

**MINUTES
FAIRVIEW CITY COUNCIL REGULAR MEETING
FAIRVIEW CITY HALL
1300 NE VILLAGE STREET
FAIRVIEW, OREGON 97024**

January 14, 2004 -- 7:00pm

**I. CALL TO ORDER/
ROLL CALL**

Mayor Weatherby called the meeting to order at 7:00pm.

PRESENT: Mayor Mike Weatherby
Councilor Darrell Cornelius
Councilor Sherry Lillard
Councilor Steve Owen
Councilor Larry Cooper
Councilor James Raze
Councilor Jim Trees

STAFF PRESENT: Mary Jo Briggs, City Administrator
Bob Cochran, Public Works Director
Laura Zentner, Finance Director
John Andersen, Community Development
Director
Caren Huson, City Recorder

II. CITIZEN COMMUNICATIONS

Mayor Weatherby called for persons wishing to speak on non-agenda items. As there was no response, the session continued.

III. CONSENT AGENDA

Councilor Cornelius requested that Resolution 1-2004 be pulled from the Consent Agenda for discussion. Councilor Lillard moved and Councilor Trees seconded the motion to approve the amended Consent Agenda, consisting of: Ordinance 1-2004, AN ORDINANCE ACCEPTING REVENUE SHARING PROGRAM OF THE STATE OF OREGON FOR FISCAL YEAR 2004-2005; and, the Minutes of November 19, 2003, December 3, 2003, and the Council Work Session of December 17, 2003..

AYES: 7
NOES: 0
ABSTAINED: 0

Councilor Cornelius questioned what the purpose was for the proposed property purchase on NE 223rd Avenue. Bob Cochran, Public Works Director, responded that purchasing the property would allow the City to replace two of the City's aged wells, No. 3 and No. 5. The property is adjacent to two existing wells which will help reduce the construction costs because of the proximity of water mains, electrical, computer monitoring lines, etc. Councilor Cornelius asked exactly where on the property the new well would be drilled. Director Cochran responded that he could not provide a definite answer, but he thought it would be built on the westerly end of the property.

Councilor Lillard moved and Councilor Owen seconded the motion to adopt Resolution 1-2004, A RESOLUTION TO PURCHASE PROPERTY (I.D. T1N R3E 27CB TAX LOT 3900.

AYES: 7
NOES: 0
ABSTAINED: 0

IV. COUNCIL BUSINESS

A. PRESENTATION - Port of Portland

Bill Wyatt, Executive Director of the Port of Portland, thanked Council for the opportunity to present their concept for the Alcoa property. Mr. Wyatt stated that the Alcoa property was a work in progress, and one of the results they hoped to obtain tonight was to allow them a longer period of time to consider all the facts on the Alcoa property purchase. Mr. Wyatt reported that about 110,000 families have individuals that go to living wage jobs because of the Port of Portland; the world at the Port was changing rapidly. The Port is in the transportation business, connecting people and goods to national and international markets. The Port's world is entirely deregulated, and they have to promote themselves and fight for international airline carriers to serve Portland, and the same went for steamship and Class I railroad and trucking. The railroad and trucking was important because those are the means by which we connect our region with national and international markets. Mr. Wyatt stated that the world live "just in time"; people do not want something next week, they want it now.

Mr. Wyatt commented that he thought the Port could be a very good neighbor to the East County cities, and if he did not believe they could contribute to the quality of life in East County, he would not be present. Livability was a filter that many were using to examine the Port's proposal and many others, and that is how it should be. Mr. Wyatt reminded everyone that the Port was in the very early stages in the proposal and nothing could happen on the Alcoa site for many years due to demolition of the building and the clean up that is required on the site. Mr. Wyatt added that the Port needs to conclude a business plan and make sure their proposal was even viable; they have plenty of time to engage with Fairview and others to look at the variety of options for use of the Alcoa property. The property is owned by a private company, and the Portland region is at risk of losing control of one of the region's most important property resources. Mr. Wyatt asked that the Council not take a final position on any proposal this evening, but rather engage with the Port and others in a dialogue to more fully and completely examine all the options that are related to the process. The Port's proposal was in no means complete. Mr. Wyatt introduced Keith Leavitt, the project manager for the proposed Intermodal Rail Facility.

Mr. Leavitt reported that the Port's proposal was for an industrial park of 100 acres, an intermodal rail facility of 200 acres, with the remainder of the property to be used as open space, environmental enhancement, and recreation. Mr. Leavitt provided visual photos of the site and stated that a direct access from 238th Avenue to Marine Drive would be recommended to reduce traffic at the 257th Avenue intersection. Trucks would come off of Marine Drive and enter at a gate; landscaping and screening of the gate entrance would be added. Mr. Leavitt estimated that 1000-1500 family wage jobs would be added to East County if the Port's proposal was developed. Mr. Leavitt added that the Port's proposal would utilize more property than otherwise would be possible, that it would increase tax revenue to jurisdictions, and enhance the business climate for the East Metro region and the remainder of state.

Carl Warren, Director of Business Development for the Port of Portland, stated that the Alcoa property was a unique opportunity; it meets the requirements for an intermodal facility site, it is adjacent to Class 1 mainline railroad, the property would allow 7000-8500 feet of railroad track length, it is in close proximity to the business market, and it is close to interstate highway access. Mr. Warren reported that he was responsible for opening a similar intermodal facility in Oakland, California. Mr. Warren added that the Port has existing rail facilities at Rivergate and Terminal 6, but the remaining land in those areas would be inefficient for operations. The Alcoa site has the best probability in the entire Metro Region. Mr. Warren presented a video entitled "Intermodal Transportation Facility: How it Works". Mr. Warren stated that there have been descriptions of disadvantages and harm that an intermodal facility would cause, but the video demonstrates that it is not as simple as that. By creating a cost effective facility in a community that wants to create jobs, an intermodal facility could do that, but all entities need to work together. Anybody who needs to use transportation services will be interested in this facility: manufacturers, processors, warehousing, and distribution.

Peter Coffey, DKS Associates, stated that he was the traffic consultant on the project and that only a preliminary traffic analysis had been done to date, with further analysis required. Mr. Coffey reported that the focus of the preliminary study was done on PM peak hours only (4pm to 6pm) when traffic was heaviest. Existing conditions include: key streets adjacent to the site (Marine Drive - 7,000 average daily trips; Frontage Road - 17,000 average daily trips; and, I-84 has 44,000 average daily trips currently. The PM peak hour capacity conditions are at a current Level of Service "C" (using "A" to "F" as a grade). An Intermodal Site would add 420 PM peak hour vehicle trips, of which about 180 would be trucks; 55% of those trips would be added to I-84, 20% to Marine Drive, 5% to 10% each to 257th, 238th, 223rd, Halsey, and Sandy Boulevard. Trip generation was based upon current intermodal rail sites where 250,000 lifts were conducted in a year. Mr. Coffey commented that in the year 2020, PM Peak Traffic Conditions, including adjustments for trucks and an adequate level of service, queuing needs would require a third lane on eastbound Frontage Road and additional access needs on Marine Drive and a traffic signal on Marine Drive at the facility access. In comparing their proposed 200-acre development to other uses, a Research and Development Center would add 3100 PM peak hour trips, Manufacturing/Industrial Park would add 1800 PM peak hour trips, and a Sports Park/Commercial Center would add 4,000 PM peak hour trips. If single-family residential was constructed on the site, it would add 800 PM peak hour trips, so in comparison, the Port's proposal would actually add less traffic than other uses.

Mr. Leavitt stated that the entire project timeline would extend into 2007, and that the next step for the Port was to form a Work Group process which would contain members of all the entities, and neutral facilitation. Mr. Leavitt introduced Gene Callan, an architect who designed a number of mixed use projects in the region and performed much master planning on larger parcels such as the Alcoa site.

Mayor Weatherby commented that Marine Drive was just a two lane road and that it would not take many additional trucks to jam it up. Mr. Coffey stated that the roads needed to be designed accordingly; an evaluation needs to be conducted to see if certain roads need to be rebuilt. Mayor Weatherby stated that it appeared as though the entrance gate to the proposed facility was near 223rd Avenue and Marine Drive. Mr. Leavitt responded that the entrance gate is near that split, but he could not be more specific on the location. Mayor Weatherby asked how the proposed facility would impact NE 223rd Avenue. Mr. Leavitt responded that no trucks would be on 223rd Avenue unless they were lost. Mayor Weatherby mentioned that no one likes the Frontage Road in Troutdale as it is now, yet the Port is proposing adding another lane to Frontage Road, but not a good, quality intersection. Mr. Leavitt responded that the Port was still very interested in a 238th north extension to Marine Drive.

Councilor Owen questioned if the zoning was currently correct in all affected jurisdictions for the Port to be considering an intermodal facility. Mr. Leavitt responded yes, that the zoning was correct. Councilor Owen asked what the operating hours of the intermodal facility would be. Mr. Warren responded that, typically, an intermodal facility operated 24 hours a day/7 days a week; however, additional studies would have to be performed to determine total number of train and vehicle trips during the day. Councilor Owen questioned how many railroad tracks would be located in the area. Mr. Warren responded that there would be two sets of two tracks placed on the 8,000 foot stretch, separated by pavement and some support tracks. Councilor Owen asked what the bottom line was for Fairview. Mr. Wyatt responded that the bottom line was additional family wage jobs, increase in tax base, infrastructure development, and recreational development. Councilor Owen questioned if an intermodal facility would enhance or detract property values in the vicinity. Mr. Wyatt responded that he could not guess because he could not visualize the topography and the distance of residential properties from the proposed site, adding that mitigation is one of the issues that anyone purchasing the site would have to contend with.

Councilor Trees asked if there was any intention of using the riverfront property. Mr. Warren responded no, that the riverfront property was a community asset and not suitable for transportation purposes. Councilor Trees questioned if train traffic would increase with the placement of an intermodal facility. Mr. Warren responded that the video depicted 6 to 12 trains a day which would have containers removed or added and then move on. Currently, about 3 to 5 trains a day move through the area, so that could increase by a couple more.

Councilor Lillard questioned how many car trips would equal a truck trip. Mr. Coffey responded that 1 truck trip would equal about 2 car trips in terms of road capacity. Councilor Lillard asked what a 24-hour traffic picture would look like. Mr. Coffey responded that he did not have good data for a 24-hour period. Councilor Lillard questioned if 55% of the proposed truck traffic was expected to go into Portland, why the Port wasn't placing the intermodal facility in Portland. Mr. Wyatt responded that there was no other site that has all the characteristics of the Alcoa site. Mr. Warren added that

Portland was a relatively small market as far as intermodal transportation; in a large market like Chicago or Memphis, the conditions within those places has become so bad that the only choice is to place a facility further away. In Portland there is a cost implication of moving the facility further away than East County; as you increase trucking distance, you erode the cost advantage. Councilor Lillard asked what the limit was as to how far away the facility could be placed from Portland. Mr. Warren responded that between 5 miles and 20 miles from the facility would be the limit before a difference in cost for truck trips would occur. Councilor Lillard stated that in regards to family wage jobs, the Port was estimating 1500 jobs would be created and asked if those workers would live and work in Fairview or whether that number included truckers who would be using the site. Mr. Wyatt responded that the 1500 anticipated jobs would exist on the site and not include truckers; the intermodal facility itself would probably employ 150 workers.

Councilor Cooper commented that the Multnomah Drainage District had begun looking at what impact an intermodal facility would have on the levees, as during the 1996 flooding, they found that truck traffic compressed the levees. Councilor Cooper added that he saw a huge amount of traffic being added due to the Port's proposal and he did not know if Marine Drive could handle it. Also, the landscaping berm the Port has referred to is actually a cross levee and an integral part of the overall levee system.

Councilor Cornelius stated that some of the facts he had heard tonight were different than from previous presentations he has attended; he had heard the rail facility would be 130 acres and tonight it is proposed to be 200 acres and asked why. Mr. Leavitt responded that the Port had been in error in the past and did not count the entire footprint for the facility; the Alcoa site was about 720 acres total and only 300 acres were suitable for development. Councilor Cornelius questioned how much of the 720 acres would not be usable for any other purpose. Bill Bach, Real Estate for the Port, responded that if the portion of the property known as Fairview Farms was taken away, it would leave 500 acres. Mr. Wyatt added that no development could occur under the power lines that are currently on the site; it is possible to store containers under the power lines, but not any other use. Councilor Cornelius stated that 90 acres of the proposed site is located in Fairview and of that, 50 acres is wetlands, which leaves about 40 acres of usable property, and asked what the Port proposed to have on those 40 acres in Fairview. Mr. Warren responded that the western edge of the property, located in Fairview, would contain the entrance gate complex which would create about 150 jobs. Councilor Cornelius asked if the actual intermodal facility would only create about 1 job per acre. Mr. Warren responded yes. Councilor Cornelius clarified that the majority of the jobs created would be for the other uses of the site. Mr. Wyatt responded that was correct. Councilor Cornelius asked for a more precise number of trucks that the intermodal facility would generate on a daily basis; if there is the potential for 250,000 lifts a year, that was about 700 lifts a day. Mr. Leavitt responded that the Port was not willing to go there with an estimated number as they did not have the data, and that he would not participate in a cross-examination. Councilor Cornelius stated that the Council had asked the Port to attend tonight and provide all of the facts and he was displeased that that was not occurring. Mr. Leavitt responded that the Port was only halfway through their analysis; when they feel they have more real information that they think is valid, they will submit it to the Council. Mr. Wyatt commented that the Port was in attendance at the Council's request; they appreciate their interest in the proposal and that the Port would not be present tonight in a public setting but for the fact that the Fairview Council asked them to

attend and make a presentation. The Port only has a conceptual plan; they do not have a business plan and have not agreed on anything with Union Pacific. The Port was not even close to that level of specificity and they will not make a commitment to the investment until they completely examine all of the issues the Council is putting before them; it can not be done in a couple months. Mr. Wyatt continued by stating that it could take the Port another two years to fully develop a thorough analysis of roads, traffic, siting, etc., and that they do not have any precise answers yet. The Port was just trying to give the Council a general sense of what they were thinking about; if the Council makes a decision tonight, they will be making it with inadequate information. Mr. Wyatt commented that nothing could be done on the site for another 3 years until demolition and cleanup was performed on the site.

Councilor Raze stated that he had no doubt an intermodal facility would be good for the region, but for the small cities in East County, it has an impact and so far he did not see enough benefits to mitigate the impacts. Mr. Wyatt commented that they would work with the cities to develop the site for industrial purposes as they deem appropriate, adding that warehousing and distribution was the current market. Councilor Raze mentioned that payment in lieu of taxes would not equal what improved property would bring to the cities in the form of taxes; he would have a hard time supporting the Port's proposal unless they could satisfy the City of Troutdale first, as they have been wonderful neighbors for Fairview.

At 9:16pm, Mayor Weatherby called for a 15 minute break. At 9:30pm, Mayor Weatherby reconvened the meeting.

Troutdale Mayor Paul Thalhofer reminded the Council that the issue was not whether the Port should have an intermodal rail facility as they make a convincing case that they need one; however, where they place the facility is another thing. The Port does not have to place an intermodal facility in East County, especially in one of the most beautiful areas in East County which could be even more beautiful when the Alcoa plant is dismantled. There is so much potential for the proposed site. Mayor Thalhofer reported that the Columbia Cascade River Vision points out many wonderful things that could happen on the Alcoa site, and added that the Port already owns 500 acres on Hayden Island which had enough length to handle an intermodal facility. The Port has never explained to anyone why the Hayden Island site would not work; maybe they in fact want to use it for more desirable uses. Mayor Thalhofer mentioned that other intermodal facilities are distanced away from metropolitan areas. Also, anyone in Troutdale will tell you that the South Frontage Road can not hold any more traffic; ODOT informed Troutdale years ago that the 257th Avenue/Frontage Road intersection was failing and to place any more trucks on that route was ludicrous. Mayor Thalhofer asked how you could place any more traffic on Marine Drive when it is already a dangerous road and there is too much truck traffic on it already. In fact, Mayor Thalhofer suggested that truck traffic should be banned on Marine Drive entirely as it is a scenic drive. Mayor Thalhofer questioned what it would look like if there was an intermodal facility placed on the Alcoa site. There would be a lot of lights at night, trucks parked in the area, more noise, and trains idling. It takes 6 hours to unload a train, and if there were 12 trains a day, you know that it would be a 24/7 facility. The harm the intermodal facility would do to the residents in the area would be enormous because trucks would be coming and going and make it a very busy place. Mayor Thalhofer guaranteed the Council that property values would drop, even though the Port said they did not know if they would drop or not. Mayor Thalhofer stressed the fact that we have a quality of life in the East County cities that was unsurpassed and that the Port wants to ruin that with an intermodal

railroad. East County must maintain its high quality of life and fight to make it better and implement the Columbia Cascade Vision which is in place. Mayor Thalsofer commented that in terms of jobs, the intermodal facility would create about one job per acre; with a business park and industrial use in that area, you could figure 12 jobs per acre; another use might bring 3600 jobs for the 300 acres. Mayor Thalsofer reminded the Council that East County is pushing for tourism in the area. Troutdale has been studying the Port's proposal for six months and that the Port has had this idea for a year. The Port has six individuals present tonight and it feels like David vs. Goliath. Troutdale hopes the Fairview Council will support them in their opposition to the intermodal facility as it would be a disaster for East County.

At 9:50pm, Councilor Owen moved and Councilor Raze seconded the motion to extend the Council meeting to 10:45pm.

AYES: 7
NOES: 0
ABSTAINED: 0

Roy Bennion of Parkway Capital, a developer from Seattle, reported that they have been negotiating with Alcoa for the property since March 2003, and feel their plans would be more beneficial to East County than what is being proposed by the Port. Parkway Capital's proposal would have less noise, less rail, less trucks, more jobs, and be more productive over the long term. Their plan will look, smell, sound, and be better. Alcoa is not committed to who they will sell the property to and it was a bit frustrating that part of the negotiation process was being played out in public; Parkway Capital had no choice but to present their proposal since the Port was pushing so hard for their proposal. Mr. Bennion stated that 330 acres out of the 700 acres was suited for a master planned industrial business park; the balance would be use for wildlife, easements, wetlands, levees, and public uses. They would develop a master plan which would accommodate first class buildings subject to architectural standards, along with high standards for the facilities and the site. A hotel/tourist area could be constructed along the river with a sternwheeler dock; the waterfront would be for public access. Additional requirements for the roads would be minimal with a proposed west end access added and a loop road that would enter the property off Graham Avenue. Mr. Bennion commented that, given the things that could be done on the property, if you look at the core values of the Columbia Cascade Vision, they meet them almost perfectly. The farm property is criss-crossed with easements (transmission lines) which would allow storage underneath them, but not the placement of buildings. Mr. Bennion reported that he has already had conversations with five companies about the use of the site and only one would need rail service. Mr. Bennion commented that on January 9, 2004, the Corps of Engineers released their long-awaited report on dredging the Columbia River to allow larger barges. Mr. Bennion stated that he determined that with his proposal, 9 jobs per acre would be created on the farmland portion of the site, and for the remainder of the property he estimates 11.5 jobs per acre. Mr. Bennion mentioned that it would probably take 15 years to develop the 330 acres which would have 3800 jobs vs. the Port's projected 1500. Mr. Bennion concluded by asking the Council to consider the following questions: 1) what is best for the community; 2) what is the best environment which is closest to their vision; 3) do your needs and concerns count; 4) why do intermodal rail facilities need to be expanded in East County; 5) why doesn't the Port place the proposed facility on their property on Hayden Island; and, 6) should the

communities in East County give up their economic future for the Port. Mr. Bennion asked the Council to work with him as he will work with us, and we will not be disappointed.

Councilor Raze questioned if Mr. Bennion would move forward on his project without pre-leasing. Mr. Bennion responded yes, and that he did not expect to commence development without tenants. Councilor Raze asked if Mr. Bennion had any idea of the timeframe required for his proposal. Mr. Bennion responded that he would start the project the day the agreement was signed, but much will have to wait until after a clean-up of the site was performed. Councilor Raze questioned if Mr. Bennion was prepared to take on some of the infrastructure that will be required off-site. Mr. Bennion responded up to a point; as they go through a Comprehensive Plan process, they will have to determine how some of those trade-offs are issued.

Mayor Weatherby asked what Mr. Bennion saw as the role of the Mayors and Council of the cities in this area should he purchase the property. Mr. Bennion responded that he sees a collaboration; he knows there are things which the Councils hold sacred .

Hiroshi Morihara, Chairman of the East Metro Economic Alliance (EMEA), stated that EMEA was formed so that we would have a strong voice in East County regarding economic development. The EMEA Board intends to put together a set of questions to ask the Port so that the Port has enough time to explain their assumptions to them when they determine their final numbers. Mr. Morihara asked the Council to postpone their decision until EMEA has all of the information. Councilor Owen commented that, from a business perspective, EMEA is more heavily weighted with Gresham businesses, and even if EMEA decided on a recommendation, he felt Gresham would be more heavily presented and they are not even involved in the Port's process. Councilor Raze added that he did not see EMEA ever obtaining consensus on this particular issue. Mayor Weatherby stated that he respects Mr. Morihara and what EMEA has done, but if Council decides to make a decision tonight, then the study for Fairview is complete.

At 10:45pm, Councilor Owen moved and Councilor Lillard seconded the motion to extend the meeting to 11:45pm.

AYES: 7
NOES: 0
ABSTAINED: 0

Rod Park, Metro Councilor, commented that he knows there is a lot of fear generated by the Port coming into East County and that he has requested that the Port postpone their decision on purchasing the site until March 15, 2004. Mr. Park stated that there has been an uneven level of information presented to each jurisdiction and suggested that a facilitator from Portland State University attend a meeting with the Mayors, elected officials, Multnomah County, a representative from the Governor's office, and potential business owners in the area. Metro's endeavor is to have a very open and public process. Mr. Park added that he was not looking for a recommendation from Council, but only that they attend such a meeting and ask their questions. PSU would then write a report which would be distributed to all parties involved. Mr. Park stated that he hoped the Council would wait for some

definitive findings before making a decision; the Cascade Vision Plan calls for no warehousing east of 207th Avenue, so if you refuse one plan tonight, you would have to deny any plans based on that finding. Mr. Park commented that East County has become a player in the region and that he hopes they continue that way.

Councilor Raze mentioned that Mr. Park does a great job for East County, but as information has been presented tonight, he was through waiting. Councilor Raze stated that he could not support the Port based on the information presented tonight.

Councilor Cooper commented that he did not think that the Port has totally made their case, but he also thinks they may have been rushed to judgment. Maybe there were other facts that needed to be brought up; the Mayors have agreed to a meeting, but Mayor Thalsofer and Mayor Fuller of Wood Village are not that enthusiastic about the meeting. In addition, the Regional Significant Industrial Lands Study could really affect the Alcoa site.

Roger Vonderharr, representing the West Columbia Gorge Chamber of Commerce, stated that they were a fairly new organization and still putting parts of their group together, but they feel that the business community should have input into this issue. The Chamber executive board and committee have evaluated the input and attended several Port presentations, and are opposed to the intermodal rail facility. If the Port is successful, it would not bring that many more businesses into the area, only greater impact to East County. Mr. Vonderharr added that if the Metro area and Willamette Valley grow as fast as they did a few years ago, we're talking about incredible numbers; if population doubles, everything else will double, such as containers and trucks. If the Port is allowed to build in East County, then East County will always be a funnel with no product made here. If the intermodal facility was such a good deal, the Portland Development Commission and the Port would be working on having the facility in the city limits of Portland. Mr. Vonderharr stated that the business community feels that land values will be repressed if the facility is allowed in East County; the rail facility is not an asset and will not benefit the City. In addition, the Gorge Commission also was concerned about the intermodal facility because it is not an attractive picture if you were standing at Vista House and looking towards Portland. The Forest Service also has great concerns; ODOT says that they are not excited about the possibility and that the Port has not even contacted them. If 238th Avenue is extended to Marine Drive, that would mean the 238th freeway exit would be overloaded and vehicles would have to use the 207th Avenue freeway exit.

Dave Trask, Fairview resident, stated that he was representing the residents who own property around Fairview and Blue Lakes. They feel the Cascade Vision statement is an excellent expression of the values that they hold high and the Port can not match the work that went into that Vision document. In addition, he hasn't heard of one instance when the Port invited the public to provide input to their proposal.

Wood Village Mayor Dave Fuller stated that an intermodal rail facility would be a poison pill for Wood Village and Troutdale, and that no sugar coating could hide that fact. If East County wants to have an alliance, we all need to operate off the same page and move in the same direction. Mayor Fuller

asked, as a partner in the alliance, that Council support Troutdale in this issue as they will experience the greatest impact and asked Council to vote tonight on the issue.

Mike McKeel, a developer in East County for 32 years, stated that East County cities must stand up for quality. The proposed site should be saved for the highest quality development possible as it was one of the greatest parcels of land in Oregon. Council needs to look at the long-term effect of a development on the site and the public should be involved in the process. Mr. McKeel commented that he did his homework and that anyone can get all the answers on the Internet simply by taking a look at the annual reports of Union Pacific. Mr. McKeel added that the Council should make a decision tonight and let the Port know where they stand.

Receiving no other requests to testify, Councilor Cornelius moved and Councilor Raze seconded the motion that the City of Fairview, through its City Council, be opposed to the purchase of the Alcoa property by the Port of Portland for an intermodal rail facility.

Councilor Owen commented that the Council has been asked a couple of times to wait for another study and wait to receive more information; the Council asked their questions tonight and also during a tour of the Alcoa property. Council continues to be asked to delay their decision, yet they never receive the information they request. Councilor Owen stated that he believes Councilor Cornelius is due an apology from the Port on their response to him of "not going there", and in return, Councilor Owen is telling the Port that he is not going there and will vote to oppose the project.

Councilor Lillard stated that the intermodal rail facility would feed Portland and that she did not want East County to be their fish food. In addition, she did not see enough jobs being created in the area with the Port's proposal.

Councilor Trees stated that he also was not in favor of the Port; he disagrees with the concept and no numbers will change that. The proposed facility does not fit in with East County cities and he would like to see more tourist facilities introduced to the area.

Mayor Weatherby commented that he is concerned about the residents around the Lakes and that he personally would like to see fewer trucks on Marine Drive and banned altogether on 223rd Avenue.

Mayor Weatherby called for the vote.

AYES: 7
NOES: 0
ABSTAINED: 0

V. ADJOURNMENT

Councilor Raze moved and Councilor Lillard seconded the motion to adjourn. Mayor Weatherby adjourned the meeting at 11:30pm.

AYES: 7

NOES: 0
ABSTAINED: 0

Mayor Mike Weatherby

Dated:

Caren C. Huson Quiniones
City Recorder