



PO Box 14251
Portland, OR 97293-0251

April 12, 2018

Portland City Council
Portland City Hall
1120 SW 4th Avenue
Portland, Oregon 97204

Dear Mayor Wheeler and Commissioners,

The City of Portland's regional transportation needs currently exceed the ability of street grid system to support all the demands of a growing community. Automobiles, bikes, motorcycles, buses, trucks and light rail have all been vital for the movement of goods and people. The last available right-of-way for providing additional capacity for the movement of people are the Willamette and Columbia Rivers.

Historically, Portland has a rich history of water transit. The constructions of several bridges and the advances of automotive technology made water transit obsolete. Times have changed as the density of the inner city has increased, and all modes of surface transit have become gridlocked, forcing the city to look for alternatives to traditional modes of transportation. Demand pricing may change some driving habits and better interstate intersections may ease congestion for a while, but people will always be looking for better ways to move around.

The United States has experienced a resurgence of ferry transportation, with nearly 600 ferry operations in the United States alone. About half of these systems are government owned and operated, while the other half are split between privately owned and public/private partnerships. The fastest growing segment of the ferry market has been small (less than 150 passengers) people only ferries. The technology for ferries has been racing ahead providing low wake, high speed, and low emission options at a reasonable cost.

Portland has recognized that water transit has potential and has created zoning allowing waterborne passenger terminals. The 2035 plan calls for a study to determine the viability of Portland based waterborne transit. Water transit will not replace light rail, buses, or even street car, but rather should be integrated into the regional transit mix to provide more options for people to efficiently move around greater Portland. A ferry

system is also a valuable asset to add to the City's tourism industry and can bring more public attention to the river as a valuable resource to be kept clean and preserved.

The technology exists today to operate ferries that serve Vancouver to Oregon City/ Lake Oswego with downtown Portland being the hub. The 2035 ferry study needs to be conducted, and operator selected and test runs conducted. Our transportation system needs all the help it can get, and the river there as the last great right-of-way to provide additional system capacity. Our river can no longer be simply ignored as a valuable transport thruway and as a beautiful natural resource to be enjoyed.

Sincerely,

A handwritten signature in black ink, appearing to read "Brad Malsin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Brad Malsin
CEIC Board President