

District 2 Candidate Responses about North Peninsula Emergency Route. March, 2024. Donna Cohen compiled.

Look carefully at which answers go to which name.

	<p>Please tell us what specific actions would you take as a City Councilor to achieve our emergency routes. A. Securing grant monies for the rebuilding of the bridge at Columbia</p>	<p>B. Ensure collaboration among all jurisdictions that will lay the groundwork for an engineering study for a new bridge at Lombard over the railroad cut and for a rebuilding of the railroad tunnel under Lombard.</p>
<p>2024/03/10 Mariah Hudson, Alameda mariahforpdx@gmail.com</p>	<p>Given the substantial cost of over \$100 million dollars to replace these two routes it will likely require funds from the state and federal government as well as a substantial match from the Portland Bureau of Transportation budget. As a council member I will take five specific actions to help secure funds for these projects and Advocate with other council members and bureaus to support resolutions and budgets that reflect the north Portland emergency routes as a priority.1. Over 80% of the city's Transportation budget is committed to long-term projects. As a city council member I will propose the City of Portland resolve now to utilize funds for the North Portland emergency routes as current projects age out over the next 5 to 10 years. I will introduce a resolution to make this a priority over other potential matches because of the equity issue and the safety issues for North Portland residents. I will also use my experience as the PBOT budget advisory chair to monitor city budgets and ensure the reflect this priority.2. Many federal grants require a 25% match. With PBOT's current budget challenges, a key part of the conversation for replacing these routes must be sustainable funding for PBOT in the long run. Restructuring PBOT's budget from one that is reliant on a gas tax to more sustainable funding is both a priority for me, to ensure that our infrastructure is maintained and we do not create even greater maintenance backlog costs, require creative and collaborative thinking with the new Council and likely with the state. One option is for the state of Oregon to move to a vehicle miles traveled fee model. As a city council member I will work with the bureau administrators other council members and the state of Oregon to establish a sustainable funding model in the long term.3. For both bridge replacement it will be essential both to work with North Portland and other area legislators to secure funding at the state and federal levels. As a council member I will introduce a resolution instructing the government relations staff both at PBOT and for the city to identify and work with legislators both in our area and those who have a strong interest in the</p>	<p>The Lombard bridge and emergency route is unique in that it will require enormous collaboration both with the railroad, which is not particularly incentivized to replace the bridge prior to failure, and with federal, state and local government as the first step of an engineering study. As a city council member I will first seek to educate and gain the support of other council members and our state legislative representatives (Travis Nelson, Tawna Sanchez, Lew Fredricks and the successor to Michael Dembrow etc.) to secure funding for the study. I will do so by demonstrating the importance of this route to the local community and to freight and railroad traffic, which impact the economic vitality of the city of Portland and Oregon.From my experience as legislative advocate, I know it will be key to have a liaison from each of the partners at the table to facilitate information sharing and move a study forward. As a city council member representing this District I will make it a personal priority to help coordinate and set up this work group and get a liaison from the city of Portland identified for the project. In addition to government representatives we must have a liaison and high-level support from railroad partners. Government can and should incentivize private actors (the railroad) to participate in this collaboration both by demonstrating the importance of the project to the community and relationship with government, and by legal means as necessary.</p>

	<p>environment and emergency preparedness to advocate for funding for both routes. I will personally reach out to Senator Ron Wyden and our next congressional representative for N/NE to ensure this project is a priority in their funding requests in Congress in any federal transportation or FEMA slash preparedness legislation.4. I will bring together our communities including NET teams and Neighborhoods To create awareness and Grassroots support to advocate with our elected representatives for funding at the city state and federal level. broad support from the community will be important to any individual or city level advocacy efforts. I will use my experience advocating against the expansion of the Zenith oil terminal and network of contacts to bring visibility and attention to these projects to move them forward.5. As a city council member I will also work with PBOT and Planning and Sustainability to determine if Portland Clean Energy Funds could be appropriately used to support some aspect of the North Columbia project that would increase sustainability as well as create access routes. This could be supplemental funding to ensure that Any replacement has adequate pedestrian and non-vehicle access both for everyday and long-term as an emergency route.</p>	
<p>2024/03/13 Tiffani Penson, Concordia info@tiffaniforpd.com</p>	<p>Thank you for allowing me the opportunity to address your concerns about the future of the peninsula, especially as it relates to emergency access. While you have posed two separate questions, I see the solution as a series of complementary moves - not either/or. With that said, to address the issues separately I will offer the following: Emergency access to, and from every part of the city should be guaranteed. The fact that the city has not been able to address a replacement bridge at Columbia Blvd is of great concern. My first priority would be to gain a better understanding why the bridge has yet to be rebuilt. Is it too costly? Has an alternatives analysis been conducted, and is a bridge the only means of access? Who has jurisdiction over the previous bridge? Answers to these questions are crucial to informing my understanding of how best to move forward. After the appropriate studies have been performed and a series of options presented, I would work with community stakeholders to understand preferences and to ensure that all areas of the city remain connected and serviceable in the event of a natural disaster. If it is determined that a bridge is needed, I would work</p>	<p>Collaboration is the key to any success that we might enjoy as a city. It is my understanding that although the working relationship between the local and state Departments of Transportation is strong, there is always room for improvement. I would work closely with all parties, including the railroads, to make sure that collaborative solutions are reached and partnerships created to address safety, accessibility, and the overall needs of the community. Through partnerships we will be able to identify redundancies, streamline decision making, and present a set of recommendations about next steps. At this point, while data is still being gathered, it seems premature to suggest which specific actions should be taken. Further conversations with stakeholders will inform my decisions about the scope and type of engineering studies, as well as the approach to allocating appropriate funding. With a plan in place that identifies the type of bridge/tunnel needed, I will work with the appropriate jurisdiction(s) to identify a variety of funding sources from state, federal and local sources to fund the</p>

	<p>closely with my prospective city councilors to identify a strategy that would look broadly at transportation needs, with specific emphasis on connecting the community through infrastructure efforts. We would need to understand the risks and the rewards as we engage the relevant parties to identify options, associated costs, as well as those that would benefit and possibly be harmed. In addition to grants, we should consider a full suite of options to support funding that include maintenance costs. (Many funding sources have conditions attached and we will need to be thoughtful about the future of the investment.)</p>	<p>studies, engineering and the building of a new bridge and tunnel. While it might not be the direct responsibility of the city council to determine a work plan for a specific infrastructure project, elected officials are responsible for advocating for the needs of their constituents and their district. As a councilor for District 2, I would commit to staying engaged with the community and using any and all agency I have to address the safety challenges in District 2.</p>
<p>3024/o3/21 Debbie Kitchin</p>	<p>A. Securing grant monies for the rebuilding of the bridge at Columbia. - A. Securing grant monies for the rebuilding of the bridge at Columbia It seems to me that this should have federal funds from FEMA and also perhaps through the Inflation Reduction Act (IRA) legislation. The federal agencies usually require a local match which could be provided by a combination of State, Metro and PBOT funds. I would lobby for this project to be identified in a Metro transportation funding measure that is planned to go to the ballot, possibly in 2026. Getting the Oregon delegation on board to advocate for this would be critical, as well as ODOT and PBOT. hello@electdebbiekitchin.com+A1:D6</p>	<p>B. Ensure collaboration for an engineering study of a new bridge at Lombard and the rebuilding of the railroad tunnel under Lombard. - It is good that there is a Priority Action Item in the Portland 2040 Freight Plan to begin the collaboration between the entities who would be involved. As a city councilor, I would want to make sure and verify that there is staff assigned to the Action Item. Unless PBOT staff are committed as part of their work plan, it is unlikely that much progress would be made. I also think it will be helpful to have residents, businesses and commercial trucking companies aligned in advocating for getting an engineering study. I would work with our state legislative representatives to make sure ODOT is participating. We need to collaborate with our federal representatives and Senators because I do think this is a key part of infrastructure and emergency response. The state and local emergency response bureaus have been working on earthquake response for years. In 2017, I participated in a delegation of Portland and Oregon elected officials, City Council members and staff and business leaders to learn about Japan's response and experience of the 2011 earthquake and tsunami. We met with officials in Tokyo as well as the coastal communities of Kesenuma and Rikuzentakata to learn about both impacts at the time and rebuilding and safety measures that they have implemented since. It was evident that the federal response is needed because of the costs but local and state officials and citizens need to push and advocate to get their share of the funds available. We also need the federal authorities to be involved because they are the only ones with any leverage over the railroads, such as it is. The railroads have many privileges and</p>

		<p>protections written into federal laws so it is vey difficult to compel their participation. Collaboration and advocacy at all levels is needed. - -</p>
<p>2024/03/09 Elana Pirtle-Guiney Vernon</p>	<p>At \$57 we may need to braid a few different funding sources, but this project should be on the City's list of asks as we work with our State and Federal representatives. I would both advocate for this project with the mayor and the City's government affairs department, who ultimately decide what makes it onto the City's funding ask list, and I would work directly with our legislators and congressperson to ensure they had the information they needed to advocate for the project as well. At the State level, not only is there an opportunity to ask for funding for infrastructure projects ever budget cycle, in some years there is special attention paid to projects which increase resiliency. Ensuring connectivity of an entire community after a Cascadia Subduction Zone earthquake would be an obvious project for these funds. Federally, we need to make sure that our newly-elected Congressperson understands the impact of losing connectivity to the North Peninsula, and has this project on their radar for funding. I'd be happy to invite whoever wins the Congressional race to tour the area with me, including talking to folks who have been involved in this advocacy work. contact@elanaforportland.com</p>	<p>Ultimately this work will be done within the City management structure that the Mayor, not the Council, oversees, however there are a few ways Councilors can, and I would, address the needed collaboration. 1. Fund it - while the City certainly can't afford to do the work alone we may need to fund a position to oversee the project and ensure continued collaboration. 2. Build relationships - I am always willing to talk about issues - even when I disagree with people. That matters in situations like this, because we can't afford to cut off relationships with BNSF if we want them as a partner here. 3. Hold Bureaus accountable - the new Council will have a new tool - committee hearings where we can ask Bureaus and other entities to give us an overview, on the record, of where projects are at. A joint presentation by PBOT, ODOT, and BNSF, in a committee hearing, is a good place to start identifying any holdups and clearing the way for this work to move forward.</p>
<p>2024/03/08 Jonathan Tasini Eliot</p>	<p>I support the grant monies needed. However, I want to point out that we need to do more to create emergency planning and support *if* the focus is on the potential Cascadia Subduction Zone Earthquake”As an active member of my NET team, it's clear that should such an earthquake take place, neighborhoods will be devastated and on their own for a number of weeks. Escape routes will not be functional. We should build and fund emergency routes but not mislead the communities about what will be needed to survive together in the aftermath of such a quake.</p>	<p>I support this.</p>