

A regular meeting of the Astoria Common Council was held at the above place at the hour of 7:00 pm.

Councilors Present: Nemlowill, Jones, Price, Brownson, and Mayor LaMear.

Councilors Excused: None

Staff Present: City Manager Estes, Community Development Director Cronin, Parks and Recreation Director Cosby, Finance Director Brooks, Fire Chief Ames, Deputy Police Chief Halverson, Public Works Director Cook, Library Director Pearson, Jeff Rusiecki [0:22] and City Attorney Henningsgaard. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

PROCLAMATION

Item 3(a): Recognize 227th Birthday of the United States Coast Guard

Mayor LaMear read the proclamation recognizing August 4, 2017 as the 227th Birthday of the United States Coast Guard. She presented the proclamation to Councilor Jones, retired Coast Guardsman.

REPORTS OF COUNCILORS

Item 4(a): Councilor Nemlowill reported that one or two new hotels would be coming to Astoria. Sam Mullin, who works for Mark Hollander, contacted her because the properties were in her ward. No applications have been filed with the City yet, so she can talk about the projects without the discussions becoming ex parte contact. A company out of Bellingham, WA owns and operates Marriott hotels. They have two properties in Astoria, the old Ship Inn and a Port property west of the Holiday Inn. Up to two hotels might be built in a phased approach. The first would be at the Ship Inn site, where the existing building would be repurposed into a hotel lobby and the restaurant building would be trimmed to make more parking spaces. It is possible that space would be leased for a restaurant. The project will require a design review because it is in the Bridge Vista Overlay zone. A hotel up to 45 feet tall would be an outright use. The old boiler just to the north of the site and waterfront development north of the tracks is restricted.

Item 4(b): Councilor Brownson said happy birthday to the U.S. Coast Guard. He had been a recipient of their good will while out at sea and he appreciated them. He attended the Oregon Water and Wastewater Infrastructure Finance workshop. Being new to city business, the workshop gave him the opportunity to see how the granting process worked for public works and other infrastructure projects. A representative from the United States Department of Agriculture Rural Development said money was available. He believed Astoria could obtain funding for the library. He also served beef at the county fair.

Item 4(c): Councilor Price asked Councilor Nemlowill if Mr. Mullin had said anything to her about the Josephson Smokehouse property.

Councilor Nemlowill replied no, as far as she knew, Mr. Mullin has acquired the Stephanie Cabin Restaurant and the Ship Inn.

Councilor Price thanked the people who contacted her about the issues in the community, including the Urban Core portion of the Riverfront Vision Plan, which is just east of the Ship Inn between 2nd and 16th Streets. People have also thanked her for City Council's compromise on the volunteer Parks fee. The Sunday Market generously donated \$5,000. Anyone can make a donation to the Parks Department now. One advantage of the volunteer fee is that it is tax deductible, just like any donations made to the government.

Item 4(d): Councilor Jones reported that he had seen tourists taking pictures near Astor Elementary that morning. From there, he walked up through Uppertown and Cathedral Tree Trail up to The Column, which was packed. It is great to live in this town, which has such a great attractions that people drive far

and wide to see them. He gets to see it every day. While at The Column, he ran into Marco Davis. They walked the Cathedral Tree Trail together and talked about how wonderful it was to have such a wonderful forest in the middle of the city. He and Mr. Davis volunteer at the Armory and he thought about how lucky the town was to have people like Mr. Davis who volunteer in the community. Later, he went kayaking in the Alderbrook Lagoon over all of the old pilings where the canneries used to be. There is more of an unobstructed view of the river on the east side of Astoria now than there has been since 1870 because the pilings used to hold two and three-story buildings. He paddled to the Alderbrook Natural Area, where he thought about the Hammond Mill. John Goodenberger wrote an article that was published in the newspaper last week about Alderbrook mill homes and the old Hammond Mill. The community is lucky to have Mr. Goodenberger, who preserves the area's history so that it is not forgotten. It was a good Coast Guard Day and a good Astoria day. It was great to see such a large crowd at the meeting.

Item 4(e): Mayor LaMear reported that she attended the Oregon Mayors Association conference in Lebanon, where the president of the association, George Endecott from Redmond, said a few years prior, he had been widowed. Later, at a conference he was introduced to another mayor who had also been widowed. He said they had begun dating and were now engaged. They ended up getting married at the conference. One mayor conducted the service, Senator Betsy Johnson was the Matron of Honor, and another mayor was the Best Man.

CHANGES TO AGENDA There were none.

CONSENT CALENDAR

The following items were presented on the Consent Calendar:

- 6(a) City Council Minutes of 6/19/17 and 7/10/17
- 6(b) City Council Work Session Minutes of 6/27/17
- 6(c) Library Board Minutes of 6/27/17
- 6(d) Dark Fiber Purchase Agreement (Police)

City Council Action: Motion made by Councilor Brownson, seconded by Councilor Nemlowill, to approve the Consent Calendar. Motion carried unanimously. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.

REGULAR AGENDA ITEMS

Item 7(a): Implementing Parks and Recreation Department Funding Scenarios Ordinance Amending Code Section 8.045.2 Increasing Transient Tax (Parks)

At the July 17, 2017 City Council meeting, Council provided direction to increase the Transient Lodging Tax rate from 9 percent to 11 percent, a 2 percent increase, and held the first reading of the ordinance. City Council also directed staff to implement a voluntary Parks and Recreation Fee program through the City's water bill in hopes of enhancing service levels.

It is recommended that City Council conduct the second reading of the ordinance, and consider adoption to increase the Transient Lodging Tax from 9% to 11% to sustain parks and recreation services.

Mayor LaMear reminded that the public hearing had been closed at the last meeting. However, since members of the public still wished to speak, she re-opened the public hearing at 7:16 pm and called for testimony in favor of the ordinance.

George Hague, 1 3rd Street, Astoria, said he was in favor of increasing the tax. A survey from a year or two ago indicated the public was opposed to selling parks. However, this requires the City to have funds to keep the parks. One issue was that many people thought the money would go to the Parks Department, but that wording did not exist. He was concerned that this ordinance did not indicate that the revenue would definitely go to the Parks Department. He hoped City Council would vote to make sure there would be some transitional money during the last half of the year to ensure this plan functions the way it should for the Parks Department. Many people do not realize the Parks Department is responsible for things like the 13th Street City parking lot, the 15th

Street triangle, the 18th Street flower beds, the 8th Street triangle, the Exchange Street park way, the Marine Drive park way, Portal Park East, Portal Park West, the Smith Point traffic circle, and the West Bond Street triangle. He does not think of these areas as parks, but it is appropriate for Parks to maintain them since the areas are used to invite people to the city. So, the tax revenue should go to the Parks Department.

Mayor LaMear called for testimony impartial to the ordinance. Hearing none, she called for testimony opposed to the ordinance.

Don West, said he had been in Astoria and had worked as general manager of the Cannery Pier Hotel and Spa since 2005. Three years ago, he purchased the Astoria Crest Motel and spent a lot of time and effort renovating it. He grew up in Oregon and graduated from Oregon State University (OSU). He has spent 40 years in the hospitality industry working all over the country in many different hotels and restaurants. He has seen many things that cities and counties have done that on the surface seem like a good idea or might be the easiest way to get things done. When he first arrived in Astoria, he quickly found out the City had enacted a two percent tax, raising the local tax from seven percent to nine percent, to study and build a conference center. Knowing that a conference center could be an economic engine for the city, he was encouraged by the fact that the City was willing to pursue the effort. Of course, the conference center was never built and the tax originally levied against the lodging establishments was never rescinded. A month ago, City Council proposed to enact another two percent increase levied against the lodging establishments for tourism related parks, the Aquatic Center, and Riverwalk. The City Attorney stated these facilities underwent substantial use by tourists visiting Astoria from over 50 miles away. The word substantial is not defined and therefore, should not be used to determine the use for tourism tax dollars. When City Council proposed to levy this tax on hotels, motels, and registered bed and breakfasts, Council had not considered taxing short-term rentals like those on Airbnb. The City will not even collect tax from others who are benefiting from the revenue, paying no tax to the City or State, and are not subject to the Health Department Codes, fire safety requirements, building code restrictions that govern hotels, motels, and bed and breakfasts who are registered as businesses. He has seen communities tax themselves and the businesses to the point of oblivion. Currently, the lodging industry provides over 6,000 jobs in Clatsop County. In 2016, the lodging industry in Astoria provided over \$9,000 to the City's General Fund, which is 54 percent of the \$1.667 million collected annually. Adding an additional tax could cause visitors to select other places to visit due to the costs, which could actually lower the tax revenue. He stated he had a letter to give each of the Councilors. The letter was from Greg Astley, who said Beaverton recently enacted a new lodging tax of four percent and within a few months, their revenue had fallen almost ten percent. Imagine what would happen if Astoria's revenue dropped ten percent. The City might actually be looking for another \$100,000 just because of the drop in business.

Mayor LaMear confirmed that each Councilor had already received emails from Mr. Astley and his letter.

Rebecca Greenway, 1140 Franklin Ave., Astoria, distributed a visitor's guide to everyone, noting the room tax pays for the guide, which is used to attract tourists and is distributed by the Chamber of Commerce at the Visitor Center. The pool and city parks are not advertised in the guide. The maps only show the pool as a point of interest and note the location of parks. She did not believe the parks were tourist attractions. She was born and raised in Astoria and has owned her bed and breakfast for 17.5 years. She has never had a guest come to Astoria specifically to use the pool or go to the parks as part of their vacation. She has had some parents whose children are on swim teams. They stay while their children participate in meets. She did not believe this was a reason for the room tax to pay. The Chamber of Commerce does not believe city parks are tourist attractions.

Patric Nofield, 571 Antler Ave., Cannon Beach, said he owns Escape Lodging Company, a hotel development company in Cannon Beach. He was a former president of the Oregon Restaurant and Lodging Association and past chairman of the Oregon Tourism Commission. In 2003, the State created a one percent transient lodging tax for tourism promotion. The use of those funds was restricted to the local level. In July 2003, 70 percent of any new transient lodging tax had to be utilized specifically for tourism promotion or tourism related facilities. A tourism related facility is defined specifically as a conference or convention center meeting certain specific statutory standards or a facility that has substantial purpose of supporting tourists and tourism related activities. Tourists are defined as people coming to Astoria overnight for business or pleasure, staying in hotels, or coming from 50 miles away for cultural, recreational, or business travel. The mission of Astoria Parks and Recreation is to provide lifelong learning, wellness, and wellbeing through recreational opportunities and is dedicated to the preservation of natural resources, open spaces, and facilities that inspire and bring neighbors together. The mission contains nothing related to tourists or tourism. The tagline for Astoria Parks and Recreation is "enriching

generations of community," which contains nothing relevant to tourists or tourism. Asserting that Parks entities have a substantial purpose of supporting tourism or tourists is hyperbole. The State Statute will allow the City to use 30 percent of the new increased tax revenue on a specified purpose. However, if 70 percent is used for anything other than supporting tourists or tourism related activities, as defined by the Statute, the City will be violating the Statute.

Loretta Maxwell, Grandview Bed and Breakfast, 1574 Grand Ave., Astoria, said her guests do not come to use parks other than The Column. She never received a good answer about what happened with the two percent tax for the convention center. She had requested transcripts of meetings and was told this was a long time ago and the project just did not work out because it was not feasible and bringing in revenue was going out of style. This was not a very good answer. The State wants Astoria to use its funds for certain things. She wanted to know how the Parks Department expenses came to be. She believed the department's budget should have been reviewed. She also wanted to know how the department got into a position where it owed a bunch of money that it does not have. Someone made a mistake somewhere because no one can run household or a business in the red. The City should not be asking visitors to pay for its financial mistakes.

Roger Rocka, 362 Duane St., Astoria, speaking impartially about the ordinance, stated he ran the Chamber of Commerce for 10 years. The Chamber does not support the visitor guide with room tax money; it is paid for by the advertisements that appear in the guide. Anyone would be hard pressed to walk along the Riverwalk without thinking that tourists do not use the City's parks. He understood the lodging industry's concerns that a two percent raise would make their prices look bigger. However, room taxes are not published with the room prices. Guests are charged the tax when they check out of a room, which may be a good or bad surprise. The Parks Department needs the money because Staff has been cut over and over again while the workload has increased over and over again. The money has to come from somewhere. He did not know if this was the best choice, but he did know the Chamber has a much larger budget than it had when he worked there.

An owner of Astoria Crest, said her staff sends guests to The Column and the Riverwalk. She also has guests now that are very concerned about the tourism tax. Her guests have indicated that there are other places along the coast that are not as expensive due to the taxes. She believed she would lose business because of the increased tax. She has never had any guest ask about the pool and none of her staff has ever directed guests to the city pool. Most of the smaller properties have hot tubs and other properties have pools.

Mayor LaMear closed the public hearing at 7:34 pm and called for Council deliberation.

City Council Action: Motion made by Councilor Jones, seconded by Councilor Price, to conduct the second reading of the ordinance amending Astoria City Code Section 8.045.2 increasing transient tax. Motion carried unanimously. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.

Director Cosby conducted the second reading of the ordinance.

Councilor Price thanked everyone who attended. She realized there might be a lack of discussion here from some people, but the City has been discussing this ordinance for the last six months through a very long public hearing and work sessions. No one is anxious to raise taxes. She believed all of the Councilors have agreed that the parks are a great amenity, and like arts and culture, the City does not have a good grasp on how much these amenities have brought to Astoria. Visitors who stay in homes, bed and breakfasts, and hotels probably do not know they are walking past city parks as they walk down Commercial or Marine. Parks are part of the beauty of Astoria that brings tourists and keeps them coming. City Council has decided that it is important for the City to continue to maintain parks and upgrade them whenever possible.

City Council Action: Motion made by Councilor Price, seconded by Councilor Brownson, to adopt the ordinance amending Astoria City Code Section 8.045.2 increasing transient tax. Motion carried unanimously. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.

Item 7(b): 911 Operations Supervisor Position (Police)

To increase the capacity of the communications center to a level that will allow it to continue operating at a high level, staff has budgeted for and recommends creating an operations supervisor. The position will be focused on the coordination of day-to-day operations allowing the ECM to take a more focused role on the

technology, budget, and subscriber relationships. Funding for this position is included in the Fiscal Year 2017-18 Budget. This change in budget and structure was also approved by the subscriber board.

Staff recommends creating the position of Operations Supervisor, and for purposes of initiating the hiring process, establishing the salary as noted in the memorandum.

City Council Action: Motion made by Councilor Jones, seconded by Councilor Price, to create the position of 911 Operations Supervisor and allow Staff to initiate the hiring process and establish the salary for the position, as noted in the memorandum. Motion carried unanimously. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.

Item 7(c): Liquor License Application from Janet Sheridan, doing business as Paint with a Pint, 1139 Commercial Street, for a New Outlet for a Limited On-Premises Sales License (Finance)

A liquor license application has been filed by Janet Sheridan for Paint with a Pint. This application is a New Outlet for a Limited On-Premises Sales License. The appropriate Departments have reviewed the application and it is recommended that Council consider approval of the application.

Councilor Nemlowill declared that Paint with a Pint was a client of her husband's business, Fort George. Therefore, she would refrain from voting.

City Council Action: Motion made by Councilor Price, seconded by Councilor Jones to approve the liquor license application by Janet Sheridan. Motion carried unanimously. Ayes: Councilors Price, Jones, Brownson, and Mayor LaMear; Nays: None.

Item 7(d): Resolution in Opposition to Proposed Oil Train Terminals in the Lower Columbia River (City Council)

At the July 3, 2017 City Council meeting individuals spoke to the Council requesting consideration of a resolution opposing oil train terminals in the Lower Columbia River. Council provided direction to consider this at the August 7th meeting. A copy of the requested resolution has been provided and is attached for Council consideration.

Councilor Jones believed Council should hold a work session to discuss resolutions in general because he wanted to when to consider resolutions and what types of topics should be considered. He was not generally in favor of considering resolutions that do not provide direct guidance to City Staff. The last resolution was on inclusivity, which made a global political statement on an issue everyone felt strongly about. However, people feel strongly about a lot of things. Resolutions could be written about the war in Iraq, federally tax policies, abortion, or gun control. But the inclusivity resolution was written in a way that provided Staff with specific guidance. This resolution does not provide any guidance to Staff, but credible concerns have been raised about oil train terminals, which if constructed, could directly affect Astorians, so it is a legitimate topic for discussion. He was concerned about resolutions that do not directly address City issues, even if they are on issues that are vitally important to everyone. Riverkeepers presented a resolution requesting that City Council make a statement in opposition to the proposed oil train terminal in Vancouver, WA. For the last three years, he has managed risk as the Federal On Scene Coordinator for Oil Spill Prevention and Response throughout the Columbia River basin. He worked with the public sector, private sector, and tribal partners to address concerns of preventing and responding to spills. This issue should be broken down into three major areas, the terminal, the oil by rail transport, and the maritime oil shipments coming from the terminal. Since this issue has been brought to his attention, he has spent many hours studying every relevant document he could find, including the draft Columbia River Vessel Traffic Safety and Evaluation Assessment by Washington State. This document was issued in June, but has not yet been published. He has also studied various rail safety studies done by the States of Washington, California, and New York, the Department of Transportation's rule making on rail safety, and the Washington 2014 Marine and Rail Oil Transportation Safety Studies. He wanted to make an informed decision on this matter. He saw no significant safety issues raised about terminal operations, so he would not oppose an oil terminal based on safety concerns. Marine transportation is a more complex issue and he was not comfortable increasing to the proposed level of tanker shipments on the river under the current safety protocols

that are in place. Washington's safety assessment was completed through a two-year process with several hundred people looking at every aspect of maritime safety and ways to create best practices. The recommendations are very comprehensive and he would be surprised if every one could be implemented because of the expense they would incur on the industry. The most impactful recommendation is to require tethered tugboats on all outbound tankers that lack dual propulsion and steering systems. For the most part, the tanker boats that are used on the Columbia River today for crude oil are all newer and have dual propulsion and steering systems, which eliminates concerns about what happens when boats have propulsion problems. Tankers with single propulsion and steering systems would significantly mitigate risks with a tethered tugboat. However, he would oppose the new terminal unless each and every recommendation from the report were fully implemented. Rail transportation of oil is the area of most concern. The three reports on rail safety that he read contained significant recommendations. The most recent rule making he could find was from May 1, 2015 by the Department of Transportation, which were on enhanced tank car standards and operational controls for hire hazard flammable trains. The scope of the rule-making covered the topics of breaking, enhanced standards for new and existing tank cars, reduced operating speeds, more accurate classifications of unrefined petroleum products, rail routing risk assessment, and rail routing information access. All of those key issues have played a role in the dozen derailments that have occurred since 2013. The derailment in Mosier in 2016 was caused by rail deficiencies in the form of missing linking mechanisms. He believed the standards by the Department of Transportation were significant enhancements in safety and reductions to risk. However, given the derailments that continue to occur, many of the standards have a delayed implementation schedule, and travel speeds allowed in urban areas remain above the speeds at which the enhanced rail cars are predicted to withstand, he believed the current rail transport safety deficiencies were numerous. He would be opposed to the oil terminal on the basis that those deficiencies should be worked out in areas other than environmentally sensitive areas. He drafted a resolution as an alternative to the one from the Riverkeepers, which Councilors had copies of. The Riverkeeper's resolution was very appropriate for an advocacy group, but he believed it was important for City Council to demonstrate they have considered all sides of the issue, including risk management and the studies that were completed. His version of the resolution included paragraphs that were consolidated versions of several paragraphs in the Riverkeeper's resolution. He did not want the City's resolution to include the comments about supporting Spokane, Portland, Hood River, and other cities. Many people say they do not want Astoria to be like Portland and Seattle on many issues, so Astoria should not say the City is in favor of this resolution because it wants to support Portland and Seattle. Astoria should do what is best for Astoria. His resolution discusses and recommends fully implementing the proposed mitigation steps and studies on rail and marine transportation. It also states the reasons he recommends Astoria oppose the terminal.

Councilor Price said she is known as an editor and as someone who does a great deal of research into issues. She appreciated Councilor Jones bringing his knowledge to the discussion. She believed the revised resolution was much stronger than the original resolution because it references studies. She also believed there was value in standing with other communities. Many communities up the river from Astoria stood opposed to a liquefied natural gas terminal at the mouth of the Columbia River, which had a great standing with FERC [57:13] and other agencies. There may come a time when Astoria needs support from those communities. Vancouver is up the river from Astoria and she believed it would be good to support them. She was in favor of the revised resolution.

Councilor Brownson stated he liked the revised resolution. He presented his wife with both resolutions without commenting on the issue. She had several concerns about the resolution proposed by Riverkeepers and believed Councilor Jones's resolution was written better. He agreed. He was against oil by rail, putting a facility up river, and the additional marine traffic. Even though this issue is not Council's purview, this is an opportunity to make a statement about the direction the country is going with regard to climate change and the current administration's path to deregulation of fossil fuels. He believed this issue was very important. He appreciated Councilor Jones's expertise and thoughtfulness. Just passing the resolution shows that the City supports others who are against oil by rail. The resolution is also a statement by Astoria for Astoria that under current conditions, this proposal is not acceptable.

Councilor Nemlowill believed the benefits of the Tesoro project to Astoria would not outweigh the risks. She planned to support a resolution and appreciated Councilor Jones's research. Someone from Columbia Riverkeeper came to her door the other day asking her to join, stating that doing so would send a message to City Council as they considered a resolution against train terminals in the Columbia River. After listening to details about the project, she told this person she would not join the organization because she was on City

Council and wanted to avoid questions of bias. She thanked the Riverkeepers for bringing the project to City Council's attention.

Councilor Jones read his version of the resolution aloud.

Mayor LaMear thanked Riverkeeper for their work and for bringing this issue to Council's attention. She called for public comments.

Carolyn Eady, 1990 SE Sheridan, Astoria, said she had been a resident for seven years after living in Jewel for 20 years. Over the last two weeks, she had done some work for the Board of Forestry on the finding that forests are regenerating 50 percent of the total emissions in the state. She had urged the board to be concerned about the finding and what forest practices are doing to contribute. She looked at a variety of studies and found that there has been a flood of reports over the last two months that strongly indicate climate scientist around the globe say cutting emissions will not be sufficient. Current emissions have to be drawn down and forestry and agriculture provide the fastest ways to do that. She did not believe City Council wanted to support the fossil fuel industry that lied for 30 years, just like the tobacco industry. This is very urgent. The emissions issue provides another basis for opposing the oil terminal.

Dan Sears, Columbia Riverkeeper Conservation Director, said their resolution was the product of a group of people. He did not object to anything in the revised resolution and it would be appropriate for City Council to weigh in on this issue at this time. The public record on the Tesoro Savage project is open until August 22nd, so the City could officially enter their resolution into the record if it is approved by City Council. The resolution can be submitted to the Energy Facility Site Evaluation Council for the State of Washington. He thanked Councilor Jones for researching the issues. The train tracks in Mosier had been inspected days before the derailment and the train was only going 26 miles per hour carrying three million gallons of crude oil. The 1984 oil spill was only 230,000 gallons and the oil went all the way up the coastline to Grey's Harbor. Each train carries more than enough oil to deeply imperil the Columbia River Estuary. City Council's action today is very laudable.

Tom Duncan, 511 Jerome, Astoria, thanked Council for participating in this discussion about the transportation of fossil fuels in the Columbia River. This resolution is for Astoria, so the City should consider how this would benefit Astoria. There are only two categories of fossil fuel transports, fuel that is used locally for heating, transportation, and industry, and fuel produced in excess of local needs and is being sold abroad as a commodity. Fuel for local use is part of the national economy and it makes sense to subsidize transportation, production, and distribution so that everyone can benefit from the production of energy and participate in the national economy. Fuel produced in excess of local needs is energy not used by Americans but is produced from American resources that have been appropriated by local and international companies, transported by American taxpayer subsidized systems to be sold on the international market for the sole profit of those companies. How much is any oil company proposing to pay Astoria for the privilege of using the Columbia River to transport oil or natural gas to foreign industries? Are they paying for the dredging, maintenance of the locks, security, hazards, the fish killed as a result of accidents, or any messes left behind? Answers are in the results of Exxon Valdez or Deepwater Horizon. Taxpayers of America need to revolt against a Congress that rewards international corporations and impoverishes the locals. If public land is being used to transport commodities for sale overseas, oil companies should pay dearly. This may make the commodity non-competitive on the world market, but that might push people into creating local jobs using the energy instead of supporting a slave economy in China.

Sue Skinner, 511 Jerome, Astoria, said Councilor Jones's objection to Astoria being associated with Portland, Vancouver, Seattle, or any place up river was bizarre. It is very shortsighted to think that Astoria needs to protect its own boundaries for its own people without any connection to anyone else. Otherwise, she believed his resolution was great.

Don Abing, Astoria, said the city was located on Clatsop Chinook land. The upriver treaty tribes have spoken against anything to do with oil transportation. He represents 3,000 voices that have been silenced by the current government, who are neighbors and whose heritage is tied to the river. There is no place for compromise on what would happen with a fossil fuel that belongs in the ground coming up and destroying the resources his community holds so dearly for cultural survival. Turning an eye away from that would be to continue the perpetuation of the genocide of his people, which is totally unacceptable. The Wahkiakum, Kathlamet, Lower

Chinook, Willapa, and Clatsop people are working steadfastly to procure a foothold back on their lands. He asked City Council to make the right decision and save the resources that are left.

Robert Clark, 145 2nd Street, Astoria, said he was previously a constituent of Peter DeFazio, who was on the Transportation Committee in Congress. He noticed that every time a train passed by the 5th and High Street crossing, the nails in the ties pulled in and out. This made him wonder how many hundreds of nails have been pounded into a piece of wood to hold down a rail tie. He lived in France, where the rail beds are more stable. He recommended everyone put pressure on Congress to improve the entire rail bed. He realized current rail beds were good for the timber market, but improvements need to be moved forward or there would be many more rail accidents like the one in Mosier.

Josie Pepper-Fife, 276 Ash, Astoria, asked that City Council consider including language about joining communities up and down the river and being supportive of them.

City Council Action: Motion made by Councilor Brownson, seconded by Councilor Nemlowill to adopt the resolution in opposition to proposed oil train terminals in the Lower Columbia River, as drafted by Councilor Jones and with the addition of the paragraph expressing support of other communities, and direct Staff to submit the resolution to the Washington State Energy Facility Site Evaluation Council before August 22, 2017.

Mayor LaMear agreed Astoria's support of other cities, including the treaty tribes, should be included in the resolution. Councilors Jones, Nemlowill, and Brownson stated they had no objections.

Motion carried unanimously. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.


NEW BUSINESS & MISCELLANEOUS, PUBLIC COMMENTS (NON-AGENDA)

There was none.

ADJOURNMENT


There being no further business, the meeting was adjourned at 7:23 pm.

ATTEST:



Finance Director

APPROVED:



City Manager