



Hayden Island

Neighborhood Network

2023 Meeting Agenda
Thursday, July 13, 2023 - 7 PM
Columbia Point West Club House
182 N. Hayden Bay Drive, Portland, OR 97217

I. Call to order – Presiding Officer, Martin Slapikas, Chair, HINooN
Secretary – Ellen Churchill, BOD

II. Board Member Roll Call: [P] Present [A] Absent

Association of Unit Owners of Riverhouse	Martin Slapikas	Chair	P
At Large & Communication Chair	Pam Ferguson	Vice Chair	P
Columbia Point West	Michelle Wemyss	Treasurer	P
Lotus Isle HOA	Ellen Churchill	Secretary	P
Waterside Condominiums	John Stach		A
Hayden Bay Homes	Kristi Brown		A
HI Manufactured Home Owners	Christina Fletcher		A
HI Manufactured Home Owners	Jan Roxburgh		P/Zoom
Columbia Point	Janet Mack		P
Marina River House HOA	EC Mathews		A
Tomahawk Floating Moorage	Be Friend		P
At Large	Tom Dana		P
At Large	Ned Schmidtke		P
At Large	Sam Churchill		P
Non-Profit Hayden Island-CSI	Gary Clark		A

Guests Attending:

William C Danielson	Richard Churchill
Grady Hobbs	Michael Brady
Karen Carr	Jim Howell

Bridge Crossing Presentation by John Charles
Representing Cascade Policy Institute since 1991
See report attached to these minutes

III. ESTABLISH QUORUM OF VOTING MEMBERS

10 Board members were present and 5 were absent. A quorum was established.

IV. Approval of the June 8 2023 HINooN Meeting Minutes – no vote for approval was taken

V. Reports of Officers & Standing Committees – 15 minutes

1. Martin Slapikas, Chair & Executive Committee Chair – no report
2. Pam Ferguson, Vice Chair & Communications Chair - no report
3. Treasurer, Michelle Wemyss

The full report attached to these minutes

Business Checking	\$6,938.15
Business Savings	<u>\$2,530.96</u>
	\$9,469.11
Bottle Drop	\$1,576.04
Addition to bottle drop	<u>279.27</u>
	\$1855.31

Cash on June 30, 2023 \$11,324.42

4. Ellen Churchill, Secretary
 - **Brian Stebbins, IBRP Marketing**, will present at the August 10, 2023 HINooN meeting.
 - **A reporter from N. Peninsula Review**, Barbara Quinn, has asked to attend the August 10th Board meeting and interview residents on their perspective on the IBRP proposal.
 - **Kearns & West** were hired by the IBRP to investigate tolling. Martin Slapikas and Ellen Churchill were invited to give their views on tolling. They are scheduled to meet on July 26th.
 - **A reporter, William Seekamp**, a reporter from for the Columbian, met with Martin Slapikas, Be Friend, and a few other Hayden Island residents over concerns about the impacts of the IBRP's current proposed plans for the replacement of the I-5 bridge.
 - **Clark County Today Article by John Ley** reported that Secretary Buttigieg made a sports analogy during his remarks. **“In every mode of transportation, we need to be ...skating to where the puck is going. It’s trying to stay a step ahead.” Yet it has been 40 years since a new bridge and transportation corridor was added to regional vehicle capacity. Local officials have failed to add new lanes or new bridges over the Columbia River.”**
5. Gary Clark, Hayden Island – Community Safety Initiative- no report
6. Sam Churchill, HINooN Webmaster

Sam said: *"I make a motion that HINooN modifies the current HINooN Website (www.myhaydenisland.com) to make it more interactive for residents by embedding social media (such as Facebook or Twitter) into the site."*

The motion was seconded by Ellen Churchill. A vote was taken and the motion passed unanimously with 10 Board Members approving the motion.

VI. Reports of Special Committees – 15 Minutes

- Just Crossing Alliance (JCA) – Be Friend, HINooN Representative – Report attached
- Google Workspace – Shelbie Loomis, absent
- Community Garden - Ellen Churchill reported on the Community Garden

On Friday, July 7th three Board members [Martin Slapikas, Ellen Churchill, and Michelle Wemyss] and Shelby Loomis, the organizer, met to brainstorm a task list for moving forward with establishing a community garden.

Ellen & Shelbie will meet with Angela Moos from the Kenton community on Saturday, July 15 to discuss her experience establishing a community garden.

VII. Unfinished Business

VIII. New Business - 10 Minutes

New Apartments, Condos and Floating Homes off Tomahawk Island Drive - Janet Mack

*See Janet Mack's report attached.

IX. Open Forum

X. Adjournment – 8:30 PM

Board Meetings are scheduled the second Thursday of the month unless deferred by the Board. General Meetings are scheduled for the second Thursday of the month in March, June, September and December.

Notice: The next Board Meeting will be Thursday, August 10, 2023 at 7 PM.

The next Annual Membership meeting will be next year at 7 PM, Thursday, March 14, 2024



Hayden Island Neighborhood Network

STATEMENT OF FINANCIAL POSITION FOR THE CURRENT PERIOD ENDING June 30th 2023

WF INITIATE BUSINESS CHECKING

Beginning Balance June 1st 2023	\$6,938.15
Deposits/Credits:	0.00
Withdrawals/Debits:	<u>0.00</u>
Balance on June 30th 2023	\$6,938.15

WF BUSINESS MARKET RATE SAVINGS

Beginning Balance June 1st 2023	\$2,530.96
Deposits/Credits Interest	.00
Withdrawals/Debits	
Ending Balance on June 30th 2023	<u>\$2,530.96</u>

Total Combined Wells Fargo cash accounts June 30th 2023 \$9,469.11

HINooN BOTTLE DROP (OBRC)

Bottle drop Account as of June 1st, 2023	\$1,576.04
Withdrawal from Bottle drop	
Addition to Bottle drop	<u>\$279.27</u>
Bottle drop Account as of July 12th, 2023	\$1,855.31

Total HINooN Cash on June 30th, 2023 \$11,324.42

NOTES: Bottle drops are only \$7-8 a drop, less fees

REPORT TO HINOON BOARD MEETING, JULY 13, 2023

By Janet Mack, Board Member

Tasked with finding the City of Portland's plans to mitigate additional traffic flow on Tomahawk Island Dr. after the currently proposed new residential units (493), boathouse slips (40), and retail spaces (44).

Phone calls and emails to the City of Portland Transportation Department, traffic engineer, Surveyor Department, survey engineer, Permit Department for each of the three projects, and City of Portland Ombudsman, have not returned any responses to date.

Three major developments:

1. 110 N Tomahawk Island Dr, 284 apartments (51 years and older)¹
2. 515 NE Tomahawk Island Dr, 40 boathouse slips (not floating homes)²
3. 11505 NE Yacht Harbor Dr, 253 units (44 retail space, 209 apartments)³

2020 Census Data:⁴

1. 3,054 population
2. 1,805 residential units
3. 1.69 persons per residential unit⁵

Projected growth of Island:

1. 577 new housing units: $1,805 + 577 = 2,382$ total housing units
2. 577 new housing units: $577 * 1.69 = 975$ new persons
3. 975 new persons + 3,054 2020 population = 4,029 new population
4. 1.3 autos per household (estimate) = 769 new autos = 3,116 total autos

Projected growth of the Island is 32.0%⁶ after completion of all three projects. The imminent opening⁷ of Hayden Island Prose, AKA Alliance, (284 units) is an increase of 15.7%. The distance between Prose and Yacht Harbor Club is three tenths of a mile. Subsequently, Yacht Harbor Club and Tomahawk Bay Marine are adjacent.

Surveyor's chalk lines indicate the possible removal of the center median down Tomahawk, making the street a three lane turn lane street with curb parking not discerned. One crosswalk is noted but no traffic signals are apparent in the chalk markings.

¹ Portland Maps

² Portland Maps

³ Portland Maps

⁴ Portland State Population Research Center. Analysis of Census by Population Research Center, Portland State University

⁵ population /residential units = persons per residential unit

⁶ 577 units (includes residents, boathouses, retail spaces) / 1805 residential units from 2020 census = 32% growth

⁷ From Permits. Estimate 2024

Just Crossing Alliance [JCA] Report
To HINooN Board Meeting 7/1/2023
By Be Friend, Board Member

NEPA public comment period & process discussed - no renderings available for downtown Vancouver or Hayden island. We will need to get our comments in, and introduce points that others could use - what do we want others to comment about? Hearing accessibility points could be addressed, who can testify, how long, etc. Also points raised now could later be used in potential lawsuits.

General Oregon Fund bonds committed is an opportunity for allies to grow for JCA, in housing, healthcare, education, etc. as those areas will be competing for general fund \$\$\$. With WA commuters 80% of daily traffic, how is OR/WA split fair? Why should it impact other areas mentioned from OR G.O. funds.

We need to begin to assess interest, even for allies not willing to be front and center. JCA supports the first \$250 million so we can get federally matched funds for light rail & transit. Still from Patty Murray time, there is an FTA grant match available.

We need to reach out to more gov. People. And more Vancouver people & organizations too. Make sure to connect to other organizations with wide message distribution.

Are we advocating actively for options that will get people out of cars, like free transit?

OR didn't even have funds to do I-205 project.

6 bridge design types discussed. The double decker design will be 20-30 ft. taller than single deck designs and impacts air clearance.

Discussed Oregon Transportation Commission program update.

IBRP building on CRC's Record of Decision which studied both build and no build options. Build options looked at were: three bridge configurations / c-street ramp in Vanc. / one & two auxiliary lanes / park & ride locations.

There will be a draft SEIS public comment period in late 2023. Late 2024 Final SEIS & Amended Record of Decision. Late 2025 / Early 2026 construction to begin. Community engagement will continue throughout.

Toll projections discussed, two forecast types: Traffic & Revenue for financial planning, focus on annual traffic & revenue projections each year, and IBRP forecasting lower traffic volumes to not overstate possible revenue. Traffic forecasts for environmental analysis & design, focus on typical weekday traffic impacts and IBRP will forecast these traffic volumes higher to not underestimate possible impacts.

Level 2 Toll T&R study - provides a range of toll revenues from testing multiple toll rate scenarios and how they impact travel demand.

Overview: Levels 1, 2, 3 Toll traffic & Revenue studies: Level 1 - Sketch, Level 2 - Comprehensive 6-8 month concurrent with NEPA analysis, Level 3 Investment Grade 12 month with timing for end of NEPA analysis to support rate setting and prior to initial financing

Key take aways: these are sequential and build on previous work

Toll rates for IBR will be determined in 2025 by ODOT & WSDOT.

Toll assumptions: Tolls vary by time of day, Customers with registered electronic toll payment method will pay lower tolls, unregistered to pay \$2 to mail invoice, Toll rates (not \$2 fee) could escalate 2/15% per year, Medium trucks assumed to pay 2x auto/light truck toll, and Heavy trucks assumed to pay 4x. Tolls est. \$1.50 - \$3.55.

Next steps for Commission Engagement: Fall 2023 - IBR program publishes Level 2 Toll T&R report • Late 2023/Early 2024 - Continued bi-state OTC/WSTC coordination • January 2024 - Share Draft SEIS summary • 2024/2025 - Level 3 Investment Grade Toll T&R Analysis and bistate rate setting and policy process

DRAFT

John A. Charles, Jr. Bio

John Charles was named President and CEO of Cascade Policy Institute in May, 2005. Cascade is a free-market think tank working to promote individual liberty, economic opportunity, and personal responsibility.

Mr. Charles initially joined Cascade in 1997 as the Environmental Policy Director. His research has focused on transportation, land use, and free-market environmentalism. He is a frequent keynote speaker and guest lecturer, especially on the subject of growth management, and has traveled to 24 states to discuss this issue. Mr. Charles authored a chapter on the Portland experience in the book, *A Citizen's Guide to Smart Growth*, co-published by the Heritage Foundation and Property and the Environment Research Center. He has also been published in newspapers around the country including *The Oregonian*, *Pittsburgh Times-Review*, *Hartford Courant*, and *Seattle Times*.

Prior to joining the Institute, Mr. Charles was executive director of the Oregon Environmental Council for 17 years. During that time he served on dozens of local, state and federal commissions and advisory boards related to environmental protection. Charles was also an active participant in Oregon legislative proceedings, and helped author numerous environmental statutes in the areas of forest management, toxic substances, air pollution, watershed restoration, and transportation.

Mr. Charles received a B.A. degree from the University of Pittsburgh in 1976 and an M.P.A. degree from Portland State University in 1990.

John A Charles Jr. Presentation

Cascade Policy Institute is a non-profit organization, 32 years old, run by a 9-person Board of Directors. They don't take any government money. They are supported entirely by contributions from organizations and grants. They have a small staff of policy folks, admin. People, and John.

John believes the idea of adding lanes to the I-5 doesn't make sense. The whole I-5 corridor is already at capacity from the river all the way to Wilsonville and beyond. If you want to go south beyond Wilsonville you have to leave a lot of time. It doesn't matter what you do with the I-5 bridge. If you add more, wider lanes, you will just move the parking lot somewhere else.

The entire corridor has a problem that can't be solved. What we need is another corridor. No one really wants to address the traffic issue. The goal of improving traffic is not really on the table. The I-5 bridge is simply a political issue and no one is really interested in facts.

The I-5 bridge is not in any immediate danger of falling down. It's not on any ODOT list of bridges needing urgent attention. The I-5 bridge works. Why not put efforts into building another crossing by Troutdale or downriver from I-5. It is best to have a variety of different kinds of bridges to give you redundancy in case of an earthquake. Traffic would then have a westside loop.

My planner friends hate sprawl. People that run METRO, PBOT and ODOT are focused on keeping the current highway system the only highways you are ever going to get.

"The population could triple and economy could quadruple and the highway system will never be expanded because we don't do that in Oregon".

There is no off-peak travel time anymore.

At some point the region has to confront the need for more highways. The leading thinking at METRO is to reduce vehicle miles traveled by 10 percent and then 20% and then 30%. Even though from 1991 to 2021 they had a 30-year goal to reduce vehicle miles traveled by 20% over a 30-year period. Those thirty years came and went with no improvement. Governor Brown reissued the goal and made it more complicated and cumbersome.

Metro released another irrational plan. The plan is like telling you to reduce your smartphone usage by 20 percent, and your toilet use by 20 percent. Reduce anything that is important to you by 20 percent. Just because you just shouldn't be doing it. They think if they heckle you enough and guilt trip you enough by talking about equity or something, you will just do it. There is just no evidence that it will work. No one is going to reduce driving that is essential to their lifestyle, work, shopping, or visiting friends, especially when you live on an island. There is no learning at METRO or PBOT. Nothing will have anything to do with logic, reason, or facts. It is purely a political wrestling match, that is all. I don't know who is your representative in the house but I hope that person agrees with you. You need an ally in high places that will go to the mat for you.

If the IBRP wins, they can take a lot of homes through eminent domain and build a lot of stuff and gold plate it. After that, they have their opening ceremony. I have attended many of these like the Westside train, that is now a ghost ship. No customers! The Express Bus is a failure, and almost all the light rail lines I have studied and been on as a commuter have failed. All are under-performers and no one cares. Building them is all that matters to them.

We have two bridges that are already over-capacity and no one in government wants to talk about a 3rd or 4th bridge. Unless or until that conversation happens, there is no reason to build this bridge.

In answer to some questions that were presented by the audience:

You have to be involved. Find friends in politics. The I-5 bridge will be a live issue in 2026 and whoever is running for governor will have to confront it. It will be a big issue because ODOT is getting ready to toll on I-205 and I-5. The actual realization will hit, and then politicians will see angry constituents.

Angry constituents got state reps, state senators, and city council members' attention and those politicians in turn almost unanimously ran opposing tolling, and so the start date for tolling got bumped by Tina Kotek to 2026. She is kicking the can down the road because their tolling plan doesn't make any sense. Drivers are eager to use new capacity because it is a new service. The single most difficult thing politically is to retrofit highways and tell constituents, ***"if you don't like it get on a bike or stay home"***.

Watching the tolling debates gives us hope. Politicians are sensitive to grassroots voter reaction. That can't tell you that you will have tolling and then you have the same miserable driving experience you already had, and there won't be another way to get across the bridges. ***We need some leadership.***

Sitting in traffic going nowhere will add to poor air quality and global warming. Cars traveling at a steady speed 45 miles per hour have engines working efficiently and do less damage to the atmosphere than those idling on a congested highway. If you have more freeway capacity and cars are running more efficiently and cars aren't just sitting there doing nothing you will actually have lower emissions locally and regionally.

Governor Brown said by 2024 that internal combustion engine vehicles would not be sold in Oregon by 2035. If that happens that will help air pollution and carbon emissions. However, no governor can actually enforce that but if that did happen, greenhouse gases would be off the table by 2035.

They ripped out a toll plaza on the new jersey turn pike and the air pollution dropped because traffic was moving and not idling. Low emitting cars in gridlock satisfying nobody but running more efficiently you will have lower emissions .

Something has to be done to break the gridlock unless you just really want fewer people and hope they will leave your community or you drop out of sports programs and stop visiting people because you just can't move around. That is just not going to work.

Use your time to find a way to build a 3rd bridge that will allow Washington county people a way to get to Washington state without going through downtown Portland. Eminent Domain is an issue but we should compensate people very well if we are going to take their property. Transit is not the fix. For most people they would not ride transit even if you paid them because it doesn't work for their needs.

Folks are willing to pay for a new toy but they don't want to pay for an old toy when they think it should be free. The politicians are obsessed with maintaining two choke points. I-5 is over simply subscribed. The fix is that you shouldn't be driving. Sitting in traffic going nowhere isn't a solution. We need to expand capacity but they don't want to build more highways' any more. We vote for new bond measures for schools, but not for highways. There is a misguided hatred of highways.

You really need to get homeowners and business owners involved. There needs to be a lot of resistance. Turn up the heat on politicians. In 2017 a big transportation bill passed including a section of tolling. It was back loaded so it would come up on somebody else's watch. There was hatred for tolling on I-205. Politicians completely pushed back and so the governor told ODOT, "We are not doing this during my term as governor." The governor kicked it down the road 10 or 12 years out.

You could get rid of the "stop light" on the I-5 bridge but you would not get rid of the bottleneck. There is an increase in the population that crosses those bridges. I believe it is 800,000 from Vancouver that go over it and back.