



CITY COUNCIL MEETING MINUTES

Vancouver City Hall | Council Chambers | 415 W. 6th St.
PO Box 1995 | Vancouver, WA 98668-1995
www.cityofvancouver.us

Anne McEnerney-Ogle, Mayor

Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

May 8, 2023

WORKSHOPS

Vancouver City Hall - 415 W 6th Street, Vancouver WA

WORKSHOPS

Vancouver City Hall - Council Chambers - 415 W 6th Street, Vancouver WA

Workshops were conducted in person in the Council Chambers of City Hall. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, or www.facebook.com/VancouverUS.

View the CVTV video recording, including presentations and discussion, for workshops at:

https://www.cvtv.org/vid_link/35575?startStreamAt=0&stopStreamAt=4054

4:00-4:30pm Urban Forestry Management Plan

Charles Ray, Urban Forestry Coordinator, 360-487-8328

Summary

Staff led Council through a discussion of the Urban Forestry Management Plan.

4:30-5:30pm Strategic Plan

Aaron Lande, Program and Policy Development Manager, 360-487-8612

Summary

Staff led Council through a discussion of the Strategic Plan.

COUNCIL DINNER / EXECUTIVE SESSION RE: DISCUSSION OF PENDING LITIGATION (30 MIN)

Mayor McEnerny-Ogle announced the Council would be entering into executive session from 5:10-5:50 p.m. to discuss Pending Litigation.

COUNCIL REGULAR MEETING

This meeting was conducted as a hybrid meeting with in person and remote viewing and participation over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on Consent Agenda items and under the Community Forum were also facilitated in person and via the GoToMeeting conference call.

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit: https://www.cvtv.org/vid_link/35577?startStreamAt=0&stopStreamAt=5609 Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: Councilmembers Harless, Perez, Fox, Paulsen, Stober, Hansen, and Mayor McEnerny-Ogle

Absent: None

Proclamations: Asian American, Native Hawaiian, and Pacific Islander Heritage Month (Chinese and Japanese); Taiwanese American Heritage Week; Public Service Recognition Week

Mayor McEnerny-Ogle read and presented a proclamation to Roger Young, Vancouver Chinese Association, and Bin Wang, President of the Vancouver Chinese Association, proclaiming May 2023 as Asian American, Native Hawaiian and Pacific Islander Heritage Month with a spotlight on Chinese American Heritage.

Mayor McEnerny-Ogle read and presented a proclamation to Michiyo Okuhara, Instructor at Clark College, along with her students, proclaiming May 2023 as Asian American, Native Hawaiian and Pacific Islander Heritage Month with a spotlight on Japanese American Heritage.

Mayor McEnerny-Ogle read and presented a proclamation to Dr. Rex Chen, former President of the Taiwanese Chamber of Commerce of Oregon and SW Washington, and Dr. Bamboo Chen, Secretary General of Taiwanese Chamber of Commerce of Oregon and SW Washington, proclaiming May 2023 as Taiwanese American Heritage Week.

Mayor McEnerny-Ogle read and presented a proclamation to Nicole Chen, DEI Business Partner, along with other City employees, proclaiming May 7 - May 13, 2023, as Public Service Recognition Week.

Community Communications

Mayor McEnerny-Ogle opened Community Communication and received testimony from the following community members regarding any matter on the agenda not scheduled for a Public Hearing:

- Kimberlee Goheen Elbon, La Center, WA
- Dmitri Stoyanoff, Vancouver

There being no further testimony, Mayor McEnerny-Ogle closed Community Communication.

Consent Agenda (Items 1-4)

Council requested items 1 and 2 be pulled for discussion.

Motion by Councilmember Hansen, seconded by Councilmember Perez, and carried unanimously to approve Items 3 and 4 on the Consent Agenda.

Motion by Councilmember Stober, seconded by Councilmember Hansen, and carried unanimously to approve Items 1 and 2 on the Consent Agenda.

1. Interlocal Agreement for Justice Assistance Grant (JAG) 2021 Award

Staff Report: 077-23

The United States Department of Justice, Office of Justice Programs, Bureau of Justice Assistance will award Justice Assistance Grant (JAG) funds to the City of Vancouver, Washington, in the amount of \$107,942 for the Federal Fiscal Year 2021. JAG funds are intended to support a wide range of activities to reduce and prevent crime based on the needs and conditions of local jurisdictions. Allowable purpose areas include law enforcement equipment and supplies, technology, and training to enhance criminal justice. The City of Vancouver will administer this grant and disburse budgeted funds for the Clark County Sheriff's Office through an interlocal agreement. When funding is awarded in spring 2023, the City of Vancouver will receive \$53,971 to purchase police training. The grant award term ends September 30, 2024.

Request: Authorize the City Manager or designee to execute an interlocal agreement with Clark County for disbursement of Justice Assistance Grant (JAG) funds from the United States Department of Justice and take any and all action necessary to enforce the terms thereof.

Jeff Mori, Police Chief, 360-487-7472

Motion approved the request.

2. Interlocal Agreement for Justice Assistance Grant (JAG) 2022 Award

Staff Report: 078-23

The United States Department of Justice, Office of Justice Programs, Bureau of Justice Assistance will award Justice Assistance Grant (JAG) funds to Clark County, Washington, in the amount of \$120,575 for the Federal Fiscal Year 2022. JAG funds are intended to support a wide range of activities to reduce and prevent crime based on the needs and conditions of local jurisdictions. Allowable purpose areas include law enforcement equipment and supplies, technology, and training to enhance criminal justice. Clark County will administer this grant and disburse budgeted funds for the Vancouver Police Department through an interlocal agreement. When funding is awarded in spring 2023, the City of Vancouver will receive \$60,287.50 to purchase police equipment and supplies. The grant award term ends September 30, 2025.

Request: Authorize the City Manager or designee to execute an interlocal agreement with Clark County for disbursement of Justice Assistance Grant (JAG) funds from the United States Department of Justice and take any and all action necessary to enforce the terms thereof.

Jeff Mori, Police Chief, 360-487-7472

Motion approved the request.

3. Increase spending limit on Contract C-100689

Staff Report: 079-23

The Vancouver Fire Department has prior City Council approval to add two Fire Paramedic/Squad units to the fleet. A Fire Paramedic/Squad starts with acquisition of a cab and chassis as the base that is then equipped with a specialized service body housing fire suppression and emergency medical equipment. These units were originally quoted to be built using a Ford F550 chassis. With ongoing supply chain shortages, they were switched to a Dodge 5500 cab and chassis, which added cost of \$34,116 more per vehicle. Sufficient budget resources are available to cover the increased cost, but the specific contract must be adjusted to reflect the new amount. Staff is requesting an increase to the approved contract to cover the amount of this purchase to include the price of the chassis change and all other change orders to ensure the vehicles are completely outfitted to Vancouver Fire specifications.

Request: Authorize the City Manager, or their designee, to approve additional funds needed for this purchase under C-100689 with Cascade Fire Equipment for the life of the contract up to the current authorized budget.

Dan Zenger, Equipment Superintendent, 360-487-8205

Motion approved the request.

4. Approval of Claim Vouchers

Request: Approve claim vouchers for May 8, 2023.

Motion approved claim vouchers in the amount of \$11,411,019.22.

Public Hearings (Item 5-6)

5. 2023 CDBG and HOME Action Plan

Staff Report: 080-23

A RESOLUTION relating to the adoption of the City's Community Development Block Grant (CDBG) and HOME Investment Partnerships Annual Action Plan for the 2023 program year; authorizing the City Manager to execute agreements on behalf of the City of Vancouver consistent with the CDBG and HOME Investment Partnerships Annual Action Plan; providing for severability and an effective date.

The U.S. Department of Housing and Urban Development (HUD) requires an annual Action Plan that outlines how CDBG and HOME resources will be utilized. This document includes information regarding funds available, the prioritization process, and recommended awards and projects. The draft 2023 Action Plan was made available 30 days prior to the May 8, 2023, public hearing at www.cityofvancouver.us/cdbg. City Council and public feedback on recommended funding is welcomed and encouraged prior to plan finalization and submittal.

CDBG and HOME awards must be consistent with goals and objectives outlined in the City's 2019-2023 Five-year Consolidated Plan. Goals include:

- Affordable Housing: Increase and preserve affordable housing opportunity for low-income households and people experiencing homelessness.*
- Public Services: Reduce poverty, increase stability, and prevent and address homelessness for individuals and families. Where possible, support existing City and community initiatives.*
- Economic Development: Increase economic opportunity by supporting small businesses.*
- Public Facilities and Infrastructure: Create and preserve buildings and spaces that serve the public.*

The City of Vancouver allocates the majority of its CDBG and HOME funding to community partners through an annual competitive application process. A public hearing for City Council to adopt the 2023 Action Plan, which includes the proposed projects and award amounts, is scheduled for May 8, 2023.

2023 Funding Available

Funds available for program year 2023 are listed below. Available funds are subject to change based on entitlement funds from previous years and program income received.

CDBG funding

2023 Entitlement Funds \$1,392,021

Anticipated program income \$ 120,000

Unspent entitlement (previous years) \$ 141,337

TOTAL \$1,653,358

HOME funding

2023 Entitlement Funds \$ 791,895

Unspent entitlement (previous years) \$ 318,251

TOTAL \$1,110,146

HOME ARP funding

Entitlement funds (for 6 years) \$2,496,110

2023 ESTIMATED SPENDING \$ 727,904

Application and Prioritization Process

The annual application process began in October 2022. Staff invited interested parties to attend a workshop explaining the application process. Applicants submitted preapplications online through ZoomGrants. City staff advanced 36 applications with funding requests totaling just over \$6 million. The review committee, composed of community representatives and City staff, completed the application review process. The committee read applications, viewed applicant presentations, scored and prioritized the projects and suggested funding options. This year, the committee's awarded points were increased and objective scoring was decreased, giving the committee more influence on which applications were granted funding.

The average score for each application guided the prioritization of awards. Scoring factors included:

- Clearly defined scope, goals and outcomes*
- Community needs*
- Community impact*
- Readiness to move forward*
- Long-term financial viability*
- Demonstrated equitable practices and outcomes*
- Community partnerships and collaboration*
- Cost benefit – people/households served and committed match funding*
- Objective risk assessment score*
- Additional points for projects that address homelessness needs*

Staff then met with the committee to go over funding proposals. A full list of recommended projects and proposed funding is included in the Action Plan.

2023 Funding Recommendations – CDBG

Funding recommendations support the following priorities:

- Public services: Programs serving youth programs, youth who are experiencing homelessness, transitional housing services, community outreach events and eviction mediation services.*

- *Public facilities: Construction and rehabilitation of a behavioral health care facility.*
- *Economic development: Technical assistance for microenterprises and people starting new businesses.*
- *Housing services: Case management to help households find or maintain rental housing; paired with HOME-funded rental assistance.*
- *City Housing Rehab Set-aside: Low-interest loans to homeowners to assist with home repairs that address health, safety and livability issues.*
- *Administration: Staff and administrative costs to carry out the CDBG program and projects. The amount of CDBG funding that may be used for administration is capped by federal guidelines.*

2023 Funding Recommendations – HOME

Funding recommendations for HOME awards support the following priorities:

- *Rental assistance: Assistance with security deposits, rent and utilities to help households experiencing, or at risk of, homelessness afford housing. Paired with CDBG-funded housing services.*
- *Housing projects: Single-family home acquisition assistance for first-time buyers and new affordable rental housing. HUD requires 15% of each year's HOME entitlement to be set aside for an eligible Community Housing Development Organization (CHDO). No CHDO applications were submitted in 2022, so this was carried forward. One 2023 CHDO application was received for multifamily acquisitions, this was recommended for funding with both 2022 and 2023 CHDO set-aside.*
- *Unallocated Funding: These funds will be awarded as needed. If funds are unspent in 2023, they will be allocated to future projects.*
- *Administration: Staff and administrative costs to carry out the HOME program and projects. The amount of HOME funding that may be used for administration is capped by federal guidelines.*

2023 Funding recommendations - HOME-ARP

The HOME-ARP Plan was reviewed by the public and City Council, but has not yet been approved by HUD. When approved, HOME-ARP funding will need to be expended within 6 years. HOME-ARP applications were accepted as part of the 2023 process in anticipation of the HOME-ARP Plan approval. Funding recommendations for HOME-ARP awards support the following services for people who are homeless or at risk of homelessness, per HOME-ARP rules.

- *Housing Services: Supporting households who are experiencing homelessness or at risk of becoming homeless through navigating the criminal justice system, outreach, and rental assistance.*
- *Outreach: Supporting households who are experiencing*

homelessness and other vulnerable populations through outreach in the community.

- *Administration: Staff and administrative costs to carry out the HOME-ARP program and projects. The HOME-ARP funding used for administration is capped by federal guidelines at 15% over 6 years. The admin costs are estimated to be spent in four years.*

Request: Approve a resolution adopting the proposed 2023 CDBG, HOME, and HOME-ARP funding awards.

Samantha Whitley, Housing Programs Manager, 360-487-7952

Samantha Whitley, Housing Programs Manager, provided an overview of the 2023 CDBG and HOME Action Plan.

Council discussed the item briefly with staff.

Mayor McEnerny-Ogle opened the public hearing and received testimony from the following community members:

- Francisco Bueno, Vancouver
- Katie Ullrich, Portland, OR
- Kimberlee Goheen, La Center, WA
- Beth Hammer, Ridgefield, WA

There being no further testimony, Mayor McEnerny-Ogle closed the public hearing.

Motion by Councilmember Paulsen, seconded by Councilmember Harless, and carried unanimously to approve Resolution M-4221.

6. Spring Supplemental Budget

Staff Report: 076-23

AN ORDINANCE relating to the 2023-24 Biennial Budget and making various appropriations in various funds; declaring an emergency.

The first supplemental of 2023 includes mostly administrative items, carrying forward appropriation from the last biennium for projects that were approved and funded, but not completed in 2022, expenditures associated with new external revenues, as well as requests based on newly identified needs.

The recommended expenditure appropriation increases for the City's Operating and Capital funds included in the 2023 First Supplemental Budget totals \$140.2 million. An increase of \$36.1 million relates to

recommended changes in the Operating budget, with the remaining appropriation increase of \$104.1 million representing changes in capital projects and supporting funding transfers. The Supplemental will result in utilizing \$55.2 million in city resources; of that amount, the General Fund's share is \$10.1 million.

Appropriation increase to the General, Street and Fire funds total \$13.6 million over the biennium. Major items are summarized below:

- Miscellaneous grants including National Highway Service Grant Funding for Payment Management, Fruit Valley Park Playground Renovation, Safe Routes to School for Bike Clark County Active Empowerment Programming, Interstate Bridge Replacement Program, as well as carrying forward a couple Fire grants*
- Carry-forward items that were appropriated in 2022, but not fully expended due to timing delays or constraints, including eProsecutor (Case Management Software), Comprehensive Plan Update, Transportation System Plan Update, Sidewalk and Pavement Management funding, as well as funding for the Heights Acquisition and Design.*
- New items identified include: Upper Main Street Corridor planning, Self-Contained Breathing Apparatus (SCBA) upgrade, EMS Tablet purchase, Wellness and Mental Health Services for Police and Fire, Safe Stay Sites 1 and 3 Service Provider Increase, and Fire Vehicle Replacements.*

The remaining appropriation increase relates to changes in other operating city funds. Major changes are summarized below:

- Administrative clean-up of funding to consolidate Park Impact Fee (PIF) Funds and alignment of budget between Grounds Maintenance and Grounds Facilities Funds.*
- Carry-forward items that were appropriated in 2022, but not fully expended due to timing delays or constraints, including Fourth Plain Corridor and Community Supported Investment Strategy and Main Street (5th to 15th) Projects with American Rescue Plan Act (APRA) funding, the Vancouver Center Maintenance Contract, City Website Redesign, SharePoint Migration to the Cloud and Fleet Vehicle Replacements.*
- New items identified include: Citywide Long Range Facilities Plan, professional services in the Solid Waste program, replacement of vehicles, funding for an electrical engineering consultant and facilities conditions assessment, as well as appropriation for awarded 2023 Public, Educational, and Governmental Access Support Fee (PEG) Grants.*

The total net Capital Budget appropriation of \$104.1 million (including internal transfers and carryforward items) is included in the First Supplemental of 2023. Expenditures by project are outlined in Attachment

C to the ordinance. Highlights of Attachment C are listed below:

- *General Capital/Asset Management projects totaling \$24.6 million for:*
 - *New requests:*
 - *Multiple property acquisitions for economic development*
 - *Upgrade and move City Hall generator*
 - *Fourth Plain Commons cost increase utilizing ARPA funding*
 - *Fire Station 5 HVAC/boiler replacement*
 - *Pearson Airfield solar panel systems utilizing grant funding*
- *Parks Capital projects totaling \$4.7 million for:*
 - *New requests:*
 - *Fruit Valley Park restroom upgrades utilizing donation funding*
 - *Marshall Pak restroom upgrades*
 - *Bagley Community Park development utilizing ARPA funding*
 - *Carry-forward from 2021-22 Budget:*
 - *Raymond Shaffer Park development*
- *Streets/Transportation Capital projects total \$15.8 million for:*
 - *New requests:*
 - *SE 34th Street Complete Street Project utilizing grant and Transportation Benefit District funding*
 - *NE 192nd Avenue - NE 18th Street to SE 1st Street utilizing grant and Transportation Benefit District funding*
 - *Fourth Plain Safety and Mobility Project: F St to Fort Vancouver Way utilizing grant funding*
 - *Carry-forward from 2021-22 Budget:*
 - *NW 32nd - Lower River Rd to NW 61st St*
 - *NE 184th Avenue - SE 1st Street to NE 4th Street*
 - *137th Ave Corridor - 49th to Fourth Plain*
- *Water and Wastewater Capital projects totaling \$20.2 million for:*
 - *New requests:*
 - *9th St to 18th St, 112th Ave to 129th Ave (T-36)*
 - *Water Station 14 Polyfluoroalkyl Substances Treatment System utilizing grant funding*
 - *Carry-forward from 2021-22 Budget:*
 - *Water Station 5 Reservoir, Pump, E-Power*
 - *Water Station 1 Reservoirs and Standpipe*
 - *Southside Interceptor Rehab Phase 2, 3, 4, & 5*
 - *G2 Sewer Basin/Trunk Interceptor Realignment*
 - *Maplecrest Pump Station Reconstruct*
- *Capital funding transfers supporting the City's capital projects budget totaling \$37.0 million*

The recommended 2023 Supplemental Capital budget has been mapped and can be explored through the link below. Please note the mapping defaults to the 2023-24 adopted biennium budget. To view the 2023

Supplemental Budget, the 2023 Supplemental 1 box will need to be selected. 2023-24 Budget BI Tool

Attachment B of the ordinance outlines changes to FTEs, with an overall net new increase of 7.6 FTEs recommended in the 2023 First Supplemental. Many positions that are reclassified are due to the market study and only update the position title. Major changes from the Attachment B are listed below:

- *Administrative capacity due to reorganization by the following:*
 - *Information Technology reclassified multiple positions to align with their new organizational structure, which includes reclassifying a Police Officer to Public Safety Technology Manger to support Police related technological programs*
 - *Move 2.0 FTEs from Public Works Communications to Central Communications in the City Manager's Office*
 - *Create a Deputy Police Chief position to provide additional public safety administration support by reclassifying an existing police position*
- *Positions to support grant and revenue-funded work:*
 - *Add 1.0 FTEs (Associate Planner) in Community Development working on Complete Street priorities and funded through the City's Street Funding Strategy*
 - *Add 1.0 FTE (Senior Civil Engineer) to support Street/Transportation projects and funded through the City's Street Funding Strategy*
 - *Add 1.0 Limited-Term FTE (Senior Planner) supported through the Interstate Bridge Replacement program*
- *Other FTE changes to support the organization*
 - *Add 2.0 FTE (Fire Battalion Chiefs) in Fire Department*
 - *Add 1.0 Limited-Term FTE (Senior Civil Engineer) for Operations Campus Construction*
 - *Add 1.0 Limited-Term FTE (Senior Construction Inspector) for Operations Campus Construction*
 - *Reclassify a .50 FTE Recreation Specialist to Recreation Coordinator and add .50 FTE to create a 1.0 FTE Recreation Coordinator*
 - *Add 0.10 FTE (Senior Support Specialist) to increase .50 FTE to .60 FTE*

Request: On Monday, May 8, 2023, subject to second reading and public hearing, approve the ordinance.

Natasha Ramras, Chief Financial Officer, 360-487-8484

Mayor McEnerny-Ogle read the title of the Ordinance into the record.

Natasha Ramras, Chief Financial Officer, provided an overview of the Spring Supplemental Budget.

Council discussed the item briefly with staff.

Mayor McEnerny-Ogle opened the public hearing and received testimony from the following community members:

- Kimberlee Goheen, La Center, WA

There being no further testimony, Mayor McEnerny-Ogle closed the public hearing.

Motion by Councilmember Hansen, seconded by Councilmember Paulsen, and carried unanimously to approve Ordinance M-4410.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

Adjournment

8:02 p.m.

DocuSigned by:
Anne McEnerny-Ogle
6C89D9089EC5424...
Anne McEnerny-Ogle, Mayor

Attest:

DocuSigned by:
Natasha Ramras
BCF6734E40E94AE...
Natasha Ramras, City Clerk

The written comments below are those of the submitter alone and are not representative of the views of CVTV or the City of Vancouver, its elected or appointed officials, or its employees.

From: [Mary Eversole](#)
To: [City Council](#)
Subject: Comments City of Vancouver's moratorium on large warehouse and distribution facilities
Date: Monday, May 1, 2023 11:54:18 AM
Attachments: [image002.png](#)
[image004.png](#)

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May 1, 2023

Vancouver City Council



Vancouver, WA

Re: Warehouse Moratorium Study Update

Hon. City Council Members:

On behalf of NAIOP Washington State, the Commercial Real Estate Development Association Washington State (NAIOP) and our more than 1,000 members, we are writing to provide additional comments on the City of Vancouver's moratorium on large warehouse and distribution facilities. We appreciate the opportunity to comment and City Council's willingness to consider our input to date. Our members are strong supporters of focused urban development including industrial growth that is sustainable, transit-oriented, and reflects a 21st century view of the industry and its future.

NAIOP continues to oppose the moratorium on warehouse development in the City. It is not necessary to address the City's stated concerns, and we believe will do unjustifiable harm to the City's economic base. The use of a blunt moratorium instrument could have a multi-year chilling effect on the Vancouver economy and broader southern Washington supply chain – especially while our state and nation continue to weather macroeconomic uncertainty. While the City stated the advancement of the moratorium responds to jobs density and climate related concerns, those issues are addressed by modern industrial development practices and updates to the Building Code taking effect in July 2023.

The key takeaway from the Warehouse Study Update prepared by the City Planning department, is that the moratorium would ultimately regulate only a handful of properties. A variety of factors not considered by the Study may further limit the viability of warehouses exceeding 250,000 s.f., on those handful of sites, including critical areas, setbacks, frontage improvement requirements and other site constraints. A moratorium does disproportionate damage by stifling investment City-wide while ultimately regulating only a limited number of properties. In other words, there's no reason to use such a dramatic tool to solve a non-issue.

The Warehouse Study Update does not address unfounded climate concerns underlying the moratorium. Additionally, we note new industrial development will need to meet heightened energy

and building code standards with the July 2023 Building Code update. If the moratorium is not imminently lifted, we urge City Council to consider sustainability impacts of last-mile delivery facilities. Data released by the MIT Real Estate Innovation Lab, carbon emissions from online shopping are 36 percent lower on average than those produced by in-store trips, which are almost all driven by automobile traffic – a very high carbon emitter and a primary emissions source in Vancouver. Built-out logistics networks, which include urban fulfillment centers, can reduce transportation-related emissions by 50 percent due to their significant consolidation of vehicle trips. New 2023 building and energy code standards will result in energy-efficient buildings with lower emissions.

Finally, the Warehouse Study Update does not address the economic benefits of new industrial development. Industrial development is an important part of the City's tax base and middle-income jobs. Data from the Washington Employment Security Department shows that the 2021 average annual wage for Transportation and Warehousing was \$65,221 (\$31.35 / hour), which is slightly higher than the construction and manufacturing industries. The moratorium results in a loss of tax revenue and quality jobs without any clear benefits. The Warehouse Study Update also fails to address the broader, longer-term economic impacts to Vancouver if the City gets a reputation for discouraging new business and innovation. Future projects will go to other jurisdictions.

Due to the above, we urge City Council to lift the moratorium immediately to avoid any further damaging economic impacts. If the City wishes to encourage other types of development, we recommend an incentives-based, and measured approach to zoning regulation. Our members from all different sectors are happy to provide input on the City's long-range planning efforts in that regard. While we hope the moratorium is lifted in short order, we remain available to provide further information as the Council studies its impacts.

Sincerely,



Mary Eversole, Executive Director



Mary A. Eversole
Executive Director at NAIOPWA
Direct: [REDACTED]
Main: 206-382-9121
[REDACTED]
www.naiopwa.org


From: [Mary Kathryn](#)
To: [City Council](#)
Subject: Submission: City Council Contact Form
Date: Wednesday, May 3, 2023 1:32:12 PM

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City Council Contact Form

Submitted date: Wednesday, May 3, 2023 - 1:32pm

Contact Information

First name:

Mary Kathryn

Last name:

Kieser

Email address:

[REDACTED]

Street address:

[REDACTED]

ZIP code:

98683

Inquiry Information

Subject:

Request information

Recipient:

All of Council

Message:

As summer approaches, my apartment complex is again sending out notices that in-window air conditioners are not allowed. There is no practical reason for this other than aesthetics - in other words, the "beauty" of the complex is prioritized over the health and safety of the residents. I would like to see the City Council pass a resolution banning this sort of discrimination. I am lucky, privileged to be able to afford a portable air conditioner that is inside.

It takes up more room, it often costs a bit more up front. It is far easier to obtain an in window unit either second hand or at a discount retailer. Many renters aren't that lucky, so they are made to suffer.

You have the ability to do something about this. As a city council you are the first line of government protection for the citizens of this city. I urge you to find a way to get these silly, punitive and discriminatory "rules" out of the way and give renters more protection.

M. Kathryn Kieser

Upload a file:

From: [City of Vancouver - Office of the City Manager](#)
To: [Dollar, Sarah](#)
Subject: FW: Written comments for City Council meeting May 8th
Date: Monday, May 8, 2023 8:27:53 AM
Attachments: [737.pdf](#)
[BikePortland.pdf](#)
[Cities.pdf](#)
[IBR negative impacts.pdf](#)
[Unsafe IBR graphics.pdf](#)
[Unsafe IBR Letters.pdf](#)

Hello,

We received this message in the CMO inbox.

Thank you!

City Manager's Office

CITY OF VANCOUVER

P.O. Box 1995 • Vancouver, WA 98668-1995

P: 360.487.8600 | F: 360.487.8625

www.cityofvancouver.us

From: BOB ORTLAD [REDACTED]
Sent: Sunday, May 7, 2023 2:43 PM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Written comments for City Council meeting May 8th

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Vancouver City Council

Vancouver Strategic Plan Update

The IBR's Vancouver Interchange will devastate the downtown.
An Immersed Tunnel can save downtown.

Please review the attachments and video links,

Respectfully
Bob Ortblad MSCE, MBA

ASCE "Exploring an Immersed Tunnel Solution"
<https://youtube.com/watch?v=wWvkRV3alkM&t=2472s...>

Hayden Island Neighborhood Network (200 attendees)
<https://youtube.com/watch?v=zRXJqqNEZMY&t=5s...>



Oct. 19, 2022

Federal Highway Administration is funding a dangerous bridge

Editor's note: *Opinions expressed in this letter to the editor are those of the author alone and do not reflect the editorial position of ClarkCountyToday.com*

The Federal Aviation Administration's certification of Boeing's 737 MAX resulted in two plane crashes and 346 deaths. The FAA issued a \$2.5 billion face-saving fine.

In a grim coincidence, the Interstate Bridge Replacement Program (IBR) is asking for \$2.5 billion in federal grants to build a dangerous bridge. During the 100-life of its bridge, there will be thousands of crashes and an untold number of injuries and deaths. A 737 software flaw was hidden in a million lines of code.

The IBR's I-5 Bridge design flaws are obvious to anyone who has driven across the I-205 Bridge, just upstream. Its grade, curve, rain, wind, and ice make it a perilous crossing. The I-205 Bridge is ranked by Go Save Labs as the nation's eighth most dangerous accident hotspot. The IBR I-5 Bridge design will be almost twice as steep (4%), have the same weather, antiquated cloverleaves, limited sight distance, a 7% off-ramp to SR-14, and I-205-style curve. Bridge crashes will be frequent and over time injuries and deaths will equal a plane crash.



Bob Ortblad

The Federal Highway Administration recently awarded the IBR its first federal grant, \$1 million to do a redundant study on liquefaction during an earthquake. Ten years ago the Columbia River Crossing spent \$12 million on a dozen geotechnical consultants and \$31 million on WSDOT management and geotechnical studies. Continued funding of the IBR by the FWHA should stop until the IBR has a safe design.

The IBR continues to ignore a safer and less costly immersed tunnel alternative.

Bob Ortblad MSCE, MBA

Seattle

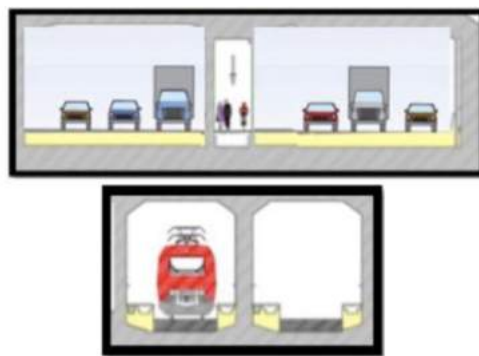
BikePortland

The overlooked I-5 Columbia River crossing option: An immersed tube tunnel

February 23, 2022, by Taylor Griggs (Staff Writer)

To Bob Ortblad, a retired civil engineer who lives in Seattle, the team behind the Interstate Bridge Replacement Program (IBRP) – the plan to expand I-5 bridge between Vancouver and Portland across the Columbia River – have it all wrong.

While other advocates have proposed alternatives to the highway expansion, like congestion pricing or a project that better incorporates public transit light rail or even high speed rail, Ortblad has spent the last three years trying to convince planners to consider scrapping the bridge idea altogether, opting instead for an immersed tube tunnel (ITT).



The view from inside a tunnel. Ortblad says there's a lot of flexibility in terms of lane usage and width. (Photo: Bob Ortblad)

But he says IBRP planners have tunnel vision when it comes to his immersed tunnel vision. Ortblad's case for a tunnel under the Columbia River revolves around safety, land use and environmental impact. He's written dozens of letters and slideshow presentations explaining his reasoning, but says the IBR program team hasn't given his idea the serious consideration it deserves.



An example of what an ITT that includes transit could look like. (Photo: Bob Ortblad)

“The people at the IBRP have been manufacturing consent for this bridge. It’s Kabuki theater.”

— *Bob Ortblad, transportation advocate and retired engineer*

According to Ortblad, who has been inspired by tunnels around the world, like the Hvalfjörður Tunnel in Iceland, which stretches about three and a half miles under a fjord, the Oresund Bridge & Immersed Tunnel connecting Sweden to Denmark and the Fort McHenry Tunnel carrying traffic on I-95 under the Baltimore Harbor.

As far as safety advantages, Ortblad gives two key considerations. First, bridges can be dangerous for people traveling across them via any means of transportation. In an August letter to the editor of The Columbian, Ortblad referenced the case of Antonio Amaro Lopez, who plunged off the I-205 Glenn Jackson Bridge across the Columbia River on Valentine’s Day last year (and whose family is now suing ODOT for negligence).

Ortblad says the I-205 bridge is dangerous enough, but the new I-5 Columbia River bridge, which has a 4 percent downgrade and shaded northern exposure retaining black ice, will be even more dangerous.

One reason planners cite the need to replace the I-5 bridge is the threat of earthquakes. Other projects are underway to replace bridges in the region for the purpose of earthquake-readiness, like the Earthquake Safe Burnside Bridge project, but Ortblad says a tunnel would be the better way to go for crossing the Columbia.

Some seismically active regions like the San Francisco Bay Area and the entire country of Japan, have implemented immersed tube tunnels which have held up through high-magnitude earthquakes. Ortblad points to the buoyancy of tunnels to explain their seismic resistance. If an earthquake happens, the thinking goes, tunnels are more flexible and can move with the ground instead of being tossed around by the shaking earth.

The ability to preserve land on Hayden Island and Vancouver’s waterfront is another reason Ortblad wants IBRP leaders to consider a tunnel. Replacing the I-5 bridge will require long, elevated concrete viaducts to lift traffic 100 feet or more up to the bridge, taking up a lot of room with on and off-ramps. A graphic Ortblad created (below) warns that leading IBRP designs would “dump acres of concrete on Vancouver’s waterfront.”

The IBRP’s bridge designs will dump acres of concrete on Vancouver’s waterfront.



Ortblad’s argument that the IBRP bridge designs will make a damaging impact on Vancouver’s waterfront.



Maastunnel in Rotterdam (Photo: Jonathan Maus)

That elevation gain has also been raised as a concern for bicycle riders, who’ll have to pedal up it each time they cross the river. “Only the very fittest will be able to climb on a bicycle or on foot the 100-foot ascent (ten stories) needed to cross a new high bridge,” Ortblad shared with us after seeing preliminary bike plan designs from IBRP staff in December. “At age 75 and walking with a cane, you can count me out.”

Comparably, an underwater tunnel would be hidden from view – as would the noise its traffic would generate – and the ground-level entrance would make it easier for people to enter the tunnel. (Ortblad gestures to the Maastunnel in Rotterdam, Netherlands (shown above) as an example of a bikeable immersed tunnel.)

The IBR program team did an analysis of the immersed tunnel alternative and threw cold water on it. Why? According to the IBRP’s memorandum on its evaluation of the immersed tunnel alternative, it has “numerous challenges [which] demonstrate it is not a viable replacement solution for the IBR program.”

The IBRP team even went on the offensive against the tunnel idea on social media last month:



The stated challenges include “significant out-of-direction travel for drivers, freight, transit users, bicyclists and pedestrians; the inability to tie into existing connections such as SR 14, Vancouver City Center, and Hayden Island; safety concerns for bicyclists and pedestrians; and significant archaeological, cultural, and environmental impacts” as well almost double the cost.

But Ortblad says this analysis wasn’t done in good faith. To him, the IBRP administration is pushing through the 10-year-old CRC bridge design, the previous iteration of an I-5 replacement bridge, under a different name. This project was killed in 2013, which was a relief to environmental and bike activists who had advocated against it.

“The people at the IBRP have been manufacturing consent for this bridge,” Ortblad tells BikePortland. “It’s Kabuki theater.”

In an October letter to the editor at Clark County Today, Ortblad asks for this analysis to be retracted. He says WSP USA, IBRP’s engineering consulting group, has a conflict of interest in evaluating an immersed tube tunnel because it is “anticipating hundreds of millions in bridge design and construction management fees.”

Ortblad says the analysis evaluated an ITT under the current primary barge channel at the bridge li by the Vancouver riverbank, when it should have evaluated a channel near the center of the river, which would have resulted in a more realistic and inexpensive tunnel design.



Ortblad says the IBRP’s evaluation of a tunnel alternative is misleading because it looked at the wrong part of the river. (Photo: Bob Ortblad)

Ten Representative Transit Investments*

Light Rail (LRT)	Bus Rapid Transit (BRT)	Hybrid (LRT+BRT)
Expo to Turtle Place	Expo to Turtle Place	Expo to Turtle Place
2013 LPA	2013 LPA alignment	
Expo to Kiggins Bowl	Expo to Kiggins Bowl	
Expo to I-5/McLoughlin		
Expo to I-5/McLoughlin (incl. Vancouver waterfront)		
Expo to Evergreen		

*Bus On Shoulder is assumed to be included in any investment and is not shown here.



Proposed transit possibilities suggested at a February IBRP Equity Advisory Group meeting.

At an IBRP Equity Advisory Group meeting on Monday, project managers showed 10 potential new transit alignments for the bridge, most of which are light rail options. The light rail debate was a big part of the conflict that ultimately doomed the original CRC, so its inclusion is notable.

Ortblad says IBRP leaders haven't given his tunnel idea the time of day, but he persists anyway, penning letters to politicians and the editors of Portland-Vancouver area newspapers. Having tried relentlessly to get IBRP administration's attention, he has now moved on to try to get policymakers on board.

"I plan to share my advocacy and research with the United States Coast Guard, U.S. Corps of Engineers, Federal Highway Administration, Federal Transit Administration, U.S. Environmental Protection Agency, my elected representatives, community and business associations, and the press," he wrote in a letter to Washington State Senator Marko Liias in January.

"Going under the river is a better solution than going over."



Taylor Griggs (Staff Writer)

Taylor has been BikePortland's staff writer since November 2021. She has also written for Street Roots and Eugene Weekly. Contact her at taylorgriggswriter@gmail.com



Hong Kong
Six Immersed
Tunnels
Five with transit



Gothenberg
World's most sustainable city

Tingstad Tunnel 1968
Marieholm Tunnel 2020



Sydney

Sydney Harbor Bridge 1932
Immersed Tunnel 1992
2nd Immersed Tunnel 2022

The world's most beautiful cities do not dump acres of concrete on their waterfronts.



Major River Ports of Europe have two or more “Immersed Tunnels” for unimpeded navigation.



If IBR's "SEVEN INTERCHANGES" are built will they need to be rebuilt in a decade?

Induced traffic demand?



Either IBR bridge design will devastate Terminal 1 with noise, pollution, and a constant dark shadow.

An Immersed Tunnel provides a quiet, clean, sunny Terminal/Public Market, & riverfront park to Renaissance Boardwalk & Fort Vancouver.



The IBR's design will harm the "Renaissance Boardwalk" development with visual blight, noise, and pollution. Only trolls will enjoy living under this bridge.

An Immersed Tunnel provides a clean & quiet riverfront park connecting "Renaissance" & "Waterfront".



Interstate Bridge Replacement's massive Vancouver interchange will be a wall of concrete and noise blocking access to Fort Vancouver. An Immersed Tunnel will provide a connecting Riverfront Park.



Vancouver's Waterfront



Fort Vancouver

Let's make the connection
with
10-acre Riverfront Park
&
Immersed Tunnel

Maryland canceled an 8-lane double-deck bridge and built an immersed tunnel to protect historic Fort McHenry.

Fort Vancouver deserves similar protection. IBR's bridge will cast visual blight, noise, & pollution.



IBR preaches equity but plans a 10-acre concrete lid for Vancouver casting shadows, noise, and pollution.

The three richest cities in Washington have covered freeway parks. An Immersed Tunnel will give Vancouver a 10-acre Riverfront Park.



Bob Ortblad MSCE, MBA

IBR Administrator Greg Johnson promised to be “data driven” WSDOT claims to use the FHWA’s Data-Driven Safety Analysis Where is an estimate of fatalities & injuries before committing billions for the steepest 4% most dangerous interstate bridge in the country?



The image is a composite graphic overlaid on an aerial photograph of a multi-lane highway bridge. The background shows the bridge structure, surrounding greenery, and some vehicles on the road.

FHWA Data-Driven Safety Analysis (DDSA)

More Informed Decision Making

Better Targeted Investments

Fewer Fatalities & Serious Injuries

4% grade

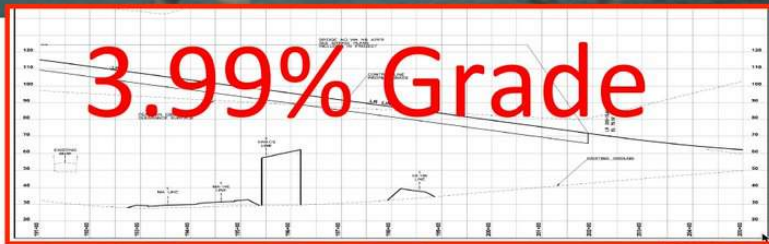
\$7.5 billion

Interstate BRIDGE
Replacement Program

?

Washington State DOT:
A New Approach to Safety Analysis

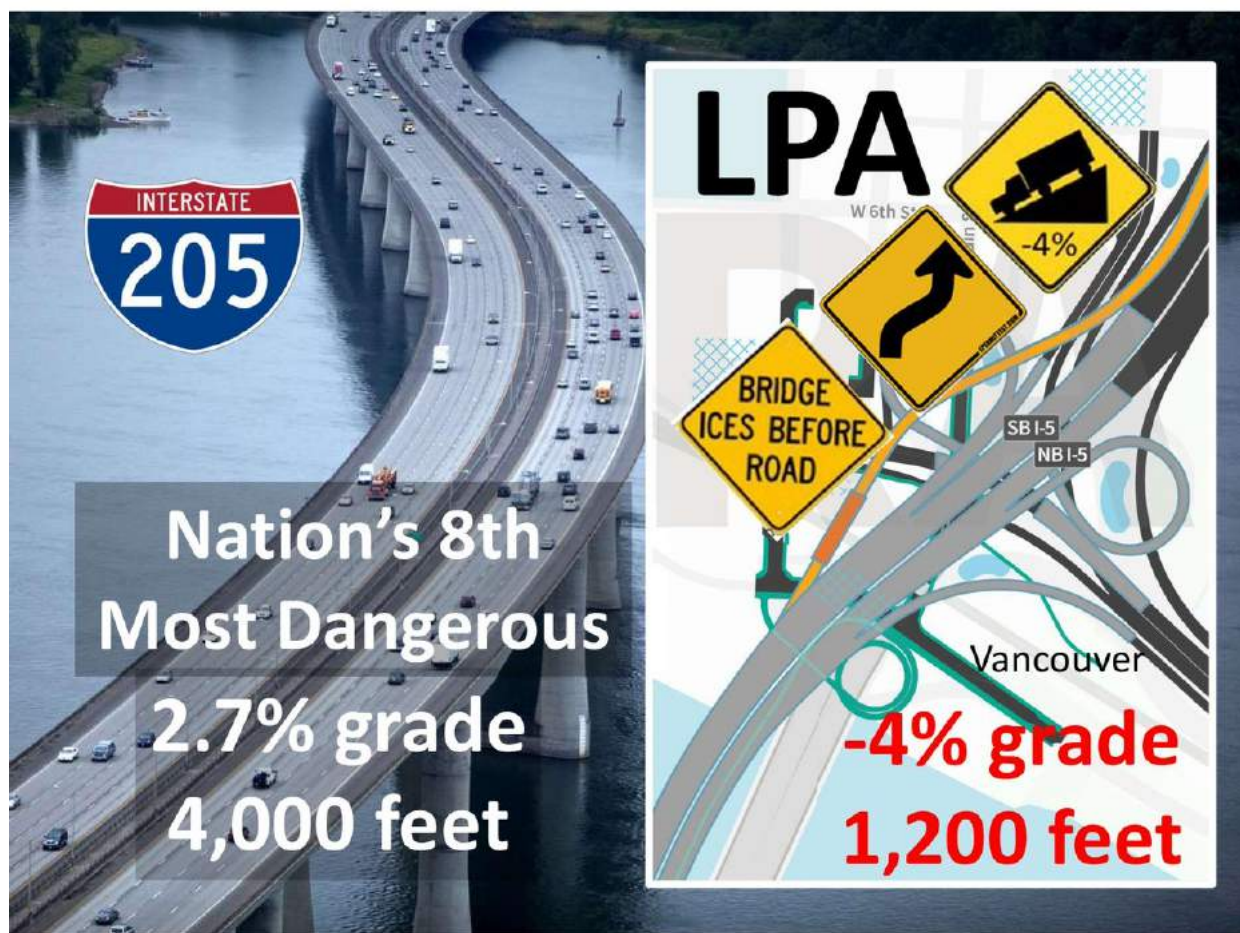
Will the IBR predict the number of deaths and injuries its high bridge will cause over 100 years? The steepest (4%) most dangerous interstate bridge.



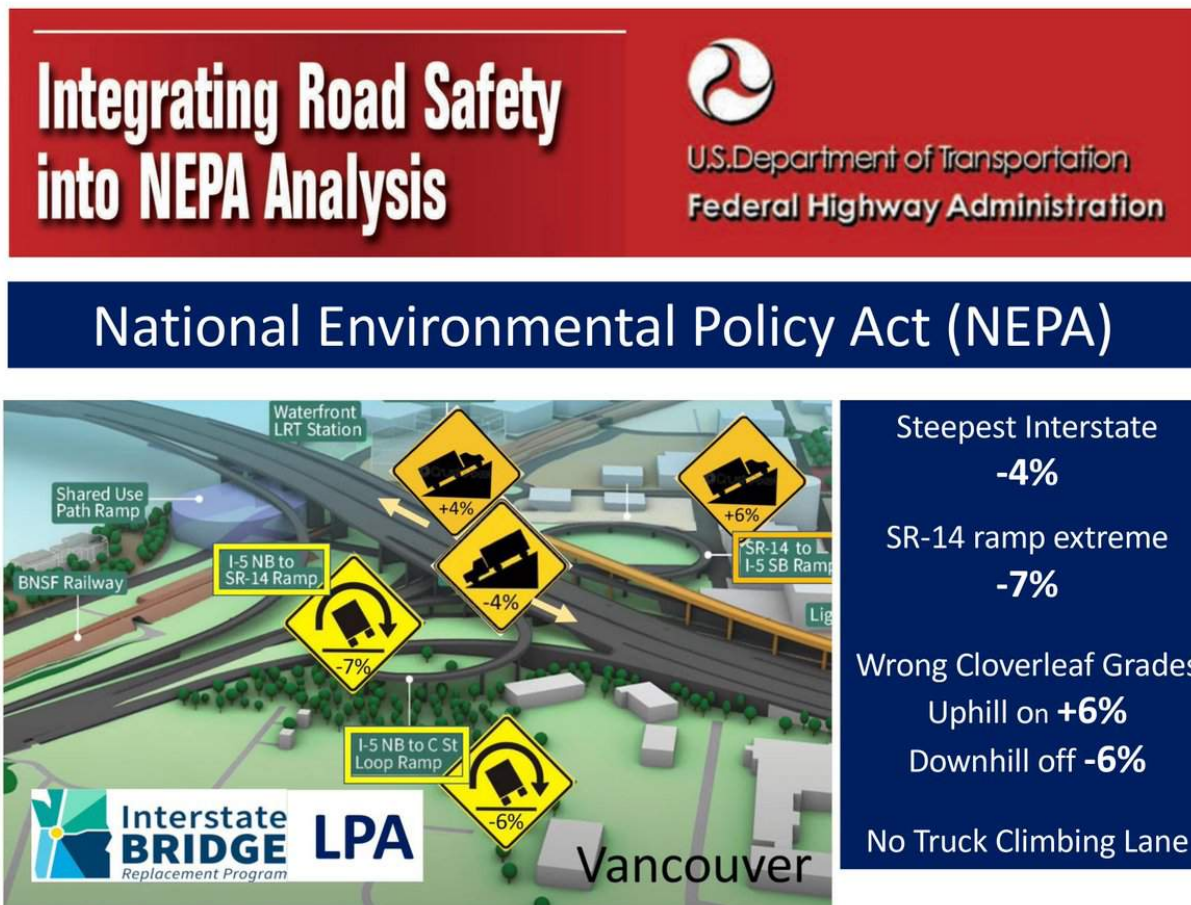
***Deaths
&
Injuries***



IBR's LPA design will be more dangerous than I-205 Bridge, country's 8th most dangerous bridge LPA is steeper (4%) and has tighter 1,200-foot double curve, rain, & ice that makes I-205 so dangerous.



The IBR's bridge design will never pass a NEPA Safety review. It is too dangerous with a -4% grade, -7% off-ramp to SR-14, combined with NW rain and ice. An Immersed Tunnel is safer with less grade and weather protected.



Bob Ortblad MSCE, MBA
@BOrtblad



Letter: Tunnel would be safer than bridge

By Bob Ortblad, Seattle

Published: August 24, 2021

On Sunday, Feb. 14, 2021, Antonio Amaro Lopez on his way home from work plunged off the Interstate 205 Bridge into the Columbia River. Antonio was driving less than 50 mph, hit an ice patch, skidded, and jumped a Jersey barrier.

Ice and the bridge's 2.7 percent downgrade extended his stopping distance more than 10 times. The I-205 Bridge is curved, so Antonio slid across four lanes before hitting a snow ramp that launched his SUV over a Jersey barrier into the river.

Go Safe Labs ranked the I-205 Bridge as the eighth most accident-prone site in the country, with an accident every three days.

A new I-5 Columbia River bridge will be even more dangerous. The 10-year-old \$200 million Columbia River Crossing bridge design has a 4 percent downgrade, curvature similar to the I-205 Bridge, a shaded northern exposure that will retain black ice, and sight distances much shorter than stopping distances in foggy, wet or icy conditions.

The Interstate Bridge Replacement Program administration is eager to recycle the Columbia River Crossing bridge design. The IBR has spent hundreds of thousands of dollars on bridge engineering consultants to discount the possibility of a much safer river crossing design: an immersed tube tunnel.



Letter: Bridge program needs to answer

By Bob Ortblad, Seattle

Published: September 10, 2022

The Interstate Bridge Replacement Program has spent millions to manufacture public consent for its “Modified Locally Preferred Alternative,” a green-washed copy of the failed Columbia River Crossing. The IBR has exploited equity to promote its locally preferred alternative. The poor will get noise, pollution, and the danger of traversing the steepest (4 percent grade) interstate bridge on balder tires. The IBR has staged a Kabuki theater of citizen advisory groups and produced a score of videos with bureaucrats and young interns touting its locally preferred alternative design. The 1,670 @IBRProgram tweets are full of platitudes, puffery, and jargon, but few facts.

These tweets have received few and negative public comments. Critics have demanded IBR create 3D graphics for the LPA’s bridge, interchanges, and bike/pedestrian ramps. The IBR has not responded.

Unfortunately, local municipalities and agencies have trustingly accepted the IBR’s manufactured consent and approved the LPA. The IBR should stop wasting public money to pervert public opinion, and start answering true public opinion questions.



Letter: Build a tunnel, not a bridge

By Bob Ortblad, Seattle

Published: January 2, 2022, 6:00am

As our roads are covered with ice, the Interstate Bridge Replacement program has presented three dangerous I-5 Bridge options. All three options will have a steep 4 percent bridge grade, plus a 7 percent off-ramp grade to state Highway 14. These will be extremely dangerous when coated with ice. The Interstate Bridge Replacement program has repeatedly promised “data-driven” analysis. The Interstate Bridge Replacement must employ highway safety experts and insurance actuaries to calculate the number of deaths and injuries over the 100-year-life of their bridge options.

We can’t change the weather, but we can choose a safer crossing option. An immersed tunnel is protected from the weather and would also be many times safer when the Cascadia earthquakes hits. Gothenburg, Sweden, is the world’s most sustainable city and has long, snowy winters. Gothenburg completed its second immersed tunnel in 2020 and its two tunnels have 180,000 weather-protected daily crossings.



Letter: Consider tunnel instead of bridge

By Bob Ortblad, SEATTLE

Published: August 14, 2022

Washington and Oregon are risking \$2.5 billion of federal grants to replace the Interstate 5 Bridge over the Columbia River. The U.S. Coast Guard has suggested the Interstate Bridge Replacement Program consider a tunnel as an alternative to an impractical tall bridge (178-foot clearance). The Coast Guard must see that the bridge program's "tunnel concept assessment" is incorrect and misleading. The program is ignoring the 178-foot clearance requirement and has pressed municipalities and agencies to approve its "locally preferred alternative" of a too-low bridge (116-foot clearance). If the program's plan to politically pressure the Coast Guard to accept its preferred alternative fails, federal funds will go to better projects.

The Washington-Oregon legislative committee should support the Coast Guard's tunnel evaluation recommendation and hire a consultant, independent of the bridge replacement program, to do an honest evaluation of an I-5 immersed tunnel.



Letter: 'This unnecessary deadly design is criminal negligence'

If the Interstate Bridge Replacement Program's (IBR) extremely steep bridge is built, a semi-truck will fly off the bridge and crash onto downtown Vancouver.

Bridge decks freeze before roadways because the air cools both the top and bottom surfaces. During winter months supercooled liquid droplets in fog will freeze instantly on the North-facing bridge deck forming dangerous black ice. With more warming sunshine the South slope will be ice-free.

A trucker driving north on I-5 will be lulled into the safety of dry roads and an ice-free South slope. The truck will slow to 45 mph climbing the +4 percent ice-free South slope. At the bridge crest, as the grade flattens the truck will gear up to 55 mph and then accelerate to 65 mph on the down-hill slope.



Bob Ortblad

Two-hundred yards past the bridge crest the truck will hit black ice on the country's steepest Interstate Highway bridge grade of -4 percent. Braking is useless on black ice and seconds later the truck will need to make a slight right turn. A 40-ton semi-truck cannot turn on black ice. At 65 mph it will crash through the bridge rail, falling 90 feet onto downtown Vancouver.

This unnecessary deadly design is criminal negligence. The IBR continues to ignore a safer weather-protected immersed tunnel alternative that will protect Vancouver from a falling semi truck, noise, and freeway blight.

Bob Ortblad MSCE, MBA
Seattle



Letter: 'The Interstate Bridge Replacement program has presented three dangerous I-5 Bridge options'

As our roads are covered with ice, the Interstate Bridge Replacement (IBR) program has presented three dangerous I-5 Bridge options. All three options will have a steep (4 percent) bridge grade, plus a 7 percent off-ramp grade to SR-14. These will be extremely dangerous when coated with ice.

The IBR program has repeatedly promised "data-driven" analysis. The IBR must employ highway safety experts and insurance actuaries to calculate the number of deaths and injuries over the hundred-year-life of their bridge options.

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Bob Ortblad MSCE, MBA



Bob Ortblad MSCE, MBA

From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#); [Harris, Rep. Paul](#)
Subject: Watch "Myocarditis / What is the Risk of Death from Myocarditis? England Lancet Study" on YouTube
Date: Tuesday, May 2, 2023 11:23:50 AM

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<https://youtu.be/geJ3cP3Ycz4>.

Send to council members and
MELNECK. Put on public record. Confirm that you did. Thanks from Wynn

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [Dollar, Sarah](#); [Harris, Rep. Paul](#)
Subject: Fwd: NTP Board of Scientific Counselors Meeting On May 4th
Date: Wednesday, May 3, 2023 5:36:31 PM

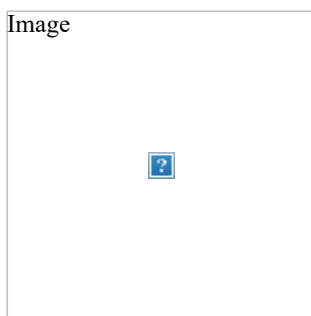
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----- Forwarded message -----

Date: Wed, May 3, 2023 at 4:16 PM
Subject: NTP Board of Scientific Counselors Meeting On May 4th
To: [REDACTED]

Please send this to the council members and Melneck. Put on public record and confirm that you did.

Thanks from Wynn



NTP Board of Scientific Counselors Meeting On May 4th

Dear Friends:

The National Toxicology Program (NTP) will be holding a public meeting this Thursday, **May 4th** on their [6-year systematic review](#) of all human studies on fluoride's effect on the developing brain. The review was issued in two parts, a monograph and a meta-analysis, and concluded that prenatal and early life exposures can reduce IQ. The meta-analysis reported that 52 of 55 studies found lower IQ with higher fluoride exposures, demonstrating remarkable consistency. Of the 19 studies rated higher quality, 18 found lowering of IQ. The meta-analysis could not detect a safe level of exposure, including those commonly found from drinking artificially fluoridated water.

The hearing will be livestreamed starting at **12:30PM (EST)** on the following [YouTube page](#), as well as on FAN's [Facebook](#) and [Twitter](#) pages.

The NTP's [Board of Scientific Counselors](#) (BSC)--an external committee whose members are appointed by the Secretary of Health and Human Services (HHS) to advise the NTP Executive Committee and Director--will be hearing a presentation from a BSC working group, as well as public testimony from stakeholder organizations, including the Fluoride Action Network (FAN). The working group was asked to evaluate "the adequacy of NTP responses to external peer review and federal agency comments received" on the [NTP's fluoride monograph and meta-analysis](#), and have submitted [their findings](#) to the full council.

The meeting will start with introductions and opening remarks, followed by the presentation from the working group. An hour has been allotted for oral comments from the public, and that is expected to occur roughly between 1:30 and 2:45 (EST). After public comment, there will be a break followed by deliberation by the BSC and closing remarks. The official agenda for the meeting [is available here](#).

The deadline for written public comment submissions and oral comment registrations has passed. You can read [FAN's](#)

[submission](#), as well as others from the public—both opponents and proponents of fluoridation—by [clicking here](#).

During the BSC's deliberations, they will decide whether to make amendments to the NTP report based on the working group's analysis, followed by making a final recommendation to the NTP Director, Rick Woychik, Ph.D. It's unclear if a vote will be taken by the BSC at this meeting or at a future meeting in July.

It's important to point out that the NTP report has already undergone an unprecedented multi-tiered peer review process that no other monograph in history has been subjected to, including being reviewed **twice** by the National Academies of Science, Engineering, and Medicine (NASEM), reviewed by a select group of external subject matter experts, and reviewed by various pro-fluoridation agencies within HHS.

For those who cannot watch the hearing live, it will be recorded and FAN will share the video with you in a future bulletin, along with any other important documents made public after the hearing.

Thank you,

Stuart Cooper
Executive Director
Fluoride Action Network

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Fluoride Action Network
North Sutton, New Hampshire
info@fluoridealert.org



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From: [Wynn Grcich](#)
To: [Dollar, Sarah](#); [Rebecca Messinger](#)
Subject: Covid jabs
Date: Tuesday, May 2, 2023 9:06:38 AM

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<https://www.clarkcountytoday.com/news/big-pharma-under-investigation-for-covid-vaccine-fraud/>
please send to council members and MELNECK. Put on public record and confirm that you did. Thanks from Wynn

City Council Comments 5/1/2023

Item 3

Hello my name is Dmitri Stoyanoff, I live in Vancouver, WA,
Tonight the Council is considering whether to extend the Interagency Agreement with Washougal Police.

A Question for our City Manager Eric Holmes, can you make the contract public and put a link when the staff report is put out on Wednesdays? We are asked to consider extending the contract and yet the contract has not been provided for review. This happens regularly, the Council is providing time at their meetings for public comment, yet often we don't have access to the documents we need to even understand what Council is voting on, much less give y'all informed comments. I hope we could find a way to make some progress on this ongoing issue?

I'd like to ask Council if we can delay this Vote till next week, so we can review the contract once staff posts it?

From the info Staff did provide, have a few questions I hope Chief Mori can address tonight.

Why is VPD not filling these temporary positions from within the Dept?
Isn't the dept setup to promote from within?
Were the Guilds given a chance to fill these positions first?

And of immediate concern, wouldn't using VPD employees be more efficient?
A good example of using the Interagency Agreement is the Washougal Police Chief who has been overseeing our Internal Affairs Unit, PSU.
It is currently taking 7 months and counting for Washougal Police to clear Complaints against the Dept.
Complaints that many people have submitted, so many that PSU won't tell us how many.
Complaints like:

Why did VPD leadership publicly call for targeted arrests of our Trans. Neighbors?

Why do VPD Employees leave their rifles accessible to the public, in running cars, in our neighborhoods?

Just to name a few complaints that many Vancouver Residents have submitted, and one over 1400 petitioned for on [change.org](https://www.change.org). Yet we've received no information on their progress.

Has the PSU process been slowed down because we are using Washougal Police

How about other units overseen by Washougal Police? Are they experiencing performance delays? I am worried Washougal Police might not have the same training and experience with the dept as VPD employees do.

and... If it's not a delay by Washougal Police, Some of these question could be resolved by the VPD having more transparency with the people they police.

For instance, I asked Chief Mori on March 27th about these delays AND to release general data about PSU to help better educate the public about what type of complaints they receive and how long they take to process. He said he was generally happy with the Unit's performance and has not made any data publicly available.

The Washougal Police will be overseeing many functions of our Police Dept. I would appreciate it if Chief Mori could address the concerns of current unit slows downs and assure us that other units won't be effected.

Thank you.

Dmitri Stoyanoff