on schools, libraries, and public services from the austerity budget watching my property values and quality of life decline. It's a very, very troubling prospect. So thank you for this resolution and please pass it.

John Candioto: I'm john candioto with sheet metal workers, air, rail and transportation workers. I heard over and over of open rail cars. We are in the 21st century, we can contain them, ventilate them, we scrub. My workers to air pollution control among other things. They also build rail cars. We would be happy to build all those contained cars. Scrub. How many people in this room remember camas in the '60s? You could taste it—the smell. After our workers put air pollution control in the air scrubbers, we do them at intel, papermills. We've reduced the pollution in the 21st century. I think we can solve the problems.

Liz Westman: I'm a telecommuter who moved here from California. I came because I worked late last night so I could come here on my lunch break. I moved to Portland last year because it's clean. It's affordable, and because I can bring income into this city without taking away any jobs. I also am highly mobile, and I can leave whenever I want. If I can't breathe, if I cannot drink the

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water or hike with my dog, if I cannot play in the gorge, I don't want to live here. And I know that there are a lot of people that telecommute into the city from california, from seattle, and we're a highly mobile group, and we're also a highly desirable group.

Adams: Thank you. Where do you telecommute back to?

Westman: San francisco, but I would move to los angeles because I would rather deal with their smog than deal with the black lung.

Adams: Thanks for being here. Welcome.

Dennis Poklikuha: My first time here.

Adams: How is it so far?

Poklikuha: A little cool for me.

Adams: A little cool?

Poklikuha: Yeah.

Adams: Really?

Poklikuha: Other than that, I love it. Thank you.

Adams: I think it's a perfect temperature

Poklikuha: I'm shivering. I should have worn long pants, but thank you for having me. My name is dennis pok. I am a resident of north Portland. I've been there for 20 years, and I like to think that i'm speaking for the school children Portland. Portland's kids, in north Portland, breathe some of the dirtiest air in the nation, and so, I feel like i'm speaking for them. My concern is that the barge are going to be built on swan island by gunderson and vigor industries. I live downwind just, just a half a mile from swan island. And when the wind blowing, from the south, i, and my family, and many of my neighbors have to go indoors. The air is that toxic. And I would like to differ with the doctor who spoke the first panel, we do not have relatively clean air in Portland. It's pretty dirty. It looks clean, but it's not. And so, as much as I hope that no one loses a job, I feel for people who need work. I feel like we cannot have any more dirty jobs in Portland. Swan island's industries needs to decrease their pollution, not increase it. And building these barges is only going to make north Portland much dirtier. Please, please not only pay attention to the call. It will possibly come through here. But, police pay attention to what's happening in, on swan island. Thanks.

Adams: Thank you, sir.

Adams: Hi.

Margo Logan: My first time, also.

Adams: How do you like it? Is it too cold?

Logan: It's perfect for me.

Adams: She's very smart.

Poklikuha: She has warm pants on.

Logan: I want to thank you, mayor, and council members, this is my first time here. I have e-mailed all of you on various subjects, including the coal train. You have all read them. You've been responsive to the various issues that I have talked about, and I want to thank you for that. And I live --

Adams: Just need your name for the record.

Logan: Margo logan, and I live on the columbia river, on hayden island, and protect haydn island, too, please. I think I will make an observation. Only one union pacific railroad representative testified today. And it makes me think, boy, they must feel confident. So, they are not we, the people, and my other observation listening to the elements of the controversy, about, about what comes to me, is, is becoming a third world country in exploited corporate profits and power. So, no coal trains, please, thank you.

Adams: We're bumping up against the end. I will be very strict on new thoughts only. So two and two. We're going to lose our quorum up here so, thanks for waiting, and for your testimony. When would you like to begin?

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Adams: Yes. Thank you. Just give us your name.

Emily Townsend: Emily townsend, and I am a fourth generation Oregonian. My great grandfather, the commercial fishermen on the columbia river, for over 30 years, and, um, grew up eating a lot of salmon, and have high mercury levels, and as a woman who very much would like to be a mother, I am very concerned about this, and I am concerned about climate change, and I am concerned that the work of my father, he started, and all the hard work of the environmental activists of this region, will, who have worked so hard to reduce the amount of toxins in our regional environment, will have gone to waste. And I really would like you to do a comprehensive assessment. Thank you.

Adams: Thanks. Give my best to your dad.

Townsend: Thank you.

Adams: Thanks for waiting.

Ursula Irwin: Thank you. My name is ursula erwin, and I moved into the woodlawn neighborhood. It's a vibrant neighborhood, with an astounding number of young families. Many small children, toddlers, and infants. I lived in hillsdale for 25 years, and I have never seen as many children as I see in woodlawn. I live close to two elementary schools, that is woodlawn elementary school and fabien elementary school. Those are a mere block away from the proposed, and from the train lines. And I am here to speak for the little guys, who don't know we are meeting here, but will need our wisdom to protect them from the harm.

Adams: Thank you. Thank you for your testimony. Hi, and welcome.

Den Mark Wichar: Hello. I am from the sovereign state of vancouver, Washington.

Adams: What is your name?

Wichar: Den Mark wichar.

Adams: Mr. Ambassador, please continue. [laughter]

Wichar: We passed a resolution in vancouver, and I am here to urge you to do the same because wouldn't it be embarrassing for vancouver to have a resolution and Portland not? You imagine Portlanders peeling off their weird stickers in disgrace.

Adams: And I would never hear the end of it from the mayor.

Fish: We would love to share our light rail with you, as well.

Fish: Right back at you.

Wichar: The coal industry, has tried to divide and conquer strategy with their imposition of destruction of the pacific northwest. Vancouver can't do it alone, and Portland can't do it alone. But, together we can. And together, we will.

Adams: Thank you, sir, very much.

Martha Neuringer : Martha, I have been at ohsu for 40 years as a biomedical researcher studying effects of nutrition --

Adams: Did you say 40?

Neuringer: Yes.

Adams: Wow. I came as a small child.

Neuringer: I work with brain development, and I am going to talk about one very tiny slice of the health effects coal, which effects the mercury on brain development. I spent much of my career studying the beneficial effect of omega-3 fatty acids. Did work that showed it led to the addition to infant formula, and it's very cruel and bitter irony that omega-3s, in Fish, and Fish is this great bounty that we have in the northwest. Is poisoned to some extent by mercury, so that our, our intake of this wonderful food is limited by this toxin, which is one of the most powerful toxins for neuro development. It affects visual very many, motor development, cognitive development. Which has significant and measurable effects on, on reducing human potential. And it is a moral issue, but it can also be reduced to dollars. And people have done that, and have figured that, that this loss of cognitive ability can be translated to a million dollars a year in the united states, lost of,

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of, you know, economic potential. And that's part of the \$30 billion impact on, on the health effects of coal generally. Which, in turn, is part of the half a trillion dollar cost coal from production to transport to global warming. And in this case, we have this double whammy effects of coal dust, which will increase the mercury load in our environment in the air, and in the water. And then, as it is burned in china, that, those winds across the pacific bring it right back to us as the doctor mentioned, 20% of the mercury in our air comes from china. So, I thank you for this resolution, and urge you to pass a complete area-wide comprehensive cumulative programmatic environmental impact assessment and include barges. Thank you.

Adams: And are you a doctor?

Neuringer: Ph.d.

Adams: A ph.d. Well, doctor, we like to have folks from the hill as part of our discussions on these issues. Appreciate you being here.

Neuringer: Sure.

Adams: Our last panel. Thank you all for testifying. And thank you for waiting. Would you like to begin, sir?

Howard Shapiro: Thank you. My name is howard shapiro. I live in southeast, about a third of a mile from the tracks. We just moved here a while ago from florence, about a year ago, florence, Oregon.

Adams: The real florence.

Shapiro: Yes, exactly. Right. They named that little town over in italy after us.

Adams: Right.

Shapiro: We're just down the street. Anyway, nobody has addressed china. I traveled in china four years ago. We had occasion to see the three gorges dam. They were instituting, in addition to all the locks, they were instituting an elevator that would raise a 40-ton ship over the dam, and drop it down on the other side. That dam, I think, it was handled about 3% of their electricity. Now, china has 60% lung disease. They don't want coal. So, and they also manufacture about 60% of the world's solar panels. And when we begin to drop the tariff on them, like it looks like we're going to do, right now, it's more profitable for them to export t but when we begin to drop the tariff on throws solar panels, they are going to start using them. Now, they are not going to be using coal for a long time. Maybe, I mean, relatively long time. Probably 20 to 30 years. What's going to happen to these huge lock of shipping that we ship the coal from, when the market begins to collapse? Do you think that the coal companies are going to clean them up? Who is going to be stuck with that bill? We think that we have a soup fund problem now? Just wait.

Adams: Thank you, sir. Appreciate it. Hi, and welcome. Thanks for waiting.

Shawn Looney: Thank you. I am shawn looney, and I represent the linton neighborhood association. And --

Adams: Could you get a little closer to the mic?

Looney: Yeah. On july 11, the linton neighborhood association passed a resolution imposing the export of coal. And one of our main reasons for the opposition was that exporting coal runs counter to the northwest leadership in climate change legislation. And in 2008, the state of Oregon adopted a, a goal to reduce the coal, carbon emission by 4%, and in 2009, the city of Portland and Multnomah county climate action plan set a goal for, for reducing carbon emissions by 80% by 2050, and 40% in the interim by 2030, and I don't believe that we can do that, if we have coal.

Adams: Thank you for your testimony. Hi.

Laura Stevens: Hi there. I am laura stevens, an organizing representative for the sierra club, and I want to add, I am a native, born and raised here in Portland, and I returned to Portland, during the fight stop coal export. And because of all of the environmental and the impacts to the environment and the community that have been mentioned before me, I just want to add that I feel strongly that we should keep the coal in the ground. And this resolution vote it, coincides with an

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announcement, an unofficial announcement from the army corps of engineers that they are going to do -- what they are planning to do, only a fair-boned assessment of the impacts of exporting coal through the port, which would be shipped by rail from the power river basin to the port and barged down the columbia river. And this is unacceptable. We need robust assessment of the environmental, health, and economic impacts on all fronts. We need transparency and the facts laid on the table, and we need a full environmental impact statement to make that happen. So I hope that, first all, pass the resolution. I want to thank you very much, commissioner Fritz, for putting forward that resolution, and I hope that you go beyond the resolution to work alongside us to make sure that we have full transparency and a full environmental review. Thank you.

Adams: Thank you. Hi, and welcome back.

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

Adams: You've been busy.

Scott Fernandez: Yes. I am scott fernandez, I live in northeast Portland. And we have heard a lot today about, about the things of concern with the coal dust, and that is the chemistry that earns me the most. The epa does not regulate the dust, but one of the great sources of pride in the city of Portland is our community gardens. And in northeast Portland, at least two community gardens are within 100 yards of the railroad tracks. And this would clearly compromise the produce and the vegetables being grown there over the time of when the trains are coming by there. So, I would ask that you vote yes on this resolution, and keep the produce safe and healthy. Thank you.

Adams: Thank you all. And thank you all for testifying. Karla, please call the vote on the resolution.

Fritz: Thank you, everybody, who has come today, who has been working for a long time to bring this matter to everyone's attention. I see many folks here who were in pioneer courthouse square in may when robert f. Kennedy jr. spoke so eloquently about the evils of coal nation-wide. So, this is not single action that going to change the course of that. It's adding our voices to the national clamor for an equitable and sustainable and issue policy for our world, never mind the city and the state. Thank you, especially to my assistant, who has done an excellent job of bringing this resolution to this point. So, this resolution is about understanding and weighing short-term gains against the immediate and long-term damage that coal exports bring with them. And the resolution highlights those local, regional, and global concerns. It looks at most of the visible issues concerned with the rail transport. But note that four of the actions called for in this resolution are about coal exports, period. Five of them, specifically, address actions that the city will do, should the permits be given for the coal train. So the main thrust of this resolution is calling for the area-wide, comprehensive, impact statement. And that is the process which has much more citizen involvement from all sides, and again, I do appreciate that everybody came today to give lots of talk, for each of us to think about, many good points made by each one of you who came today. That's the kind of process that we need. The army corps of engineers, who are the professionals, who are engaged in figuring out what should happen nationally, as well as regionally, and through our city. So, there is a concern about jobs. And the statement was made, what's more important than jobs? And as a nurse, I would say public health is more important than jobs, that short-term jobs are certainly of concern, and Portland was in the top ten for job creation last year. We will continue to do that. Part of our success is because we are focusing on green technology, and green jobs, and sustainable technology. So, for us to then have the impacts of coal coming through the community, would be counter to not only the image that we're protecting, but the actual fact of Portland, with many, many good jobs and sustainable industries. The best part, that's part of the reason for this. And it does come down to the, the health and wellbeing of our children. It was mentioned how many schools are alongside the rails, and in addition, it comes down to other jobs. It was mentioned that the rally that we had a month or so ago, in stevenson, Washington, the mile long coal trains would cut off the access to their industrial waterfront for 30 minutes of every hour.

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So, that's not just tourism jobs impacted. That's good industrial jobs being impacted. And so that needs to be factored in. We need to change the environmental energy equation. We need to think bigger and balance, and better about what does it mean to balance all these competing interests, and what do we want as a community? What we're doing today stating what we want as a community. This is us. This is Portland. Thank you all for coming today, and speaking your truth. As you see them. I want the federal government to look very closely at this issue, and this resolution is another step in that request. And I also mentioned that the port of Portland has said that should west hayden island be developed as a marine terminal, they want no part of coal exports, and that, again, goes to looking at jobs and what would it take to do the kind of environmental mitigation that would be necessary to make something like this work? Yes, we can engineer our way out of things, but we need to be thinking more clearly and be stating more clearly what we want the world of tomorrow to look like for our children, and I believe that this resolution goes a long way. Thank you all for being here. Aye.

Fish: I, too, want to thank everyone for taking time to join us today. I thought this was one of the most thoughtful hearings that we have attended in a long time. And I especially wanted to say to miss cotton, I thought your testimony summarized in a very comprehensive way all of the compelling issues. And I thank you for the time and care you put into that. And to everyone who, who came before us today. And I want to, especially, thank my friend and colleague, amanda Fritz. In the past year she has shown, in my view, conspicuous leadership on a range of important issues. Public health. Affordable housing. Equity. The right budget priorities. And today, I think she is showing great leadership in bringing this resolution on coal forward. And I thank her for that. To get our city and our state economy moving again, we should be looking at a variety of ways to bring family wage jobs to Oregon. I think that we can all agree on that. But at the same time, we need to carefully examine the long-term impacts and costs of our economic choices. To be sure, as we have heard, no one has clean lands when it comes to coal. America still generates 40% of the electricity using coal. But as we get smarter about how we generate our power, and help other countries move to a more sustainable power generation, Portland should see this as a challenge and as an economic opportunity. I have concluded that there are far too many questions about the potential risks to public health and safety, and to our environment of transporting coal in open rail cars through our neighborhood. I therefore support this resolution because Portlanders deserve answers about the human health and environmental impacts of coal shipments before trains come rumbling through our city. Aye.

Adams: I am on record on this issue for years. Helped to lead efforts to close the boardman coal power plant. And I oppose exporting the coal problem to other parts of the world. So I want to thank commissioner Fritz for her leadership on this issue. And I am very pleased to vote aye. [gavel pounded] So approved. [applause] and we are adjourned.

At 3:55 p.m., Council adjourned.