

The Oregonian

Mayor Ted Wheeler quashes Right 2 Dream Too's potential move to Naito Parkway

*By Jessica Floum
February 17, 2017*

Mayor Ted Wheeler has thwarted Commissioner Amanda Fritz's latest effort to move the Right 2 Dream Too homeless camp from its [embroiled](#) West Burnside location by April 7.

The mayor will not support Fritz's plans to move the camp to a parking lot on Southwest Naito Parkway, mayoral spokesman Michael Cox said Friday.

Businesses, workers and residents neighboring the parking lot shared concerns "varied, but uniform in their opposition" in dozens of phone calls and more than 80 emails to the mayor this week, Cox said.

"This site is not suitable for R2DToo," he said. "The response has been overwhelming and overwhelmingly negative."

Cox emphasized the mayor's commitment to moving the camp from its current location by April 7, but could not guarantee that mayor will be able to find the camp a new home. Wheeler is open to solutions from the community, Cox said.

"We cannot guarantee doing in weeks what the city has failed to do in years," Cox said.

The mayor's decision to reject the Naito site--first reported by the [Portland Mercury](#)--is the latest blow to a years-long effort by Fritz and others to find a new home for the Old Town-based camp. Fritz has tried and failed to move the camp to more than 21 locations since 2013.

Fritz told the Mercury Friday that she would leave finding a new site up to Wheeler, noting that he manages the Housing Bureau. She also noted that he manages the Portland Development Commission, which plans to close on a \$1.2 million deal April 7 to buy the Chinatown property where the camp now sits, but only if the camp is vacant by then. The commission could reconsider if the camp has not left the property by then, [commission spokesman Shawn Uhlman said](#).

"This was my last, and in some ways best, proposal," Fritz told the Mercury. "I've looked at literally hundreds of sites over the last three years."

Fritz and her chief of staff, Tim Crail, both declined to comment for this story.

The Oregonian/OregonLive last week [broke the news](#) that Fritz hoped to move the camp the Naito location. This prompted an onslaught of angry emails from the site's neighbors, foiling Fritz's plans to "quietly sell" the plan to them, she told the Mercury.

One nearby property owner is Melvin Mark, a real estate company that owns the nearby Crown Plaza building, where the company donated office space to the mayor's transition team. The Oregonian/OregonLive's offices are also in the Crown Plaza building. Wheeler did not speak to anyone at Melvin Mark about the proposed camp relocation, Cox said.

Moving the camp to the Southwest Naito parking lot would require the community to move again by May 2018, when the Portland Water Bureau [plans to use the site](#) to construct a seismically resilient drinking water pipe under the Willamette River.

"The concerns of the community have to do with the temporary nature of that site," Cox said. "It's not a permanent solution."

Cox emphasized the mayor's commitment to moving the camp by April 7 and to addressing Portland's homeless issue more broadly.

"The challenges around homelessness are broad and community-wide," Cox said. "Our efforts are focused on addressing the full scope of homelessness challenges in this city."

Portland Police Chief Marshman has 'valuable' meeting with faith leaders on protests, shooting

*By Allan Brettman
February 17, 2017*

Portland Police Chief Mike Marshman spent two hours Friday morning with a faith-based group, exchanging ideas and information about police actions at recent high-profile events that include last week's officer-involved fatal shooting and street protests against President Donald Trump.

"This is incredibly valuable," Marshman said after the meeting, "because you have the community telling me their questions, concerns and ideas. I can at times surmise what some of those might be, but to me it's important to hear directly from the community."

About a half dozen top-ranking officers accompanied Marshman at the meeting of the Inter-faith Peace & Action Collaborative, held at the North Precinct headquarters near Northeast Killingsworth Street and Martin Luther King Jr. Boulevard. The organization was formed in July by Pastor J.W. Matt Hennessee of Vancouver Avenue First Baptist Church and Portland State University police Officer Marci Jackson to talk about a Portland response to officer-involved shootings in the U.S. and police-community relations.

When Marshman was invited to Friday's meeting, he was expected to talk with the dozen or so faith leaders and about a dozen more community activists about police actions at protests after Trump's election and inauguration. The officer-involved [shooting last week](#) of 17-year-old Quanice Hayes, an armed robbery suspect, had not happened.

While Marshman talked about the protests and police response, he spent the last minutes of his appearance detailing the investigations and procedures being followed in Hayes' case as well as any officer-involved shooting.

The Multnomah County District Attorney's Office leads the investigation into the shooting for information to be presented to a grand jury, something that will happen in four to six weeks, he said. Simultaneously, the bureau's internal affairs division conducts an investigation to determine if police procedure was followed.

"You need a very thorough investigation, the community does," Marshman said, "and it needs to be done very, very well."

"The community needs to know what happened," Marshman added, noting that the grand jury's decision and court transcript would appear on the Police Bureau's website.

Regarding street protests, Marshman stressed the importance of permits or at least marching plans for public safety reasons. He appeared to downplay the importance of paying for the permit and even submitting to a city bureau.

"We can issue a permit onsite, at no cost," he said, saying it was most important for police to know the intended route of a march for safety reasons.

"I would like to have people go the same direction as traffic," he said, to minimize marchers' interactions with traffic. He noted that one motorist during a post-election march left their vehicle to [fire a gun at protesters](#), hitting and wounding a marcher.

During another march, he said, a protester slammed a baseball bat into a motorist's windshield. He said police responded swiftly to that incident for the driver's safety.

"The lady (whose car) got hit with a baseball bat? She could have hit the gas and said, 'I'm outta here.'"

Marshman and another officer, Assistant Chief Chris Davis, said some of the anger during the post-election marches appeared to be directed at police.

"Obviously, there were a lot of some really strong emotions about what had just happened," Davis said of the post-election protests. "The police somehow became the focus of those emotions. ... Don't conflate the two. Because, a lot of us are voters. A lot of us voted in ways different from the outcome. And just because we're local government doesn't mean we are the incarnate representative of this thing that just happened."

Political analysts have said law enforcement officers nationwide largely supported Trump's candidacy. The president delivered a [speech Feb. 8](#) to the Major Cities Chiefs Association saying, among other things, "My message today is that you have a true, true friend in the White House," and, "Right now many communities in America are facing a public safety crisis."

Marshman, however, said he knows the bureau has officers who support messages that have been voiced at protests.

"There probably are lot of Portland police officers that are agreeing with the protesters, right? But police can't have that role as we're doing our jobs trying to keep the community safe. There are a lot of Portland police officers that I know, if they weren't working that day, they'd be in there. ... I think that get's lost."

Before leaving, Marshman said he looked forward to continued talks between the bureau and the group.

The Portland Tribune

Better housing design, better livability

By Jim Redden

February 21, 2017

When the City Council was studying whether to rezone single-family neighborhoods to build more multi-family housing, many existing homeowners complained such new buildings would not fit in, and would destroy the historic character of their streets.

Some council members argued such problems could be mitigated by requiring the new multi-family buildings to be better designed. Now, in a project that got underway even before the controversy fully erupted, city planners are preparing to ask Portlanders to weigh in on the new design requirements intended to improve the livability of those neighborhoods where the most growth could occur in the future. The issue is especially of concern in East Portland, where

residents have long complained that many apartment buildings where children live lack open spaces, causing them to use the parking lots as their playgrounds.

But an even more urgent issue has arisen since the city first began pursuing the project nearly two years ago. Can such potential requirements as improved designs, more open spaces and better street connections be met without increasing the cost of Portland's already expensive housing? Or could the project even identify unnecessary requirements that are currently increasing housing costs?

"We're very aware of the cost issue and are keeping that in mind as we consider a whole range of issues," says Bill Cunningham, the Bureau of Planning and Sustainability planner heading up the project.

A kickoff public workshop of the Better Housing by Design project is scheduled from 10 a.m. to noon Saturday, Feb. 25, at Community Hall Annex at Portland Community College Southeast, located at Southeast Division Street and 82nd Avenue. It will include a presentation and small group discussions of project concepts to date.

The project is largely funded by a \$310,500 Community Planning and Development Grant from Metro, the elected regional government. The council approved an application for the grant in May 2015, pledging \$188,750 in BPS salaries, benefits, materials and services as matching funds. The goal was to encourage better housing and improve the quality of life in parts of the city already zoned for multi-family housing, especially in East Portland, urban centers and transit corridors where most such buildings are expected to be constructed over the next 20 years.

Metro approved the grant and the money has been spent to produce an assessment report that identified problems to be addressed. They include a lack of open space, sidewalks, transit connections and other amenities at many existing multi-family housing developments. In addition, the assessment says that many common features of such developments, including large parking lots and a lack of ground floor retail spaces, conflict with existing city policies intended to encourage pedestrian-friendly neighborhoods.

This effort is different from the Residential Infill Project that is considering rezoning portions of existing single-family neighborhoods for multi-family housing. It focuses only on areas already zoned for multi-family housing and will not propose any expansions.

For more information, visit: tinyurl.com/gqsjvs3.

No-cause suit set for April trial

By Jim Redden

February 21, 2017

The lawsuit against Portland's new no-cause eviction policy is now scheduled to be heard by a Multnomah County Circuit Court judge on April 6. An amended version will be filed with the court today, Feb. 21.

City attorneys won the first round in the legal fight last Wednesday. U.S. District Judge Michael Simon refused to grant the temporary restraining order against the policy sought by attorneys representing two landlords.

The landlord attorneys also withdrew their federal claims against the policy after Simon expressed skepticism over them, allowing him to send the suit back to the state court, where it had originally been filed. The city had moved it to U.S. court based on the federal claims.

"It is a mystery to me as to why the city wanted to move this to federal court. I didn't file it to federal court because most of our claims are state claims," one of the landlord attorneys, John DiLorenzo, said after the ruling.

Although Simon did not think the policy violated the contract and due process clauses of the U.S. Constitution, he said the suit raised "interesting questions" about whether it violated the existing statewide ban against local rent control measures.

Until there is a ruling in the case, landlords will have to decide whether to decline to pay the newly required moving costs for tenants — and face legal action themselves.

DiLorenzo says he will not request another temporary restraining order, but he did add a state due process claim to the suit.

The new policy requires landlords to pay relocation costs ranging from \$2,900 to \$4,500 to tenants who are evicted without formal notice that they violated their landlord-tenant agreements. The same payments are also required if tenants choose to move after their rent is raised 10 percent or more in 12 months. The suit argues the required payments are so high, they amount to a de facto form of rent control.

Simon refused to grant the restraining order for a reason that might surprise some people. It had been sought against the city, but the city is not actually enforcing the rental assistance requirement. Instead, tenants who do not receive such payments from their landlords can sue them and receive damages and attorneys fees if they prevail.

Simon said the landlord attorneys may eventually prevail, however, writing, "At the end of this lawsuit, if Plaintiffs are correct on the merits, the Court may enter declaratory relief in their favor, which has the effect of a final judgment."

The landlords who filed suit are Multnomah County residents Phillip Owen, who owns 75 rental units, and Michael Feves, who owns 465 units.

The apartment lobbying group Multifamily Northwest is paying for the suit with its legal defense fund.

According to the complaint, Owen and his wife plan to move into one of their rental properties while they repair their home, which was recently damaged by a falling tree.

Owen has issued no-cause evictions to four tenants living at that property and objects to having to pay relocation aid to move into his own property.

The complaint also argues that the city's ordinance prevents landlords from using no-cause evictions to remove problem tenants.

It states that Owen has used no-cause evictions to remove tenants involved in sexual harassment and drug dealing and that Feves used no-cause evictions to remove two tenants with mental health problems.

The City Council unanimously approved the new policy on Feb. 2 in response to Portland's affordable housing crisis and reports that tenants were being forced to move or even becoming homeless because of no-cause evictions and rent increases. The council is lobbying the 2017 Oregon Legislature to remove the statewide rent control ban.

Plan to move R2DToo collapses after Wheeler objects

By Jim Redden

February 17, 2017

The future of the Right 2 Dream Too homeless camp is in limbo again after Mayor Ted Wheeler opposed Commissioner Amanda Fritz's proposal to relocate it to a parking lot on Southwest Naito Parkway managed by Portland Parks & Recreation, which she oversees.

Wheeler's intervention followed complaints from The International School, which located near the parking lot, Oregon Public Broadcasting reported Friday afternoon. The news was first reported by the Portland Mercury.

The camp was suppose to move from its current location at Northwest 4th and Burnside by April 7 so that the Portland Development Commission can complete the purchase of the site. OPB reports that Wheeler still hopes to find it a new location by then.

Robert Woods, the headmaster at The International School, sent the following email to parents Friday:

Dear TIS Community,

I just received a phone call from Commissioner Amanda Fritz. As I mentioned in yesterday's email to you, we had been in regular dialogue about the potential relocation of the Right 2 Dream Too (R2D2) project, and had been planning a meeting.

Commissioner Fritz called to tell me that a meeting was unnecessary, because they have decided not to move forward with pursuing a relocation of the R2D2 camp to the site at SW Naito and Harrison. She was not able to provide me with further explanation or details at this time.

This is the only information that I have to share with you at the moment, but it is obviously a crucial piece of news.

Thank you again for sharing all of your questions, thoughts, and insight with us.

We hope that you all have a wonderful weekend.

Regards,

Robert

To read a previous Portland Tribune story on the issue, visit portlandtribune.com/pt/9-news/344665-224596-r2dtoo-property-owner-might-evict-homeless-camp

The Portland Mercury

Protesters Went to Mayor Ted Wheeler's House on Monday Night

By Dirk VanderHart

February 20, 2017

Ted Wheeler got his first house call tonight.

A video posted to Facebook this evening shows a group of demonstrators outside the mayor's West Hills home at some point this evening. Faces and identities aren't clear, but based on the

conversation between a berobed Wheeler and demonstrators on his porch, this is apparently the same group that marched on City Hall last Friday, demanding the city do what it can to stymie the controversial Dakota Access Pipeline (divestment in entities that are helping it is a central demand).

The mayor wasn't at City Hall when the demonstrators arrived last week. As has been protocol of late, building security locked the doors so the crowd couldn't get in. Wheeler's deputy chief of staff went out to meet the group.

So now they've gone to the mayor's home, at night, while the Wheeler clan was clearly preparing for bed. That's a step beyond any action taken against former Mayor Charlie Hales, who had campers in front of his Eastmoreland house for a time, but never anything like this.

Wheeler's wife, Katrina, is clearly displeased there are chanting strangers on her porch in the dark. Wheeler, as has been his tactic, gave the group at least something of a hearing.

From what I can tell from the video, this didn't have to do with [the forceful police response](#) to a peaceful anti-Trump protest earlier today. It's entirely possible demonstrators had various reasons for showing up.

Daily Journal of Commerce

A conversation with Ted Wheeler

By Garrett Andrews

February 20, 2017

Ted Wheeler's first weeks as mayor of Portland featured days of protests, several major weather events, two officer-involved shootings and a dustup involving an aide. He recently sat down with the DJC to discuss building and development, and more.

This interview has been condensed and edited for clarity.

DJC: Minority contracting has been discussed in Portland for decades as a way to redistribute wealth. So, what are your new ideas?

Ted Wheeler: First of all, the new idea is to make the old ideas work. Public projects, particularly public infrastructure projects like the Portland Building, or any of the other projects that are taking place, they are great opportunities for us to create apprenticeship programs and help build the capacity of women and minority contractors. That's something I'm highly committed to doing.

There's been a number of processes that have been undertaken here at City Hall over the years, and none of them have really worked the way that people had hoped. So I've asked the Office of Equity and Human Rights to come back to the City Council in April having looked at the contracting procurement processes and make recommendations specific both to the Portland Building, but also to some of the larger projects we're going to be working on over the years.

We have an unprecedented number of large public- and private-sector projects, and public-private partnerships that will be taking place through the (Portland Development Commission) – the Post Office site, the Waterfront site, the Zidell site. Lloyd District still has some juice still in it. We're working on the OMSI site in a potential partnership there. So there are lots of development opportunities going forward, and I want to make sure that communities that are impacted by those developments benefit from them economically.

DJC: This debate includes Community Benefits Agreements vs. Community Benefit Plans – do you want to get signatory with unions?

Wheeler: That's being hashed out right now.

DJC: I've spoken with builders who say they'd use more certified firms if more were able to do the work. How will you build what they call "real capacity?"

Wheeler: From my perspective – assuming that women and minorities want to contract with more than just the flagging operations at a construction site – the real money actually gets made in the development side of the business. And I think the community has done a reasonably good job in recent years of building the capacity of small contractors – the guys who have one or two trucks, then they grow to have five trucks and then they grow to have a permanent crew.

There are great examples like Colas Construction that have now built the capacity where they're at the point where they can compete head-to-head with the big boys on projects. But we need more of those success stories, and the way you do it is you start at the very beginning of the economic food chain, with the apprenticeship programs and making sure that we're reaching into the high schools and GED programs, through the unions and their networks, to try to bring people on as apprentices, then get them other work beyond the project they're there to do, and that's been a huge problem.

And then on the contracting side, I want to make sure that we're not just continuing to keep women and minority contractors as the small also-rans. They've got to work with them to build capacity so they can compete for the general contracting positions, and then ultimately where I'd like to see us go is see more of the actual development work led by women and minorities, because that's very rarified air right now.

DJC: Big contractors will use the "If-you-give-a-man-a fish" analogy to describe this problem – that one of the reasons these contractors haven't grown is because they've just been given fish. Are they wrong?

Wheeler: I'm always reluctant to use Jesus analogies when I'm talking about nuts-and-bolts economic issues.

The bottom line is this: We are in an unprecedented building boom right now, and I believe that there's enough business out there for everybody to make a lot of money. I want to make sure that communities that have historically not participated in that wealth generation are participating. And the two best ways are through employment and contracting, and so we're going to be very aggressive on that front and I'm going to hold people to high standards.

I will not accept the excuse that we couldn't find anybody. There are plenty of people out there, but we have to work with them to build that capacity. You have to be committed to apprenticeship programs and training programs. You have to be willing to share some of the wealth with firms that maybe don't have the level of experience as the usual suspects that get a lot of the business.

DJC: Why do the Portland Building (rehabilitation) project now? Why not wait until some of this building activity dies down?

Wheeler: What I am told by people who actually understand construction is that there are countervailing forces. On one hand, yes, everybody's building into the boom. On the other hand, the cost of construction goes up and interest rates go up and the cost of supplies goes up, and so I'm told, the costs are going to continue to go up the longer we wait. That's not to say around the margins we can't be smart about supplying.

DJC: There are a lot of open positions at the Bureau of Development Services, and staffing at BDS tends to follow development. So, are you worried that when (BDS) finally gets staffed up, you're just going to have to lay a bunch of people off again?

Wheeler: I do believe we are heading toward another downturn. We always have up-and-down cycles. I just don't know any better than anybody else when the next downturn is. And we have thousands of permit applications in the pipeline now for housing, and I'd like to see as much of that get built as possible. We desperately need it. And even if we go into an economic down cycle the reality is in another 10 years we'll be sitting here still needing that supply. We're way under our supply of housing.

DJC: (Unreinforced masonry) buildings – how do we get owners to make a seismic upgrade?

Wheeler: I'm very concerned. Portland has the highest concentration of unreinforced masonry buildings in the United States, and obviously, being that we're in a severe fault zone, that's concerning. There is a balancing act that has to happen there between incentives and regulations for people to seismically retrofit those buildings. It's important that we do that. We haven't settled on the right balance yet, but it's definitely on the radar.

DJC: Everybody wants me to ask you about potholes – is PBOT doing anything different to address the number and size of Portland's potholes?

Wheeler: Three weeks ago, everybody wanted to know when we were going to plow the streets down to the pavement and get rid of the ice, and now everybody wants to know what we're going to do with the potholes. The answer is we're going to fill them.

There is an app that people should be aware of. They can get it off the PBOT website. It's the (PDX Reporter) pothole app. It will help direct us toward the large ones. So if you see any of those car-killing potholes – I swerved around one this morning on my bike – people should definitely let us know. They are safety hazards and we're very concerned about them. I know that the Bureau of Transportation is already out there filling those potholes. By April most of them will be gone, but it's going to take a while. As you know, the streets are not in particularly good shape. Portland is not unique in that regard. Cities nationally have not had the support for street maintenance investments, and Portland's certainly no exception. I'm happy with that fact that we passed a four-year bond measure that'll definitely help us with that.

So I'm actually less worried about the potholes – those will get filled. What I'm really worried about is the superstructure of the streets themselves – it's continuing to deteriorate. We need a transportation package at the state level, and we need the federal government to come back to the table and support urban areas in their efforts to invest in infrastructure.

DJC: It seems like a pretty charged political climate in the U.S. Do you think that makes mayors of large cities more important today?

Wheeler: Yes I do, in a couple of regards. Number one, all of the national issues that we have neglected have now come home to roost. Whether it's health care, whether it's support for community-based mental health services, whether it's investments in infrastructure, the cities are the canaries in the coal mine. That's where you see it first.

Obviously, every major American city is struggling with the increase in chronic homelessness and the lack of support for community-based mental health services. The presidential administration is threatening to roll back (the Patient Protection and Affordable Care Act), which is what our local nonprofit providers use to actually provide services that keep the chronically homeless off the streets.

And then when it comes to transportation, our transportation systems nationally are a disgrace and I'm hopeful that this administration is serious when they say that they want to make infrastructure investments a hallmark of their administration. We'll be there to partner with them.

DJC: What lessons did you take from the recent snowstorms?

Wheeler: Honestly, not the one you think. The thing that surprised me the most having grown up here is how many people actually own a shovel anymore. We got a lot of calls; we got inundated by calls from people saying, 'Why are you telling me to shovel my walk? I don't own a shovel.' And to that I say, 'Welcome to Oregon. Please get a shovel.'

It also surprised me because if people don't own a shovel, it makes wonder to what degree are people prepared for larger emergencies like a Cascadia fault earthquake – whether people actually have emergency supplies in their house, and they can be self-sufficient.

On the roads front, I actually am very happy with the way that the city responded. We had, I believe, five weather systems in a row, two or three of which could qualify as storms of the century, within a couple of weeks. It took us a long time to dig out, but I think we did some of the right things. We entered into a conversation with Seattle, and that's now been formalized in an Intergovernmental Agreement (IGA) between PBOT and SDOT.

At my first press conference three days into my administration, I said we are going to experiment with salt. We've now completed two salt tests. The first was inconclusive. It's my understanding from Commissioner (Dan) Saltzman the second one was more decisive and so that will be rotated in as a regular part of our response. Commissioner Saltzman is also putting forward a budget request to have some lower-cost plowing equipment that could be put on other city vehicles and used in the event of severe weather. And I support all of those steps. So between the IGA and putting in a request for new equipment, I think we're responding in a responsible manner.

DJC: Moving on to civility at city meetings ...

Wheeler: Is there any?

DJC: I usually watch city meetings for building-related stuff, and a lot of the speakers I see – members of the public – want to discuss police accountability or other unrelated issues. Do you think something needs to change to keep meetings on track?

Wheeler: Yes. I'm just not sure what.

We have the same five or six people come in for every City Council hearing. Collectively they speak probably two to three times more than the City Council does – and they're entitled to under City Council rules. Meetings are frequently disrupted. It is a rare meeting where I don't have to recess the meeting and clear out people who are being disruptive or, frankly, trying to hijack the meeting.

But again it's a balancing act. On one hand, we want the chamber to be open and welcoming. We want people to be able to come in and speak their mind directly, whether it's something we want to hear or not. On the other hand, my personal observation is there are certain people in the meetings who are so disruptive and verbally abusive – it's not a chamber that I would ever invite my mother or my daughter into. Nope – absolutely not.

So I'm in conversations with the other commissioners about how we can respect people's desire to come in and speak but also maintain control of the chamber.

DJC: How do you even do that? What options are you looking at?

Wheeler: I don't know how we'll do it, but there will be no popular option.

The bottom line is this: the City Council still needs to get its business done. And it takes us three hours to do the business that should only take an hour; that's a waste of everybody's time and a lot of staff money. When I have staff members lined up to speak on something that's supposed to be a half-hour in the agenda, and they're sitting there for three hours waiting to talk, that's time and money that's being wasted, and I don't appreciate that.

I've tried to reach out to some of the individuals who are the most disruptive. I've met with them one-on-one in some cases – that seems to have helped a little bit. But once again, I'm told this is not a Portland-specific issue. There is a loss of civility nationally – it's part of our culture. Increasingly, people believe that their own voice is more important than everybody else's, and if they're not talking, then nobody should be talking. And I obviously violently disagree with that view of the world. We are going to provide an opportunity for everybody to be heard in this chamber, and I'll take whatever enforcement mechanism is required to make that happen.

DJC: How is this different from any of the other offices you've held before?

Wheeler: The pace here is definitely more frenetic. You're responding more to the issue du jour. Even though we have a weak mayor form of government, the bottom line is the public still expects that the buck stops with you, with me, as the mayor. Therefore, if there's a weather event, it doesn't matter that I'm not the transportation commissioner. When there's a significant economic issue in this community, obviously I love to dive into those with both feet. You can't guess on a day-to-day basis what the issue is going to be. I know that I will be working on two or three things this week that I can't even anticipate right now. That's just the job.