

**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE: 5/11/17

AGENDA ITEM # _____ OR NON-AGENDA SUBJECT: FAKE NEWS

FOR: _____ AGAINST: _____

NAME: INJURED AND RUSSHOFF

CONTACT INFORMATION (optional):

ADDRESS: 1212 SW CLAY apt #517

CITY/STATE/ZIP: PORTLAND OREGON 97201

PHONE: 503-224-9954

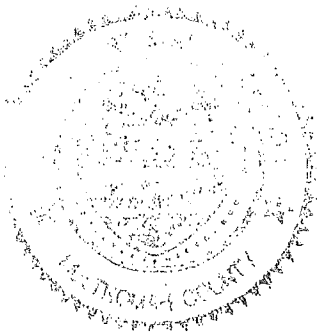
E-MAIL: _____

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

1. Fill out this form and submit to the Board Clerk 15 minutes before meeting begins.
2. Comment for Non-Agenda items will be called immediately after the vote on the Consent Agenda.
3. Comment for Agenda items will be called during that item's presentation, before the vote is taken.
4. Commenters are called to testify in the order forms are received. The Presiding Officer may re-arrange the order of the agenda and the order in which testimony is given or ask Invited Guests or Elected Officials to speak first.
5. When your name is called, come forward and be seated at the presenter's table; state your name for the record and speak into the microphone.
6. Public comment is limited to **3 minutes or less** per person unless otherwise directed by the Chair, who is the Presiding Officer.
7. A buzzer will signify the end of your allotted time.
8. If submitting handouts to be given to the Board, seven (7) copies are required. If only one (1) copy is provided, it will be received for the file and electronically shared with the Board and County Attorney after the meeting.
9. All meetings are audio and video recorded and captioned and can be viewed at http://multnomah.granicus.com/ViewPublisher.php?view_id=3
10. The Chair has authority to keep order and may impose reasonable restrictions necessary for the efficient and orderly conduct of a meeting. Any person who fails to comply with the Rules of Conduct, or who creates a disturbance, may be asked or required to leave and upon failure to do so, becomes a trespasser and will be treated accordingly. The Rules of Conduct are posted and available in back of the room.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD IN LIEU OF GIVING ORAL COMMENTS:

1. Complete this form and submit it along with your written testimony to the Board Clerk at the meeting, or by e-mail at: board.clerk@multco.us
2. Written testimony will be entered into and remain a part of the official permanent record.



(THIS IS TO BE A TRUE COPY
OF THE ORIGINAL)

DATE: FEB 06 2017

URL

Jill R. McLeod

Clerk of the Court

FORM 5

IN THE CIRCUIT COURT OF THE STATE OF OREGON
For Multnomah County

In the Matter of the Change of Name of:

PHILLIPS, PAUL, ADOLPH

Your Present Name - Last, First, Middle Petitioner

to

PISSEDOFF, INJURED, AND

Your New Name - Last, First, Middle

Case No. 16CV40929

GENERAL JUDGMENT OF NAME CHANGE
(Adult)

Based on the Petition, and the court finding that proper notice to interested parties has been given and no person has shown cause why the requested General Judgment should not be granted,

IT IS HEREBY ORDERED AND ADJUDGED:

The name of PHILLIPS, PAUL, ADOLPH is hereby changed to
Present Name - Last, First, Middle

PISSEDOFF, INJURED, AND Notice of the name change shall be posted in
Your new name - Last, First, Middle

a public place in Multnomah County as required by law.

DATED this 3 day of Feb, 2017.

[Signature]
Circuit Court Judge

PAUL, ADOLPH, PHILLIPS
Name

1212 SW CLAY apt #217
Address (or contact address)

PORTLAND, OR, 97201 503-224-9954
City, State, Zip Telephone

Number of Certified Copies of the Name Change Judgment requested: 5

3

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AGENDA ITEM # _____ OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: _____

NAME: Lightning Super Watchdog X

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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MEETING DATE: 5/11/2017

AGENDA ITEM # _____ OR NON-AGENDA SUBJECT: PUBLIC COMMENT

FOR: _____ AGAINST: _____

NAME: JOSEPH C RAYHANE

CONTACT INFORMATION (optional):

ADDRESS: 15248 NW GERMANTOWN ROAD

CITY/STATE/ZIP: PORTLAND OR 97231

PHONE: 503 544 5642 E-MAIL: RJSHELLEY@QUEST.NET

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Title: Input for Multnomah County Board of Commissioners - **Public Comment**

Author: Joe Rayhawk, 15248 NW Germantown Road, Portland, OR 97231

Date: May 11, 2017

File: ...\MC\2017\PublicComment_20170511.rtf

COVER PAGE

Single Page

For Each of the Commissioners

Title: Input for Multnomah County Board of Commissioners - **Public Comment**

Author: Joe Rayhawk, 15248 NW Germantown Road, Portland, OR 97231

Date: May 11, 2017

File: ...\\MC\\2017\\PublicComment_20170511.rtf

I have been an active participant in the Reserves process and at land-use hearings in Washington County. My main concerns involve safety, education and the deleterious impacts on the economic future of Oregon from poor decisions by Washington County. My full packet includes analyses that may be a little different from what you normally see. I hope they broaden your perspective.

PERS Because of PERS, many public institutions are bankrupt.

Because PERS issues are contract-based, they cannot be fixed by the Legislature.

Poor Schools and Roads make recruiting new businesses, especially high-tech, difficult.

With high-tech jobs becoming an ever-lower percentage of jobs, average salaries in the state are once again at 90% of national average salaries. This is quite crippling wrt being able to tax our way out of trouble.

Washington County - SDC shortfalls here are documented on attached spreadsheet

Schools are more overcrowded than PPS. Roads are worse than ours.

System Development Charges for new homes fall way short of covering needs caused by the homes

Schools - \$50,000+ shortfall per home - Current Deficit: > \$1 Billion Expect Increase: \$1 Billion

Roads - \$20,000+ shortfall per home - Current Deficit: >\$3.5 Billion Expect Increase: +\$442 Million

During hearing for WaCo Ordinance 802 - Allow development in 'Area 93', both Chair Duyck and Commissioner Rogers stated: **We do not collect enough funds from new housing to build adequate roads.**

This was in response to parents worried about their children's safety on Saltzman and Laidlaw roads.

Astounding and disheartening

BTW: All of Area 93 is now shown by newer DOGAMI work to be at landslide risk.

It also sits on the Oatfield Fault which has a 10% risk of 6.8 quake in next 50 years.

Washington County is NOT a high-tech job growth engine

Number of high-tech jobs in Washington County and the state are at pre-2000 levels.

Percentage of jobs in high tech is more than 25% lower than in 2000.

Washington County (and others nearby) are bedroom counties of Multnomah County

- People who live in the bedroom counties do not pay taxes for your roads.

- They are the actual source of commute time disaster.

- Attached is **A Modest Proposal: Improve the Commute by Charging 'tolls' via Payroll**

- Side effect may be to get some of the 90% of county's first responders to move back from Clark County so they can be available when the Big One hits.

- Attached is input originally to the Legislature about why a West Side Bypass will not solve our critical commute issues. Included is a discussion of Why Commute Time on the Sunset Highway is a disaster and that it cannot be fixed by Washington County.

- Attached is **An Oncoming Disaster: Incredible Wait Times at the On-ramps**. New Word: Ramp Rage

Attached is **Why It is Reasonable to Expect Intel to Leave the State**

Title: Input for Multnomah County Board of Commissioners - **Public Comment**

Author: Joe Rayhawk, 15248 NW Germantown Road, Portland, OR 97231

Date: May 11, 2017

File: ...\\MC\\2017\\PublicComment_20170511.rtf

FULL PACKET WITH ALL ANALYSES

Projections of Shortfalls in School and Road Funding Due to Washington County SDCs Being Too Small

Cost of Beaverton School Capacity
Using Actual Costs for BSD Levy

Updated 5/10/2017 per: [https://www.beaverton.k12.or.us/depts/facilities/Bond Accountability Committee/2017/4.26.17/Report to BAC - March 2017.pdf](https://www.beaverton.k12.or.us/depts/facilities/Bond%20Accountability%20Committee/2017/4.26.17/Report%20to%20BAC%20-%20March%202017.pdf)

Type	#Students	BSD Cost	Cost/Student	Grades	#Grades	Proj/Cost	Avg \$/Student
Elementary	600	\$38,575,000	\$64,291.67	K – 6	7	\$450,042	
Middle	1000	\$61,371,096	\$61,371.10	7 – 9	3	\$184,113	
High	2000	\$184,735,294	\$92,367.65	10 – 12	3	\$277,103	
				K – 12	13	\$911,258	\$70,097
Avg Cost per Student			\$70,097				
PSU/PRC Avg Students/Home			0.77	New Students per new home Jacob Wismer district			
Adjusted Cost per Home			\$53,974	per PSU Population Research Center			
Current Average School SDC			\$3,000				
Resulting Undercharge			\$50,974				

TDT =====

The principal SDC for Roads in Washington County is called the Transportation Development Tax or TDT.

It is charged at 28% of the expected cost of new roads needed to handle traffic from new homes and other facilities.

TDT Charge	\$8,458	Rates Effective July 1, 2017
Rate	0.28	
TDT Cost	\$30,207	equals TDT Undercharge / 0.28
TDT Undercharge	\$21,749	

New Homes in Major (Bedroom Community) Projects =====		
North Bethany	4200	
South Cooper Mtn	3800	
Bonney Slope West	600	Former Area 93 Note: 600 * (\$21749 + \$50974) = \$43,633,800
South Hillsboro	8000	So much for Area 93 Transfer not costing Wash Co citizens anything.
River Terrace(Tigard)	3744	
Total Housing Units	20344	

Total increase in infrastructure deficits - due to new homes =====				
TDT	20,344 times	\$21,749	\$442,461,656	
School	20,344 times	\$50,974	\$1,037,015,056	equal to 14,794 more overcrowding
SDC Shortfall (Rds/Sch	20,344 times	\$72,723	\$1,479,476,712	

Title: A Modest Proposal - Improve Commute by Charging 'Tolls' Via Payroll

Author: Joe Rayhawk, 15248 NW Germantown Road, Portland, OR 97231

Date: May 11, 2017

File: ...\\MC\\2017\\ModestProposal_20170511.rtf

The Metro area has bad, and getting worse, commutes. It is bad during both morning and afternoon rush hours. Recently, we have seen a disaster with respect to the Columbia River Crossing, the CRC. We have also seen a vile recrudescence of the West Side Bypass concept.

Much of the discussion of these two topics have centered around the fact that the rush hours are crippling for interstate trucking. The trucks are not the source of the problems. The actual source is that too many people who work in Multnomah County have chosen to live in other counties, including Washington and Clackamas in Oregon and Clark in Washington. The Interstate Highway System was not designed to handle the traffic from all of these outsiders concentrated into the few hours of the two rush hours.

The CRC discussions included adding tolls to help pay for the new bridge. There have been discussion about tolls for the West Side Bypass. Analysis by other than CRC advocates suggested that the expected income from the tolls was very optimistic.

The process of collecting tolls at the bridges or highway entrances is quite inefficient. That is, it will slow individual vehicles perhaps leading to more congestion.

The following is meant to address the real problem and avoid the collection delay issue.

Basic Idea: Collect the tolls via payroll withholding.

Important Aspect: Half the toll from the commuters, half from the employers.

Key: Tolls would be charged for anyone whose work hours would put them on the highways or bridges during rush hours

Commuter Toll:

Institute a payroll toll that started at \$25/month and ramped up \$25/month every six month for a maximum of \$100/ month.

Employer Toll:

Institute a \$100/month toll on employers for anyone hired after a specific date.

It does not apply to continuing employees.

If the employer thinks some extra-county person is worth the negative impact of his commuting on the employers' workers and everybody else, let the employer compensate the public.

I would institute horrendous penalties for anyone lying about home addresses or work-hours. Penalties should be on both employee and employer. I would also make a portion of the penalty payable to whistle-blowers who would be kept anonymous.

Reminder: Workers from outside the county do not pay property taxes. Hence, they are using your roads without paying for them.

Secondary, but not insignificant issue: Per the Big One news article, 90% of Portland First Responders live in Clark County. If the Interstate Bridge is unusable after the quake, they will not be available for a long time. This proposal will tend to increase the number who live on this side of the river, both by individual decision and by the first-responder employers.

Title: Input for the Joint Transportation Committee Statewide Summer Tour - Hillsboro
Author: Joe Rayhawk, 15248 NW Germantown Road, Portland, 97231
email: rjshelley@qwesrt.net cell: 503-544-5642
Date: September, 19, 2016 file: JointTransCommitte_StatewideTour_Rayhawk.doc
Updated 5/11/2017 for Multnomah County Board Hearing.
Some of the material here is redundant with other testimony provided on 5/11/2017

The summary of this input is:

- Investing our limited funds in a West-Side Bypass is a really bad idea.
- There are several issues involving bad economic factors that suggest schools and regular roads should get higher priority than highways.
- There is a large demographic trend of people moving into the city rather than the suburbs. This may eliminate the need to take any action in the short-run.
- The crippling results of trying to recruit new companies via tax breaks.
- The crippling results of charging new home construction lower SDCs than the cost of needed infrastructure.
- An analysis that shows the disastrous Sunset Highway rush hour congestion is not due to the tunnel but to issues east of the tunnel which are not under State or ODOT control.

EXECUTIVE SUMMARY

Because of underinvestment in roads and schools and because of global factors, Washington County is no longer a high-tech growth engine and has not been for almost two decades.

Looking forward: The county is in a very poor condition to recruit new businesses with high-paid employees that can contribute more in taxes than they and their employees require in services.

The situation is quite dire now. It will be made much worse if we continue with new housing development as a major industry without having the development pay for the full infrastructure costs.

Building a West-Side Bypass will not improve the above nor the critical rush hour congestion. It is likely to make things worse.

The rush hour problems are not caused by industrial traffic. They are caused by commuters. Offloading all of the North-South industrial traffic will do little to improve the rush hour. Spending large sums to build a West-Side Bypass will prevent the funds from being available for useful road improvements.

Three Key Points

- 1) Because we are not competitive, it is not reasonable to assume growth of 'industries' in Washington County or the State that need large roads such as a West-Side Bypass.
- 2) The only reliable result of building something like a West-Side Bypass will be to open up more land for home development. A West-Side Bypass does not help with the two most critical problems.

3) We need to invest in improving the educational quality of our people and the quality of 'life' as reflected by proper functioning of our basic road system.

A Major National Trend Exacerbated By Our Bad Roads and Schools

Nationally, we are seeing a phenomenon where young workers, including new parents, are choosing to live in cities rather than suburbs. My generation, and perhaps many of the readers of this, lived through a cycle triggered in part by the Interstate Highway System and the increased affordability of automobiles.

New families moved to the suburbs in large part to have the kids attend 'better' schools.

The breadwinner, usually the father, would accept the commute into the city, losing an hour or two every weekday to do so. It seemed like a very good sacrifice for the good of the family.

It appears that two factors have changed.

First, as with here, underinvestment in schools in the suburban growth areas, have led to the quality of education being at best no better than from the city schools.

Second, the congestion on the roads has increased and the distances to the new home developments have increased such that the commute is now seen as bigger and more debilitating than 20, 30 or 40 years ago.

So, all across the country, we are seeing growth rate in cities larger than in their suburbs.

Washington County clearly has similar changes in the factors. We have specific issues caused by the bad functioning of the Sunset Highway Tunnel and the inadequacy of alternative commute roads such as Burnside and Germatown Road. It is worth noting that 'fixing' these would be immensely expensive and may not be practical.

I discuss this a little at the end of this document. Also, it would not serve to reverse the trend here.

An amazing, for me at least, fact is that there has not been a new Venture-Capital-backed startup in Washington County since before the Great Recession. All of the VC startups are in Portland proper. They are software companies. Many of them are located such that their employees can live in an Urban environment and/or in the Lincoln High School district. Lincoln is essentially the best regular high-school in the Metro region. (Note: 5/2017 - It too is being overwhelmed by overcrowding.) (The Lake Oswego schools are better, but the home prices may be too high for young workers and indeed the commute is not wonderful.)

The employees of software companies are, on the average, smarter than the employees of manufacturing companies, including semiconductor companies such as Intel. These very smart people have perceived the changed situation. They have voted with their feet, big-time.

In the most recent Metro UGB process, Portland's position was that most new housing growth would be in the city. So, no UGB adjustments were necessary. This is consistent with the Move-Back-To-The-City demographics being described here. Metro decided not to change the UGB this time. This is actually quite

good if half or more of new homes and most of the jobs for the homeowners are in Portland. It will do more to reduce the worsening of the rush hour congestion than is likely from road 'improvements' from the severely limited state funds.

In regard to the latter, it appears that we have fallen back to our 'typical' status: Average Oregon salaries are at or below 90% of the US average salaries. Our people, handicapped by bad education and limited wealth producing industries, cannot afford large tax burdens. So, we do not have lots of abundant tax monies.

Aside #2: Implications of PERS

It appears that the increase in PERS payments, scheduled for Fall 2017, will amount to 5% or more of the salary load of many public institutions. This will be bad for many of them. It will be disastrous for the schools. Without other serious changes, the first-order effect will be that the number of teachers will be reduced by 5% or more.

This has to lead to still larger class sizes. It will lock in our status as the worst state in the country. It will exacerbate the long-term results: Low graduation rates, low college attendance, NO NEW BUSINESSES.

Some Background / Extended Analysis of Washington County Road and Schools Problems

Washington County is principally a bedroom community for Portland. It is often called a high-tech job growth engine. **The latter is an obsolete view.** Washington County's (and the State's) high-tech employment dropped in 2000 with the dot-com-dot-bomb and with the 2008 Great Recession.

High tech employment remains **below the 2000 level.** (Per Oregonian Silicon Forest columns based on state economist's reports.)

THERE HAS BEEN NO NET INCREASE IN HIGH_TECH EMPLOYMENT IN 16-PLUS YEARS.

Washington County and Oregon have underinvested in roads and schools for 30 or more years. We have huge infrastructure deficits for both.

Our schools' student-teacher ratio, as a state, is either 49th or 50th WORST in the country. Beaverton schools are more overcrowded than Portland Public Schools. Hillsboro schools are worse than Beaverton. Our high school graduation rates and the percentage of kids going on to college are among the worst in the country. The effectiveness of K-12 education in USA is something like 20th in the world.

Morally, the worst aspect of this is that we are doing lifetime damage to the children. Given that a good education is increasingly critical for lifetime earnings, this is an economic disaster for them, for several more generations and for the community.

What is immediately relevant for this committee is that well-run companies consider **the quality of roads and schools to be the two most important factors in deciding where to locate new facilities.**

Given our situation, it can be expected that very few companies are going to locate new facilities here.

It is not surprising that almost no significant new high-tech company has moved to Washington County since 1994. Exceptions are to take over existing buildings (Maxim, SolarWorld).

A special exception is Genentech. It appeared to be escaping a harsher regulatory environment in California. Genentech received significant incentives and tax breaks, including SIP. As a result, Genentech contributes very little taxes.

Aside: On three occasions, there were significant PR events: Genentech committing to coming here, Genentech breaking ground and Genentech opening the building. Each time, state officials talked about the possibility of Genentech bringing R&D here. Each time, a Genentech spokesperson said that R&D would never be here. R&D jobs pay high enough salaries that the personal income taxes and the property taxes for those employees' homes would help the state and county.

The Genentech facility is a repackaging facility. That is, it is not even a true manufacturing facility. Even so, the initial incentives included training for the possible 150 new employees that would have paid for 3 years of high school costs. Apparently, our citizens are not well enough educated even for repackaging jobs.

The only other new businesses appear to be datacenters that locate in Enterprise Zones, avoiding a lot of property taxes. Also, small datacenters, such as we have gotten in Washington County, employ few people and probably lead to reduced total employment.

Nike and Intel - Seemingly Good Things, but tax breaks eliminate net value.

Nike and Intel (which is, of course, no longer growing) are 'exceptions'. Both have taken advantage of a misguided tax deal to create a **contract with the state for 30 years** such that Oregon cannot change their tax structure.

They pay very little income tax now and they are not going to for 25+ more years.

In addition, Intel uses the SIP program to avoid \$120 Million in property taxes. A summary per the Oregonian several years ago: Because of the Intel-under-paying, more of the state education funds went to Hillsboro. Because of special efforts from Intel (voluntary and volunteer), it appears that Hillsboro used to break even. However, every other school district in the county and in the state received less funding than they would have.

Intel only avoided about \$60 Million then. It may be that Hillsboro is no longer breaking even.

Nike is expanding their headquarters. Much of the expansion is in an Enterprize Zone. It appears Nike is moving much of their most expensive equipment (for example, the computer center) from the old headquarters to the Enterprize Zone, avoiding at least some property taxes.

Intel annual gross income is around \$50 Billion with profits over \$10 Billion. Nike income in 2015 was \$32 Billion. Neither has significant sales in Oregon. So, they pay little income tax.

Too bad the 30-year contracts prevent Oregon or Washington County from getting reasonable taxes from our

two largest and most profitable companies.

Aside: Intel pays quite a bit of taxes as do their employees. However, if you analyze the cost to provide COUNTY services and School services to the employees and families, the total costs are comparable to, and likely higher than, the tax payments.

Intel 'Exports' Sound nice but do little good

During the SIP hearings a few years ago, two issues came up: Washington County is one of the largest exporting counties in the country. Also, Intel moved here in the seventies because of a well-educated population, good schools, adequate roads and a good supply of water.

A key issue with respect to the 'exports' is that a substantial part, if not more than half, is Intel wafers being shipped overseas to be processed into packaged chips. This reduces the 'value' of the exports.

First, the County and the State get no direct tax income from these shipments. That is, it is great that we may be the 10th or 20th largest exporting county, but quite bad that we get tax income as though we are the 500th.

Second, the value per unit weight and per unit volume of wafers (which may contain hundreds of 'die') is huge. So, even though the value of the shipments is high, the income of shipping companies (and income taxes there from) is low.

It is likely that the tax income from exported forest and farm products from Washington County is much higher than from the Intel 'exports'.

A Bad Possibility: Intel is Likely to Leave.

This may seem outrageous at first reading. Bear with me.

As I testified at the SIP hearing, because of the huge investment in D1X and the fact that their Fab bring-up team lives here, there was no need to re-new the SIP program for Intel. Intel's profits and the pay of their executives is dependent on their production processes being a year or two ahead of the competition. In the short run, Intel cannot leave Washington County. It would have a high probability of losing the lead. The Intel executives would not risk their pay being greatly reduced for the rest of their careers.

On the other hand, Intel has been having real problems recruiting new engineers. The first issue is that almost no Oregon residents qualify. (Note: we are at the bottom of percentage going to college. A side effect of overcrowded schools is very small numbers getting into good engineering schools.) Second, engineers know the value of a good education, including getting into good engineering schools, is on the order of an extra \$500,000 lifetime income. They want good schools for their children. The poor schools are a major detriment to recruiting engineers.

As I discuss elsewhere, we may run out of water and may or may not be able to afford the Billion Dollar pipeline. About 5-8 years from now, the current D1X facilities will be obsolete as the industry moves to

smaller scale. There will be a period when D1X and a new fab must both be running. That is, an additional 25000 homes worth of water will be needed. Intel has to plan for it not being available.

Given these and other factors, it must be considered a possibility that Intel will run D1X until it has the next generation fab operational somewhere else. It will then mothball D1X and abandon the now 'worthless' facility as it has in Arizona, New Mexico and several sites outside the USA mainland.

Based on the criteria it has used quite a few times, it is the right thing to do for its shareholders and for the total income of its executives. It is a corporation and those factors come well before the possible bad impacts on the community.

By the way, approximately 3 weeks after the SIP decision, Israel and Intel announced a deal for a next generation Fab which includes Israel contributing \$300 Million. Israel's population is among the best educated in the world. Israel has some of the best water desalination facilities in the world.

So, coupled with the current trends that our schools are going to get worse, we have to expect Intel to leave. The probability is much more than zero.

Aside: A major factor for recruiting entry-level engineers is having a quality graduate school. Many engineers with Bachelor degrees want to be able to go on for higher degrees, part-time. The loss of the EE and Computer Science graduate programs at OGI was a big disaster for the county and the state. PSU is not a competitive alternative. The school is not good enough. Also, it is on the wrong side of the Sunset Highway tunnel.

Billion Dollar Pipeline?

Clearly, a couple of the factors (roads, schools, well-educated population) that brought Intel here are now negative. Let us examine the last one I mentioned: Abundant water.

Fabs (Semiconductor industry for 'manufacturing plants') use a tremendous amount of water. A large fab such as Intel D1X uses as much water as at least 25,000 homes and probably closer to 50,000 if D1X were running full-tilt.

Washington County appears to be about to run out of good water. They and several of the cities are planning a \$1 Billion pipeline to bring water from the Willamette. They have already increased charges on the Water District customers by \$12.5 Million a year. This is to accumulate \$125 Million in 10 years. This is being charged to current customers to pay for a water pipe that is of most benefit to new homes. Also, note that the \$125 Million is only about 1/8th the cost. Somebody is going to be stuck with the rest of the cost. Intel, due to fab water use, will at least pay part of the \$125 Million.

However, any company considering moving here has to anticipate a substantial bill for the new water system. So, a major discourager beyond bad roads and bad schools.

Recently, there were rumors that Washington County was being considered for a new fab to be built here by another company. This was discussed under code name, Azalea. It is likely that global issues caused the new fab to be canceled. However, a major factor would have been getting a water supply equivalent to

25,000 homes. 'Getting' means identifying a source and actually building a pipeline to deliver it.

If we were to have actually gotten the Fab, it would have meant that the Billion Dollar Pipeline was needed immediately. Note that Intel's D1X fab already makes the pipeline needed about a decade sooner.

Clearly, there is no safe source of revenue for an immediate construction project.

With respect to 'safe': Jefferson County, Alabama went into the largest bankruptcy of any county in the country caused by a loan to build a multi-billion dollar sewer system. Washington County should not consider any such large loans.

Analysis of Road and School Infrastructure Deficits and Negative Trends for Both

Attached is an analysis of the current Washington County road and school infrastructure deficit. A summary is that the current road and school deficits are \$3.5 Billion and over \$1.3 Billion respectively. The several large development projects will increase these deficits significantly. When/if the projects are built, the roads and schools are going to be significantly worse.

The two issues are going to be worse for all current citizens and students.

There will be more people suffering worse conditions than now with a still larger total deficit. And, we are going to have a larger population that will be less capable of competing in an increasingly technical global economy. These people (That is US, Pogo!) are going to be less able to support increased taxes and a lot less tolerant of such increases.

When you are in a deep hole and you have water coming in, it is insane to dig deeper.

The total projected infrastructure needs, including the Water Pipeline, are about \$7 Billion.

Where Do All The People Work?

During discussion of the South Hillsboro project (for 8000 new homes), a Hillsboro staffer mentioned that 85% of the city's citizens leave the city to go to work. This is astounding.

Note: The large Intel sites: Jones Farm, Hawthorne Farms and Ronler Acres, which includes the D1X fab, are all within Hillsboro city limits.

If we get 8000 new homes in South Hillsboro, we can expect 6800 ($8000 * 0.85$) new commuters needing to get from South Hillsboro to points east. (Reminder: Hillsboro schools are worse than BSD and PPS. It is absurd to think large companies, even if we got them to move to Oregon, are going to locate in Hillsboro to employ these people.)

The Summer 2016 edition of Metro's: ***Our Big Backyard***, on Page 15, includes a diagram in that shows where workers from each of the three counties commute for work. A copy is attached.

It is a very revealing chart that the committee should review.

It shows that 48% of the workers in Washington County leave the county for work. The majority of those go

into Multnomah County. This almost certainly means using the Sunset Tunnel. A smaller number go towards Clackamas County. Many of these live far enough east such that using a West-Side Bypass would not be practical.

So, the majority travel East-West not North-South. A West-Side bypass cannot help improve the rush hour commute for the vast majority. It might seem to have some value for people who would choose to live in housing near the new Bypass. Statistically, the majority of them would need to go East-West as well. The bypass would connect them with the Sunset Highway farther out than the current commuters. This has to lead to longer commute times since they would be getting in at the back-end of the queue.

So, a West-Side Bypass is going to be of little or no value with helping the commute issues.

Sunset Highway is a Disaster at Rush Hour. Not fixable without huge expenditure

The Sunset Highway at Rush Hour is at, and beyond, capacity, especially in the morning.

The actual problem is not the tunnel but what happens just east of the tunnel.

First, the center lane exits onto city streets. The capacity of the city streets, with multiple stoplights is way less than a freeway lane at a possible 55 MPH. The streets are the bottleneck, not the tunnel.

Second, the right lane goes towards the Sixth Avenue exit. Because of traffic from the tunnel (Washington County) and south bound traffic on I-405(at least some from as far away as Clark County, Washington) traffic backs down the offramp right past the entire merge lane from the Sunset Tunnel. It become as You-Go-Me-Go gated by the number of cars getting through the light at the far end of the exit ramp. The capacity at morning rush hour is even less than for the center lane. Again, the bottleneck is not the tunnel.

I have not often driven the left lane very often during rush hour. It which turns north onto I-405. I suspect that a big problem is the short distance to the off-ramp for Everett-Davis. The traffic pattern at the end of the off-ramp is a disaster. So, there is probably frequent backup from the off-ramp past the merge point of from the traffic from the left lane of the Sunset Highway. It is also possible that I-405 North also ties up back from the Bridge. Again, the bottleneck is not the tunnel.

Worth noting for this committe is that these problems are caused by issues in Multnomah County and the City of Portland While some of the 'road' involved is I-405 and under ODOT 'control', the ultimate issues are city streets in Portland.

No rational amount of ODOT spending is going to fix the issues.

Title: The Oncoming Disaster: Incredible Wait Times at the On-ramps.

Author: Joe Rayhawk, 15248 NW Germantown Road, Portland, OR 97231

Date: May 11, 2017

File: ...\\MC\\2017\\IncredibleWaitTimes.rtf

Every weekday morning, the local radio news stations report the commute times from various outlying areas to or towards Portland. The reports are due to tracking equipment installed by ODOT. The ever-increasing times are quite horrifying. They imply a tremendous waste of citizen's time, increased pollution and stress on the commuters. The stress leads to reduced worker productivity and increased risk of heart attacks.

I want to point out another place where time is wasted during the commute. It is increasing rapidly and will soon be bigger than the highway delay.

The critical highways and bridges have on-ramps that have signal lights that reduce the number of cars getting on the freeway once congestion occurs. The basic idea is that only one car should be approaching the congested traffic so that it can merge before another car from the ramp arrives. Without the signal lights, the ramp traffic stacks up near the merge and things get worse rapidly.

Many of the ramps have two or three lanes with individual signals. A key observation is that the signals only allow one car at a time with releases distributed to each of the lanes.

It appears that once the signals activate, at minimum congestion, that cars are released at 1 car every few seconds. As the congestion builds, the releases stretch out to 1 every 7.5 seconds. There may be ramps where the time is longer. Let's assume 7.5 seconds is worst case.

At some time early in the commute perhaps shortly after the signals activate or when the release delay is 5 seconds, the ramp (one or more lanes) becomes occupied and is never actually empty until the end of rush hour.

While Queuing Theory and lots of hand-waving could result in a model of how the queue at the ramp would grow, I want to look at a much simpler view. The view is both understandable and is sufficiently horrifying.

Basic Issue: If the signals are allowing one car every 7.5 seconds, then only 480 cars per hour can get past the signals. $480 = 3600 \text{ seconds} / 7.5 \text{ seconds per car}$.

Assume that the number of commuters using a ramp has gotten to the point where the ramp is never empty once the signals activate. We are at this point and beyond for many ramps.

Now let's add a new housing development from which 480 commuters need to commute downtown on our ramp. The ramp is already handling all it can. The added 480 commuters will result in the queue building up to 480 more than the minimum that was occurring. The last car of the new 480 now has 480 cars in front of it on the ramp. It will have to wait at least an hour to get to the signal. Note: The cars ahead of it may be in one, two or three lanes. With multiple lanes, each lane will only get released once every 7.5, 15 or 22.5 seconds.

There are two ways to go to see how bad this is.

First, if you assume a car take up 20 feet of space, 480 cars need 9600 feet or almost 2 miles of holding space. For the vast majority of our ramps, even the multiple lane ones, there is not 2 miles of holding space. The queue has to back up off the ramp onto surface streets.

This leads to our first disaster: many of the on-ramps have 2 or 3 approaches.

Example: east bound ramp at Cornell. Approach from the north on bridge, left turn.

Approach from the south, right turn. Approach from the west (parallel road): Straight on. We now have a bad situation with people needing to enter/cross the intersection from the North and West and people able to sneak ahead of them due to right turn on red. Traffic gets messed up for all three including people not using the ramp blocked when ramp-users enter the intersection and cannot clear.

Observation: This on-ramp was already in near-critical condition before development of North Bethany began. North Bethany is already over 2000 homes. Approximately half will commute to Portland or onto Sunset Highway to get to 217. The 1000 is trying to distribute across 3 or 4 on-ramps. So, we are not at total disaster, just really, really bad. North Bethany will eventually be 4200 homes. Half of that will be 2100 commuters. Along with 600 homes from Bonney Slope West and lots of infill north of the Sunset Highway, all of the on-ramps will be overwhelmed. If nothing else, the average wait will increase by more than an hour.

This will add to the often 30-minute commute on the Sunset in the morning.

To make it clear: The delay at the on-ramps will be longer than the delay on the highway.

RAMP RAGE: The wait and the conflicts at the entrance to the ramp more or less guarantees that there will be physical conflicts.

Second: The total number of new housing units for the major developments in Washington County is over 20,000. There are lots of smaller in-fill projects. So, the issues above will occur at many on-ramps for the Sunset Highway and 217. This will include the multiple-lane on-ramp from 217 North to Sunset East.

However, we get to another level of problem for the South Hillsboro project. This is to get 8000 new homes all by itself. Per Hillsboro City Staffer: 85% of Hillsboro workers leave the city to go to work. (Note: Large Intel sites are inside the city.) 8000 times 85% is 6800 commuters. Most will need to go to Portland via the Sunset Highway. Currently, most will use either the Cornelius Pass Road on-ramp or the Brookwood on-ramp. Let's assume 6000 use these. The other 800 will get into other hassles with TV Highway and already full on-ramps to the east. So, 3000 new commuters for each of these two on-ramps. After say, the 1st 500 new commuters, the other 2500 commuters will be in queue.

2500 / 480 is about 5 hours of wait. Yes, the wait to get on the highway will be 5 hours!

2500 cars * 20 feet per car = 50,000 feet of cars or almost 10 miles. Washington County is adding a really long on-ramp on the east side of Cornelius Pass Road for the east-side on-ramp. It is two lanes and a mile long. So, it will be able to handle 2 miles of cars.

It is not at all clear where the other 8 miles of cars will be. The total distance from the Sunset Highway back to South Hillsboro is only 4 miles.

I wanted to verify the distance so I brought up a Google Maps view as of 4:48PM Wednesday. Things are a bit of a disaster even for the evening commute. Attached is a screen capture with a few notes.

A similar situation will occur at the Brookwood East Bound On-ramp. Here, only a single right lane of the road is available. So, about 9 miles of cars with no real place to be.

Several People have reviewed this and do not believe it can be this bad. However, there are no practical way to get the cars onto the highway and east past 185th without running into a raft of troubles.

Perhaps it is worth re-observing: Washington County is a Bedroom County for Portland which supplies 1/2 or more of the jobs of Washington County Residents. Given the bad roads in the county and bad schools in Hillsboro (about to be overwhelmed by 8000 new homes), it is not reasonable to assume Washington can get companies with half-way competent management to move to where they might help. Certainly not that can employ 6800 people of widely divergent work backgrounds.

File Edit View History Bookmarks Tools Help

NW Cornell Rd & NW Cornel... x

https://www.google.com/maps/dir/NW-Cornell-Rd+%26-NW-Cornelius-Pass-Rd,+Hillsboro,-OR-97124/NW-Sunse

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Send directions to your phone

via NW Cornelius Pass Rd 4 min
Fastest route, despite the usual traffic 1.1 miles

DETAILS

via NW Cornelius Pass Rd 18 min
0.9 mile

Plan: Widen Road and Have Two Lanes on Road for On-Ramp. Back to At least Ronler Drive

Right turn here from third lane?
Or, wait ~ 10 Minutes in right lane?

INTEL D1X FAB
aka
RONLER ACRES

Northwest Cornell Road & Northwest...

Google

Map data ©2017 Google Terms Send feedback 500 ft

Title: Why It is Reasonable to Expect Intel to Leave the State

Author: Joe Rayhawk, 15248 NW Germantown Road, Portland, OR 97231

Date: May 11, 2017

File: ...\\Politics\\WaCo\\IntelFlightRisk.rtcf

Background

Intel, and other high-tech companies, have history of getting a community to commit resources and tax-breaks to get new facilities. Intel has a history of building and operating production facilities for years with questionable regard for the environmental and economic effects on those communities. They have a history of abandoning those communities when the plants become obsolete. They have done it in multiple US states and multiple countries.

Up until recently, I expected there were three principal reasons for Intel abandoning the state.

First, Washington County, and Oregon, schools are very weak. The county schools are close to the most over-crowded in the country. While it is not clear until you think about it, overcrowded schools result in less-than-ideal education for poor, average AND good students. What matters, morally, is that poor education damages students for their lifetimes. What normally matters most for a community is that the poorly trained graduates end up crippling many economic efforts. What matters for this discussion is that Engineers know the value of education, especially STEM education. They do not want to put their kids in bad schools. Loosely, it can be shown that their kids expected lifetime incomes may be reduced by \$500,000 or more. (For example, if the kids do not go to college).

For some of the very smart and very well educated Intel engineers, there are demonstrable effects that may make it harder for their kids to get into the Top 25 Engineering.

The result is that bad schools make it harder to recruit good engineers. It makes it harder to retain them once they learn how bad BSD schools are. Note: Few, if any, Intel engineers move into the Hillsboro School District which is known to be worse than BSD.

Second, there is no useful Engineering Grad school. PSU is not a competitive school. The loss of the Oregon Graduate Institute was the key event. OGI was funded/supported by Tektronix in large part because of interest from founder Howard Vollum. With his death and the rapid decline of Tek, there was little support. OHSU bought OGI. We have learned since that OHSU was only interested in fostering a BioEngineering 'school' ala John Hopkins. That had little interest in the Computer Science or EE parts of OGI. They let them die.

The best engineers with BS degrees discover they really need MS or PhD degrees to advance in various areas within companies such as Intel. Lacking a good and convenient grad school is a major deterrent to hiring these junior engineers. It breaks one of the personnel growth patterns used by high-tech companies.

Third, Semiconductor equipment fabs use a LOT of water every day. A large fab such as Intel's D1X phase 1 will use the same volume of water as 25000 homes. Washington County, and several cities, are planning on a new pipeline from the Willamette because they believe they will run out of water within the next ten years.

A significant issue for semiconductor companies is that they need to run the existing fab at the same time they are bringing up a new fab. That is, they must run the old fab to make product so they have income. It is not clear that Intel will be able to follow its original plan (as probably believed by Washington County politicians): They would build out a second phase of D1X (needing 25,000 homes worth more water) and a few years down the road build and start the next generation fab, needing another 25,000 homes worth of water.

Washington County and Hillsboro voted to extend the tax breaks of the Strategic Investment Program to Intel for many years. Initial Year's tax break was estimated at \$120 Million. Previous estimate was \$60 Million / year. Oregonian articles concluded that the \$60 Million tax break had reduced the money from the State for schools in every school district in the state, except Hillsboro. Intel paid special taxes and contributed in many way to Hillsboro schools. It appears that even Hillsboro may take a hit with the increased tax savings.

Just In Case: The school funding of the constituents of every elected official in Oregon, except for Hillsboro city officials, have taken a hit for years.

Three weeks after the SIP vote, Intel and Israel announced a deal where Israel would invest \$300 Million to help Intel build a Next Generation Fab in Israel. Note: Israel has one of the best educated citizens in the world. This should be contrasted with Oregon which is 49th or 50th in a country that rates as worth than 20th in the world in STEM education. Israel also has superb water desalination technology.

BIG CHANGE

Several years ago, Intel stopped the build-out of a fab in Arizona. This was mostly driven by lack of demand for Intel's PC products. There were a number of issues with political hassles with Arizona. They just announced that they are going to bring that fab on-line. It is worth noting that they are not at full capacity for the Oregon fab, D1X.

What has changed?

My guess is that the recognized that an earthquake off the coast of Oregon could shut down production here for an extended period, perhaps literally for a year or more. The first key is if the Hagg Lake dam breaks, as it is expected to do, there may not be a source of water for the 500,000+ citizens of the county much less for a fab. Second, there may not be power for an extended period. Third, their employees may not be able to get to work because of the destroyed roads and bridges. If the 'extended period' is a year or more, Intel may take a huge hit on sales and the price of their stock (a major part of compensating the real decision makers). Any extended period of such a magnitude could cause Intel to lose its tenuous 'technology lead'. If they lose that lead, the sales will take a hit, but their profits could be greatly reduced or even eliminated for years. The stock price would tank for decades.

All of this is true. If Intel does not get a second current-generation fab running somewhere other than Oregon, they are subject to unacceptable risk.

The apparent downsides are that a 1000 or so fab jobs will not happen here, a few thousand temporary construction jobs will not happen here and a 1000 or so engineering jobs will move to Arizona. A long-term trend will be that Intel will begin to move more Research and Development jobs out of the state. Remember if D1X is out of commission and the R&D facilities at Jones Farm are out of commission, Intel's technology lead will be evaporating.

A summary of the general issues is that bad roads and bad schools make it harder and harder to get new businesses to move to your community. They also make it more likely that current businesses will leave. Quite a few have left Washington County (and, via acquisition, Portland). An interesting phenomenon is that almost all new software startups, especially VC-backed, in the last decade have been in Portland. Software companies are very mobile and have smarter average employees than manufacturing companies. They are voting with their feet.

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FOR: _____ AGAINST: _____

NAME: Scott Reeves _____

CONTACT INFORMATION (*optional*):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____

E-MAIL: 567ndw@gmail.com

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Good morning. My name is Scott Reeves and I live in District 1.
I started following County government this year after the inauguration of ... what's his name.

What I've seen this year is that this Board has something special going on.

I see four things:

First you are solving County problems that are in your control.

Second you see the state and national issues that affect us. You then speak out and take action. Chair Kafoury says we face a storm of unknown size. The climate change I see is one storm system after another coming in from DC. Other storms are developing in the Salem area.

Third you are partnering with other elected officials, businesses and community organizations.

Fourth you have worked together and have spoken many times in one voice. Sure conflicts will happen. Sure the newspaper said two members have a conflict. Remember that thousands of county employees and residents depend on you continuing to work together.

I won't even start to list what you have accomplished this year. I will say that a picture is worth a thousand words. The picture I'm thinking of is the one with the five of you with your fists in the air.

I've realized that part of your job is dealing with people who want you to do something or other.

So what I came to ask you for today is...nothing at all.

I came to thank you for what you have accomplished this year. I look forward to hearing about your next initiatives



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AGENDA ITEM # _R.1_ OR NON-AGENDA SUBJECT: Warrant Strike Team

FOR: ☒ AGAINST: ☐

NAME: John Shoemaker / Eric Wahlstrom

CONTACT INFORMATION (optional):

ADDRESS: U.S. Marshals Service

CITY/STATE/ZIP: Portland, OR

PHONE: _____ E-MAIL: _____

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FOR: _____ AGAINST: _____

NAME: JOE WATKINS

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

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FOR: ✓ AGAINST: _____

NAME: Roberto Lovato

CONTACT INFORMATION (optional):

ADDRESS: Individuals for Justice, PACIFIC GREEN PARTY

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: windpipes@comcast.net

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MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET

Please complete this form and return to the Board Clerk

This form is a public record

MEETING DATE Thurs 5/11/17

AGENDA ITEM # _____ OR NON-AGENDA SUBJECT: Communication

FOR: _____ AGAINST: _____

NAME: Charles Bridgecrane JOHNSON

CONTACT INFORMATION (optional):

ADDRESS: _____

CITY/STATE/ZIP: _____

PHONE: _____ E-MAIL: _____

IF YOU WISH TO ADDRESS THE BOARD IN PERSON:

1. Fill out this form and submit to the Board Clerk 15 minutes before meeting begins.
2. Comment for Non-Agenda items will be called immediately after the vote on the Consent Agenda.
3. Comment for Agenda items will be called during that item's presentation, before the vote is taken.
4. Commenters are called to testify in the order forms are received. The Presiding Officer may re-arrange the order of the agenda and the order in which testimony is given or ask Invited Guests or Elected Officials to speak first.
5. When your name is called, come forward and be seated at the presenter's table; state your name for the record and speak into the microphone.
6. Public comment is limited to **3 minutes or less** per person unless otherwise directed by the Chair, who is the Presiding Officer.
7. A buzzer will signify the end of your allotted time.
8. If submitting handouts to be given to the Board, seven (7) copies are required. If only one (1) copy is provided, it will be received for the file and electronically shared with the Board and County Attorney after the meeting.
9. All meetings are audio and video recorded and captioned and can be viewed at http://multnomah.granicus.com/ViewPublisher.php?view_id=3
10. The Chair has authority to keep order and may impose reasonable restrictions necessary for the efficient and orderly conduct of a meeting. Any person who fails to comply with the Rules of Conduct, or who creates a disturbance, may be asked or required to leave and upon failure to do so, becomes a trespasser and will be treated accordingly. The Rules of Conduct are posted and available in back of the room.

IF YOU WISH TO SUBMIT WRITTEN COMMENTS TO THE BOARD IN LIEU OF GIVING ORAL COMMENTS:

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**MULTNOMAH COUNTY BOARD OF COMMISSIONERS' MEETING
PUBLIC COMMENT SIGN-UP SHEET**

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MEETING DATE: 5/11/17

AGENDA ITEM # _____ OR NON-AGENDA SUBJECT: _____

FOR: _____ AGAINST: _____

NAME: Michael W Durrow, Director MESA

CONTACT INFORMATION (optional):

ADDRESS: 4935 NE 13th AVE

CITY/STATE/ZIP: POX OR 97211-4639

PHONE: 503-807-9029 E-MAIL: wed@durrow@gmail.com

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