

# Focus is on Job Creation:

continued ▲ from page 3

health care workers in this area, so we need to step that up.

I still think we continue to have capacity in the alternative energy area with SolarWorld and Vestas here. I think we have the opportunity to attract additional companies. Each of those companies brings with them a set of suppliers that will also beef up the economy.

I think that there's a tremendous opportunity in some of the older industries, the metal cluster for example. We're beginning to look at alternative vehicles and alternative transportation models. Oregon Ironworks is a major streetcar manufacturer that could be an anchor to a cluster of companies around metals and manufacturing that rely on Oregon Steel to build the streetcars.

We tend to be in the cross hairs where most of the manufacturers want to try out their electric cars. I think there's an opportunity for us to look at the whole battery and storage technology. So a lot of those opportunities exist.

**PO:** Are there a couple things you're going to do within the next few months to indicate to businesses that this is a good place to do business?

**TH:** Well, I think that one of the things I did as mayor of Hillsboro is that I went out on recruitment trips. I went out on what was called Team Oregon, and went to various trade shows to try and sell that my community is a good place to do business. I want to do the same thing as Metro president. I know that Team Oregon is looking at a couple trade shows coming up in the solar area

that I have some knowledge of. So I want to begin to participate in Team Oregon so that the region gets promoted, and I think the best way to do that is for the chief elected official to come forward and do that.

**PO:** To what extent do you think the election for Metro Council president was a referendum on the Columbia River Crossing?

**TH:** When you win an election by a thousand votes, you can point to almost anything as the reason why you got elected. I quite frankly think that at the end of the day that wasn't as significant as we all thought it was going into the election. I think that in the end, we came to an understanding that we need to move forward on the project. I think my opponent and I were, to some extent, in agreement on that.

We had some difference of opinion on the size and the scope of the project, but I think at the end of the day it was harder for the voters to discern the difference between the two of us than would have been necessary for them to use that as a major factor for making a decision. I certainly don't move forward with the idea that the voters have spoken, and we need to move forward on CRC. I think we need to move forward on CRC for a variety of reasons, but I don't see the election as a mandate.

**PO:** Where do you see it moving forward?

**TH:** I think the one thing we've got to do in working with the two DOTs [Washington and Oregon Departments of Transportation], is to make sure we have an understanding of what the governance structure of the project is going to

be. I think we need to develop a structure that removes the direct control of the departments of transportation and gives more authority, or more opportunity perhaps, to local issues to be addressed, as well as simply the needs of the state transportation departments.

**PO:** Do you see a consensus forming around the project?

**TH:** I think that in the process of developing a consensus, there will always be issues that will be raised, but I think that the nature of these projects is that you go forward and you make the adjustments in terms of what the funding is going to look like. Governor-elect Kitzhaber has already started that process. We need to be back in Washington making sure we can secure the federal funding we need to move forward. We move forward as decisively as we can, and work out our differences as we go.

**PO:** In the governor's Independent Review Panel report, one thing that stuck out for me was it said that the issue of environmental justice — like neighborhood and community issues — and hasn't been seriously assessed.

**TH:** I guess that as we discussed the issue during the last year-and-a-half, those issues have come up, and, in some respects, neighborhoods are the issue. I mean if you're talking about environmental justice, it's a question of which neighborhoods are going to be impacted and how they are going to be impacted.

And one of the things that is intriguing to me is that the people who have represented that North

Portland community most directly — which I think is the area where people would argue that the environmental justice issue should be argued — have been pretty decisively in favor of moving forward with [recently reelected North Portland Democratic State Rep.] Tina Kotek and now [County Commissioner for North and Northeast Portland] Loretta Smith being elected. I know that Loretta was a big supporter of the bridge.

I think the question is whether you believe the bridge will solve the congestion problem or not. If you believe the bridge will solve the congestion problem, I think, quite frankly, it will help resolve some problems, so it's a move forward for environmental justice.

**PO:** What do you base that on?

**TH:** I think that if we move traffic better through the area it will actually reduce congestion, which will reduce pollution.

**PO:** What is the biggest challenge you see? What keeps you up at night?

**TH:** I think we're at a critical point in this region where economic development is tied to the success of our economic development program, which is tied to all other delivery of public services. So the quality of our schools, the quality of our human services, and the quality of our transportation services in some respects, depends on our ability to create rapid job growth.

Our ability to create rapid job growth depends on our quality of schools, our quality of human resources, the quality of our transportation system. So the cyclical nature of that allows, in times like we're experiencing now, a phenomenon where you begin to develop a whirlpool effect. It winds down to where you get fewer jobs and worse schools, which creates fewer jobs, which creates worse schools.

That's a dangerous dynamic for us to get into. I think we are in danger of doing that if we don't put in a Herculean effort to try and promote the area as a good place to do job creation.



## In Loving Memory

Laurie 'Lo-Lo' Venable  
Aug. 30, 1973  
– Dec. 15, 1995

It's been 15 years that you've been gone. You're too well loved to be forgotten.

Love,  
Your Family

## Chiropractic Auto Injury Clinic, PC

Zchon R. Jones, DC

333 NE Russell St., #200, Portland, OR. 97212

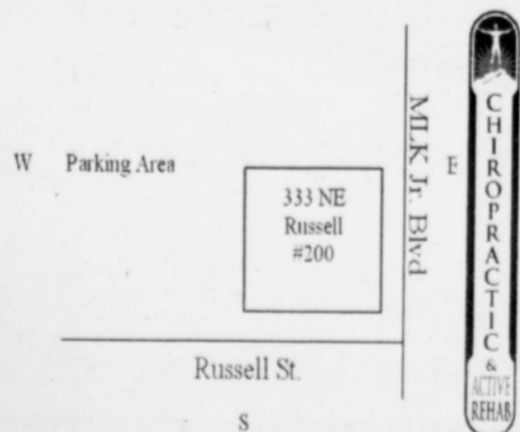
(503) 284-7838

Truly making a difference in the lives of Auto Accident victims and Injured Workers for nearly 20 years.

If you or someone you know has been in an accident, call us so we can help you with your needs. (503) 284-7838



We are located on the corner of MLK and Russell Street, on the second floor above the coffee shop.



1093 SW Tobias Way  
Aloha, Oregon 97006  
(503) 642-4620  
(Only 20 minutes from Portland)

### Community Funeral Directors!

Providing the best service!

Whether it be a cremation, earth burial, graveside or memorial service, etc., we will be there for you.

To accommodate you the family who have lost a loved one, we will come to you so that the arrangements being made will be personalized with compassion.

We Offer The Best Prices & The Friendliest Service In Town.



Margaret Gibbs-Neal, Funeral Director & Owner  
License#: 0445



Jerome Cox-Tanner, Funeral Director  
License #: 0382

\*This Facility is licensed by the Oregon State Mortuary & Cemetery Board (Certification #8407)