

MINUTES OF THE METRO COUNCIL MEETING

Thursday, February 5, 2009
Metro Council Chamber

Councilors Present: David Bragdon (Council President), Kathryn Harrington, Robert Liberty, Rex Burkholder, Rod Park, Carl Hosticka, Carlotta Collette

Councilors Absent:

Council President Bragdon convened the Regular Council Meeting at 2:01 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

There were none.

3. CONSENT AGENDA

3.1 Consideration of minutes of the January 29, 2009, Regular Council Meeting.

Motion:

Councilor Harrington moved to adopt the meeting minutes of the January 29, 2009 Regular Metro Council.
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Vote:

Councilors Burkholder, Harrington, Liberty, Park, Collette, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

4. RESOLUTIONS

Deputy Council President Harrington took the gavel and called for the Clerk to read the resolution into the record.

4.1 **Resolution No. 09-4023**, For the Purpose of Expressing a Sense of The Council on the Number of Lanes Proposed as part of the Columbia River Crossing Project, taking into Account Congestion Pricing, Capacity and possible Induced Demand Effects.

Motion:	Council President Bragdon moved to adopt Resolution No. 09-4023.
Seconded:	Councilor Liberty seconded the motion

Council President Bragdon introduced the resolution indicating that this guidance on replacement of the Interstate Bridge. He spoke of the components of the project and further explained congestion pricing. He also noted the redevelopment of Hayden Island. He spoke to the importance of the project and the six entities that had endorsed a replacement bridge, including light rail and tolling. There were still questions yet to be resolved. They were all committed to work together to get the bridge built. Questions included size of the bridge, how we pay for the

bridge and performance of the bridge. He spoke to risks. He noted this was a replacement asset. It was both a highway and transit project. He talked about land use issues on both sides of the river. He explained what the resolution did not do.

Motion:	Council Liberty moved a friendly amendment to Resolution No. 09-4023 (a copy of which is included in the record).
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Council President Bragdon accepted the friendly amendment. Councilor Liberty explained his amendment which called for an independent analysis. Council President Bragdon said they had been asking for the independent analysis. Councilor Liberty further explained his amendment.

Richard Brandman, Columbia River Crossing (CRC) Oregon Director, said he was not advocating for any particular outcome. He was here to frame the issue. The resolution that the Metro Council adopted in July 2008 adopted the CRC Locally Preferred Alternative. He explained additional components of that resolution. He said they were now at the stage of making the lane decision. He noted that the Environmental Impact Statement (EIS) should be finished next year. He noted that as a region we had been successful at achieving funding for projects of this size. He explained the lane options. The project was proposing a long term multi-modal project. He explained what would happen if the bridge was not built. He noted what the bridge would do; including enhancing safety and efficiency and improving transit options. He said both Oregon Department of Transportation (ODOT) and Washington Department of Transportation (WSDOT) were committed to make this project successful.

Deputy Council President Harrington explained what the Metro Council was not voting on today as well as what they were voting on today.

Deputy Council President Harrington opened a public hearing.

Tim Levitt, C-Tran Board, 2425 NE 65th Ave PO Box 2529 Vancouver, WA 98668 said he was here today to offer his support for the project. There had been decades of discussion about a draw bridge. He talked about the history of the bridge. He said the bridge was currently one of the main choke points in the northwest. They agreed on more than they disagreed on. He talked about the reduction of environmental impacts and improving the economic outlook with this project. It was an important project for the region.

Councilor Larry Smith, City of Vancouver, 210 E. 13th Vancouver, WA 98668 provided a letter from the Mayor of Vancouver (a copy of which is included in the record). He said this was his 20th year in Vancouver. He talked about systems that moved people around. Councilor Burkholder thanked the Vancouver City representatives. Council President Bragdon echoed his thanks.

Marty Snell, Clark County 1300 Franklin Vancouver WA 98660 said he was the Community Development Director for Clark County. He explained his experience. Commissioner Steve Stewart had asked him to provide a framework for their position. (A copy of his testimony is included in the record.) He said the Board of County Commissioners would probably not revise their comprehensive plan. Councilor Liberty asked about the level of service standard that had been adopted. Mr. Snell said they varied by jurisdiction. Councilor Liberty asked about location. Mr. Snell said levels of service were not measured on state highways.

Jim Helser, West Vancouver Freight Alliance, 7025 N Leadbetter Rd Portland OR 97203 provided his testimony for the record.

Edward Barnes, former Transportation Commissioner for Southwest Washington, Labor Roundtable Southwest Washington, 4009 NE 50th Vancouver, WA 98661 said they were in favor of tolls, a 12 lane bridge and the light rail. He spoke to greenhouse gas impact. He suggested whatever they do, build the bridge big enough to make sure that the bridge was not too small and we run into the same problems we currently have with congestion. It seemed we needed enough lanes to accommodate 100 years. He spoke to freight movement needs. He noted that they had been discussing this since 2001. Build the bridge for the people of Oregon and Washington. Councilor Burkholder asked him about the use of tolling. He wanted to know about Washington's position. Mr. Barnes said he was instrumental in putting toll gates on several bridges. The tolls were a necessary way to pay for the bridge. How you toll should be up to the professionals. He talked about the bond sales for the bridge and who would determine the tolling prices. Both states should benefit from what they do. Councilor Liberty asked about dynamic tolling. Mr. Barnes said he couldn't comment on it because he had left the commission by the time the use dynamic tolling but he knew it was working.

Peg Johnson, JMBI, 1881 N Jantzen Ave Portland OR 97217 said they were the most impacted community by the bridge. They fully supported the 12 lane option. They were talking about maintenance of a major highway. This piece of road had the highest accident rate. This was a mature urban developed area. They supported the auxiliary lanes. She also served on the Economic Justice Committee. She said they believed in thinking globally. She said they wanted to be sure to get it right. She spoke of air quality today and the impact on the local community due to congestion.

Jan Hamer, JBMI, 1881 N Jantzen Ave Portland OR 97217 said they supported the 12 lane option. He talked about the unintended consequence. He talked about the footprint of the lanes. No matter what number of lanes you picked, the footprint was the same. He talked about the moorage on Hayden Island. He explained the history of the moorage. He provided the aerial photos for the Council (copies of which are include din the record). No one was as affected more than the moorage. If the bridge comes, he wanted an architecturally designed bridge with tiers. They will need government assistance for relocating residents. Councilor Burkholder talked about temporary relocation facilities in areas where Metro owned the water. Councilor Collette asked how he viewed having the bridge once it was built. Mr. Hamer said they hear the traffic now so they were used to the noise. They also favored the light rail.

Barbra Nelson, JBMI, 1881 N Jantzen Ave Portland OR 97217said she was also a resident of Jantzen Beach. She was representing the floating homes. They knew their neighbors. It was a community that had long time residents. She noted that people in rows A, B, C and D would be impacted. They wanted input as to where they could move their homes to get out of the way of the construction. She talked about their walkable community.

April Whitworth, Chief Administrative Officer of Legacy Health Systems 2211 NE 139th Vancouver WA 96880 said Legacy Health System was among one of the largest employer in the region. Employees come from all over the region to work in the Oregon and Southwest Washington Hospitals. They were here today to support the replacement of the I-5 Bridge with a new 12 lane bridge. This was a bridge for the next century. We have one chance to build and you can't go back and fit it if you don't size it right the first time. She talked about Metro's population increases in the next 20 years. She talked about congestion and accidents on the bridge. They

believed from a health perspective this bridge needs to be replaced with an eye toward safety. The analysis shows a 12 lane bridge shows the fewest accidents and the least air pollution. Medical transportation between the States is difficult and dangerous. She urged travel predictability.

Bill Long, Legacy Emanuel Hospital at Salmon Creek 2211 NE 139th Vancouver WA 96880 said he had been involved in developing trauma centers in the area. 30% of their work force lived in Washington and commuted to and from work. He talked about traffic congestion and getting to the hospital. He noted negative impacts of congestion.

Joe Molina, Vancouver Fire Department, 7110 NE 63rd Vancouver WA 98666 talked about managing an emergency scene on a bridge. He said they focused on scene safety. The more lanes they had, the more opportunity to have vehicles move away from the scene. He explained what happened when an accident happened on the bridge. He noted the need for safety for their fire fighters.

Lora Caine, Friends of Clark County, PO Box 61711 Vancouver WA 98666 said they advocated for smart growth planning. She said they advocated a balance. They were in favor of as many lanes as needed to take care of the balance. This project needed to improve safety, freight movement and impacts on environment. She urged congestion pricing, traffic demand management. All of these were pieces to make the project successful. She wondered if more analysis was necessary. If the analysis was to improve what was already planned then move forward with that analysis. They wanted the process to go forward.

Sandy McDonough, Portland Business Alliance 200 SW Market Suite 1700 Portland OR 97201 read her letter into the record. She noted that Mike Morgan and Jay Clemens supported the CRC project.

Dan Gire Hayden Island Neighborhood Association 490 N. Tomahawk Island Rd. Portland OR 97217 did not testify but provided his testimony for the record.

Steve Kayfes, Kenton Neighborhood Association, 7607 N Interstate Portland OR 97217 said he was a member of the Environmental Justice Committee. He urged choosing the 12 lane bridge. He spoke of safety issues. He felt the number of lanes was misleading. He talked about auxiliary lanes and current issues with traffic. He noted the need for safety. He urged choosing a 12 lane options.

Roger Staver, Hayden Island Neighborhood Association, Hayden Island Moorage #4 Portland OR 97217 said he was representing High Noon which represented the moorage as well as small businesses on the island. He spoke to all of the issues they would face but in spite of that, the Hayden Island area supported the 12 lane bridge. They looked at it as part of their Hayden Island Plan. If the CRC didn't go through, they would need to rewrite their plan. For Hayden Island this project gave them the best access. It assured the shortest period of time facing gridlock. It was not a bridge project but a freeway project as well. Councilor Park asked Mr. Staver about measures to protect the facility. Mr. Staver said yes there were necessary measures. This section of the bridge that went over Hayden Island was the most impactful to the residents and businesses.

Marcia Ward, Environmental Justice Committee 118 NW 102nd Vancouver WA 98685 read her letter into the record.

Brad Howton, Columbia Crossing Hayden Island Tomahawk Street Portland OR 97217 did not testify.

Roland Haertz 632 NW View Ridge Land Camas WA 98607 did not testify.

Jan Horner Jantzen Beach Moorage 1881 N Jantzen Ave Portland OR 97217 did not testify.

Pam Ferguson 404 SW Washington Portland OR 97204 did not testify.

Peg Johnson Jantzen Beach Mortgage 1881 N Jantzen Portland OR 97217 did not testify

Larry Paulson, Port of Vancouver 3103 NW Lower River Rd Vancouver WA 98660 said had been involved in the CRC Task Force. He provided his testimony for the record. Council President Bragdon asked him how we can do a better job on freight movement. He talked about outcomes. With regard to freight mobility, had he seen techniques about freight flow that could be used and if this facility got built, would he be a partner in making sure those outcomes were accomplished. Mr. Paulson said they wanted to be a partner in the process.

Walt Keeney, PO Box 660460 Vancouver WA 98680 said he was President and Chief Operating Officer of Booty Expressing. They were a company that hauled food products. He talked about the cost of moving freight. Every minute that a truck was on the road impacted the price of food. The more congestion they got rid of the better. He was concerned that the bridge would be under built. He talked about the economic impact and congestion on the bridge. Councilor Collette asked if in fact a toll would reduce the travel time and keep traffic flowing was it worth it to pay the toll. Mr. Keeney said the toll was a cost to the company so there would be impact on the food price. Every cost was factored in.

Mike Leboki, Taylor Transport 2631 Scott Ave Vancouver WA 98680 said he had a dump truck hauling company. He concurred with what Mr. Keeney said. It was all about the money and the congestion impacts. The slowness of the I-5 Bridge impacted his business. The I-5 Bridge was one of the biggest factors in how he bid his jobs. He spoke to trickle down effects of an accident. If the stimulus money arrived, he wanted them to be ready to go with the bridge.

Andy Jones 4808 NW Fruit Valley Rd Vancouver WA 98660 said he worked for Frito Lay. Their main issue was safety. He talked about transporting of their products across the bridge. He talked about merging and weaving and the impact on transporting their products. He supported the 12 lane option. It was their belief that it was an issue of safety. He provided his testimony for the record.

John Mohlis Columbia Pacific Building Trades 1125 SE Madison Portland OR 97232 did not testify.

Lynn Lehrbeck Joint Council on Transportation 2571 SE 162nd Portland OR supported a 12 lane bridge with light rail. He explained that the 12 lane bridge kept vehicles moving so there were less greenhouse gases and less congestion. He suggested keeping tolling reasonable. Don't penalize citizens who were riding to and from work. He urged building a 12 lane bridge that would meet the needs.

Jim Pauly, Columbia Pacific Blvd Trades, 8802 SE Powell Portland OR 97022 did not testify.

Corky Collier Columbia Corridor Association PO Box 55651 Portland OR 97230 did not testify.

Dave Tisher, Labors Local 320, 3312 SE 122nd Portland OR 97236 did not testify

Jonathan Schleuter, Westside Economic Development Alliance 10220 SW Nimbus Ave# K12 Beaverton OR 97223 provided his testimony for the record.

Bruce Halperin, Modern Fuel 2211 NW Front Portland OR 97209 said he lived in inner SE Portland. He and his family were considered politically correct citizens. There were times that they needed a car. When they couldn't get somewhere he found it very frustrating. The issue was about people on the south side of the river getting north. We as a citizenry needed to provide a transportation system that allowed each to get in and out of the region. He supported the 12 lane option. Councilor Liberty asked if I-5 should be 12 lanes right outside of the door. Mr. Halperin said I-5 needed to be fully functional at all times. Councilor Liberty explained his question.

Tom Dechenne, Norris, 121 SW Morrison St Unit 200 Portland OR 97204 said he was a commercial and industrial real estate broker. He supported the 12 lane option. He said they worked with businesses that were locating in the area. They dealt with every day mobility of freight and people. He talked about getting the size of the shoe a bit bigger to allow for growth. He talked about the number of lanes and the cost of additional lanes. He said as a steward of public funds, they needed to spend the funds wisely. He felt we would be foolish to not spend the tiny extra cost to make up the 12 lanes. Councilor Park talked about maintaining the capacity and wondered if he was supportive of protecting the capacity to maintain freight mobility. Mr. Dechenne said he supported protecting and improving the capacity with whatever tools worked such as tolling. He said the tolling aspect helped pay for the bridge. Councilor Liberty asked about the system of demand management and freight performance. If they were to adopt demand management on freight what preference should they give to freight whether it was through freight or local freight. Mr. Dechenne said he felt they should have equal consideration. He spoke to equity of tolling.

Terry Parker PO Box 13503 Portland OR 97213 read his testimony into the record.

Chris Smith 2343 NW Pettygrove Portland OR 97210 did not testify.

John Reinhold, 3904 SE 9th Portland OR 97202 said he was disturbed about the testimony last week and today. He said according to the Bureau of Labor statistics Oregon had one of the worst unemployment rates in the nation. He shared his experience about a 16 lane in Atlanta that still had congestion. He suggested building a local arterial bridge. He didn't think it was necessary to build a 12 lane bridge. Councilor Burkholder said this was a different creature.

Carl Larson 3149 SE Alder Portland OR 97214 provided his testimony for the record. He urged having demand pricing on the bridge.

Michelle Poyourow, Bicycle Transportation Alliance 233 NW 5th Portland OR 97209 provided her testimony for the record. Councilor Burkholder noted that they did have an inspection team. They were helping build this house.

Art Lewellan 1020 NW 4th #604 Portland OR said he believed in the principles behind the 2040 Plan. He had been advocating for the light rail to occur. It would have the best effect on land use. If we plan for highways alone it was an impediment to transit. Land use development won't occur

on its own. He implored the Council to continue using the 2040 Plan as their template for positive growth. He called on Council to use the 2040 Plan. He asked if any of lanes were High Occupancy Vehicle lanes. He said the choice was 10 or 12 lanes. He questioned if they needed two more lanes for entrances and exits. He felt 12 was too many for safety. Councilor Harrington said all of the cities in the region had experienced population growth and continued to do a lot of hard work using the 2040 Plan.

Jeff Bernards 2138 SE 76th Portland OR 97215 provided his testimony for the record. He said the issue was financing. He urged tolling. He reminded that the country was broke. He felt we needed to toll the bridge today. No one wanted to pay for the bridge. He urged keeping the carbon footprint down. He suggested lease cost options.

Pia Welch Fed Ex 5159 NE Comfort Rd #1200 Portland OR 97218 provided her letter for the record. Councilor Liberty asked which freight movement should be given preference. Ms. Welch said if they needed to pay for tolling they would pay for it. One type of freight was just as important as another. Councilor Liberty asked about safety and what was the additional safety that was delivered by 12 lanes. Ms. Welch said with the 12 lanes there would be less forced movement. She didn't have rates of accidents. Councilor Liberty explained why he asked the question. He explained the needs across the region.

Susie Lahsene Port of Portland 121 NW Everett Portland OR 97209 provided Bill Wyatt's testimony for the record and summarized his comment.

Jerry Grossnickel, Tow Boat Association 421 High St Suite 108 Oregon City OR 97045 said they moved cargo under the crossing. They had no particular issue about the number of lanes except if it delayed the building of the bridge. He explained the impacts. If 12 lanes were safer and more efficient he suggested that we move forward. He noted that this was a 100 year decision.

Heather Rice, Columbia River Crossing Coalition, 711 SW Alder St Suite 400 Portland OR 97205 provided her letter for the record. Councilor Liberty said he was aware of the project's comment about reducing accidents. Ms. Rice said the 12 lane option would reduce accidents by 75%.

Jeri Williams, 107 SE Washington Suite 239 Portland OR 97214 said she was an AAA Member and a member of the Klamath Tribe. She was an advocate of Environmental Justice Task Force. She had volunteered for all three of the task forces. She supported the amendment. It takes balance. She asked for an independent review of what worked and didn't work in the Environmental Justice communities

Sylvia Evans 107 SE Washington Suite 239 Portland OR 97214 said she had been working on Environmental Justices issues for over the last 20 years. They had been asking for a percentage of the toll to go toward their health care for those who lived along I-5. She lived one block from the freeway. She loved her neighborhood. She walked to work and the quality of life had been wonderful. As they talked about 12 lanes it meant more traffic. She urged thinking carefully about the quality of life and the neighborhoods that would be heavily impacted. Councilor Burkholder recognized Ms. Evans for her involvement in transportation. Councilor Liberty asked what percent they had been asking for to help with health care. Ms. Evans responded to his question.

Rod Merrick, Merrick Architectural Planning, 3627 SE Cooper Portland OR 97202 read his testimony into the record.

Jim Howell 3325 NE 45th Portland OR 97213 provided his testimony. Councilor Liberty said if the railroad bridge was rebuilt how many of the bridge lifts would be eliminated. Mr. Howell said they would only have to lift the bridge about twice a month.

Tom Buchele, Pacific Environmental Advocacy Center, Lewis Law School Portland OR provided his testimony. He focused on the resolution. They supported more analysis. He urged putting out the document for public comment, a National Environmental Protection Act (NEPA) comment period. The focus needed to be on how wide the spans were. You could stripe the lanes dependent upon how wide the spans were. There needed to be a focus on reducing demand. It would increase safety.

Joel Batterman Cascade Climate Network 107 SE Washington St #239 Portland OR 97214 did not testify.

Bill Scott, Zipcar, 107 SE Washington #239 Portland OR 97214 provided his testimony for the record.

Chris Lowe, 107 SE Washington #239 Portland OR 97214 provided his testimony for the record but did not testify.

Mara Gross, Coalition for a Livable Future 107 SE Washington St #239 Portland OR 97214 said adding capacity increased congestion. She summarized Mr. Chris Lowe's written testimony.

Lenny Andersen Swan Island TWA 4567 N Channel Ave Portland OR 97217 did not testify but provide his testimony for the record.

Ronald Buel 2817 NE 19th Portland OR 97212 said he trusted David Bragdon. If Council President Bragdon could guide this work to the appropriate conclusion he would be pleased with the outcome. What he had seen from the Departments of Transportation was that they were not listening to those who were trying to guide the public process. It didn't appear that this project was on the governor's priority list. He talked about tolls and the suggestion that it would provide 1/3 of the funds. If you were going to toll, you would have to toll the I-205 Bridge too. Councilor Collette said Commissioner Petersen said if you were going to toll the I-5 Bridge, you had to toll the I-205 Bridge. Councilor Hosticka asked about his involvement in the Mt. Hood Freeway and the comparison in the nature of the debates. Mr. Buel said the work used a static land use model. This was problematic because of the Clark County land use. You didn't get congestion reduction by building capacity. What the CRC staff had done was to turn logic on its head. Some of the work was based on an incorrect assumption. Councilor Liberty talked about Washington State priorities and asked if this had been developed. Mr. Buel said it was discussed in committee and they indicated that there was no money for CRC until they got other projects done. Council President Bragdon commented that Chair Petersen was concerned about tolling on I-205 and I-5. Mr. Buel talked about traffic projections for I-205.

Eric Radkey Teamsters 4751 N Amherst Portland OR 97203 said he represented trucking. He urged building a bridge for 100 years.

John Pinkstaff, NAIOP 601 SW 2nd Portland OR 97204 provided a letter for the record.

Dave Tully, Teamster JC 37, 1872 NE 162nd Portland OR 97230 did not testify.

Fred Nussbaum AORTA 6510 SW Barnes Rd Portland OR 97225 said they wished to speak in support of the intent of the resolution and the amendment. He felt the language was not clear in the resolution. There needed to be clarity on the number of lanes. Given the record of the CRC he felt it was critical to make it clear before Council made its decision. He talked about the number of riders on light rail. If you limited the number of lanes, you would get an increase in light rail ridership. He also suggested looking at commuter rail which served a different market. Councilor Collette commented that the chart they had in their packet was different than what they had at their work session. Ridership did go up when you constrained the lanes. Councilor Liberty asked about the December 1st version versus the December 29th version of the map.

Sorin Garber, Consultant, 333 SW 5th Suite 300 Portland OR 97204 provided his testimony for the record. He applauded Council for their patience. He talked about Councilor Collette's comment about this being a political moment and a political decision. He suggested going with your gut, this section of I-5 was too important to our future. This was the aorta to our system. It was directly tied to economic success in terms of jobs. Jobs were dependent upon freight mobility. We must take care of our transportation system. There was no credible way to determine that we would have less demand. Portland had reduced our Vehicle Miles Traveled (VMT) but total fuel miles were increasing. He urged using their instincts. Council President Bragdon said he respected Mr. Garber's work. He asked what management tools he would suggest to make sure that freight was given advantages. Mr. Garber said he would like to see the freight discussion continue. I-205 was intended to be the bypass bridge. We can't think the way we used to. What we have on I-5 was local freight issues. Councilor Park appreciated his work on the Freight Task Force. He talked about local freight versus the long distance freight haulers. He noted long distance freight haulers could vary their commute to a different time of day. He asked if he had thoughts about freight movement. Mr. Garber said there were a lot of things you can do outside this corridor. He said truckers were limited to 11 hours a day. Their profits were minimal. More important were the shippers. When you have a freeway going through an urban area, it was not simple.

James Lee, 6016 SE Mitchell Portland OR 97206 suggested he present a Tom McCall Columbia River Crossing which existed with one lane. He talked about the capital cost of motor vehicles. He asked who was going to pay for all of the personal motor vehicles that were using the bridge. He talked about consumption. He couldn't see the traffic projections that the CRC were projecting. He felt traffic projections would go down.

Karen Ciocia 504 Washington Vancouver WA 98660 said she was a 29 year resident of Clark County and worked in Vancouver. She got a bird's eye view of the bridge. She came today as a business person, it was important to spend the afternoon here. It was not just about freight or commuters, it was about our economy. She asked Council not to pull this apart by individual components. There were many things to consider.

Ken Hayes OLCV CLF 9821 NW Skyline Blvd Portland OR 97231 did not testify.

Michael Lappier, 7600 NE 134th Ct Battle Ground WA 97664 did not testify.

Spenser Boomhower, 1324 SE 52nd Portland OR 97215 supported the resolution and asked how much demand would be created. He provided his testimony for the record.

Council President Bragdon closed the public hearing.

Councilor Burkholder wondered how long the Council would deliberate.

Councilor Collette said she supported this resolution and thought the Council was on the right track. She wanted to know the span widths. She would vote in favor of the resolution as amended.

Councilor Burkholder said this was giving direction. This continued the work that we had been doing. We needed to recognize that we needed to avoid simplistic thinking. There was no easy answer. When we looked at the number, the induced demand was for 20 years. The issue was what happened in between. He was concerned about unintended consequences. He said Commissioner Leonard had suggested striping differently. He addressed the amendments. He thought they didn't go far enough. He felt there were still policy level discussions that were needed. The bridge wasn't going to happen without tolling. He wanted to see a commitment to tolling.

Councilor Park echoed the comments that he had heard so far. He focused on freight. He had not heard much that this objective was going to be achieved long term. It was not just about the analysis but about a return on investment for the long term. The public was asking for this as well. They wanted their money's worth out of this. The resolution got us closer to this level of commitment.

Councilor Liberty said when he made the amendment he expressed multiple benefits of having this work done. He remained concerned about the project getting done. There was some approach to demand management. This was valuable in many ways. Right now the decision was being made by the Departments of Transportation. How the research was done and how it was treated was very important.

Councilor Harrington supported this resolution. She was more comfortable with this project than before. We needed to learn a lot more about transportation demand management and how the tolling would work because she wanted to protect our investments including water and air quality.

Council President Bragdon said it was complex controversial topic. There were different perspectives on the side of the river. What they agreed on was much greater than what they differed on. They wanted this facility to perform as promised. They wanted it to deliver the outcomes they desired. People talked about what they thought were achievable. They talked about outcomes that people were looking for. We needed to look at the best means to reach those outcomes. There were risks to missing the opportunity but also to over building the bridge. There was an interaction between supply and demand. He didn't believe that 12 lanes was the answer yet. He said they had seen the phenomenon of large highway projects. His concern on this project was the reluctance to have independent analysis. We wanted to be looking at true alternatives. He felt the projections were shaky. He said pricing needed more work. Tolling was not a penalty. It was a fee for a service. We needed to do this work quickly. He didn't know the right number of lanes. He did know the right answer would be a function of that size with the demand management tool we have. This resolution gave us room to work with our partners in Washington. They were going to continue to work with their partners to get to the right outcomes. They needed to do it quickly and creatively. He appreciated endorsement of the resolution.

Vote:

Councilors Park, Burkholder, Collette, Harrington, Liberty, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

5. CHIEF OPERATING OFFICER COMMUNICATION

Michael Jordan, COO, had nothing to say.

6. COUNCILOR COMMUNICATION

There was none.

7. ADJOURN

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 6:18 p.m.

Prepared by



Chris Billington
Clerk of the Council

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF
FEBRUARY 5, 2009**

Item	Topic	Doc. Date	Document Description	Doc. Number
4.1	E-mail	12/08/08	To: Metro Council From: Walter L. Johnson Re: CRC	020509c-01
	E-mail	01/10/09	To: Metro Council From: Charles Reneau Re: CRC	020509c-02
	E-mail	01/26/09	To: Metro Council From: Gerald Fox PE Re: CRC	020509c-03
	White paper	01/26/09	To: Metro Council From: Gerald Fox PE Re: CRC	020509c-04
	Letter	01/27/09	To: Senator Ron Wyden Cc: Metro Council From: Dave and Char Corkran Re: CRC	020509c-05
	E-mail	01/27/09	To: Metro Council From: David Bragdon Re: CRC Direction	020509c-06
	E-mail	01/27/09	To: Metro Council From: Rex Burkholder Re: Response to CRC Direction	020509c-07
	E-mail	01/27/09	To: Metro Council From: Luanna Grow Re: CRC	020509c-08
	E-mail	01/22/09	To: Metro Council From: Carol Turtle Re: CRC	020509c-09
	E-mail	01/25/09	To: Metro Council From: Alex Re: CRC	020509c-10
	E-mail	01/19/09	To: Metro Council From: Julie Stanley Re: CRC	020509c-11
	E-mail	01/28/09	To: Metro Council From: Carlotta Collette Re: Response to CRC Direction	020509c-12
	E-mail	12/08/08	To: Metro Council From: Levin Nock, PhD, PMP Re: CRC	020509c-13

	E-mail	01/16/09	To: Metro Council From: Levin Nock, PhD, PMP Re: CRC	020509c-14
	E-mail	01/26/09	To: Metro Council From: Carine Arendes Re: CRC	020509c-15
	E-mail	01/26/09	To: Metro Council From: Gary Maculsay Re: CRC	020509c-16
	E-mail	01/21/09	To: Metro Council From: Rod Merrick Re: CRC	020509c-17
8-10-12 Lanes	E-mail	01/17/09	To: Metro Council From: Robert Marino, Brent Carpenter, Nate White, Jennifer Hackett, Jack Hallin, Kevin Wagoner, Rian Murnen, Meagan Cusak Re: CRC	020509c-18
	E-mail	01/18/09	To: Metro Council From: John Witte Re: CRC	020509c-19
	E-mail	01/10/09	To: Metro Council From: Dan Hoyt Re: CRC	020509c-20
	E-mail, & 3 attachments	01/10/09	To: Metro Council From: Mark Robinowitz Re: CRC	020509c-21
	E-mail	01/10/09	To: Metro Council From: Doug Allen Re: CRC	020509c-22
	E-mail	01/20/09	To: Metro Council From: Fred Nussbaum Re: CRC	020509c-23
	E-mail	01/10/09	To: Metro Council From: Brian Lutz Re: CRC	020509c-24
	E-mail	01/26/09	To: Metro Council From: Martha Perez Re: CRC	020509c-25
	E-mail	01/28/09	To: Metro Council From: Alan Locklear Re: CRC	020509c-26
	E-mail	01/29/09	To: Alan Locklear From: Kathryn Harrington Re: CRC	020509c-27
	E-mail	01/28/09	To: Metro Council From: Mitch Gould Re: CRC	020509c-28

	E-mail	01/28/09	To: Mitch Gould From: Kathryn Harrington Re: CRC	020509c-29
	E-mail	01/28/09	To: Metro Council From: Andrew Jaeger Re: CRC	020509c-30
	E-mail	01/22/09	To: Metro Council From: Ken Hayes Re: CRC	020509c-31
	E-mail – response to 020509c-45	01/21/09	To: Judy Todd From: Robert Liberty Re: CRC	020509c-32
	E-mail	01/29/09	To: Metro Council From: Bari Thompson Re: CRC	020509c-34
	E-mail	01/28/09	To: Susan Mates From: Kathryn Harrington Re: CRC	020509c-35
	E-mail	01/26/09	To: Alex From: Rex Burkholder Re: CRC	020509c-36
	E-mail	01/27/09	To: Luanna Grow From: Rex Burkholder Re: CRC	020509c-37
	E-mail	02/02/09	To: Alan Locklear From: Rex Burkholder Re: CRC	020509c-38
	E-mail	01/20/09	To: Metro Council From: Jack Hallin Re: CRC	020509c-39
	E-mail & attached map	01/27/09	To: Metro Council From: Jeff Stuhr, Jane Hansen, Walter Valenta Re: CRC	020509c-40
	E-mail, response to RL's response to 020509c-11	01/27/09	To: Robert Liberty From: Julie Stanley Re: CRC	020509c-41
	E-mail, response to RB's's response from 01/28.09 email	01/28/09	To: Rex Burkholder From: Lacey Riddle Re: CRC	020509c-42
	E-mail, response to RB's response from 01/28.09 email	02/03/09	To: Rex Burkholder From: Lacey Riddle Re: CRC	020509c-43

	E-mail, response to RB's's response from 01/28.09 email	02/03/09	To: Lacey Riddle From: Rex Burkholder7 Re: CRC	020509c-44
	Email	01/17/09	To: Metro Council Fr: Judy Todd Re: CRC	020509c-45
	Email;	2/5/09	To: Metro Council From: Scott Cohen Re: CRC	020509c-46
	Email	2/5/09	To: Metro Council From: Judy Todd Re: CRC	020509c-47
	Letter	2/5/09	To: Metro Council From: Andy Jones, Traffic Manager Frito-Lay Inc Re: CRC	020509c-48
	Letter	2/5/09	To: Metro Council From: Royce Polland, Mayor City of Vancouver Re: CRC	020509c-49
	Testimony	2/5/09	To: Metro Council From: Bill Scott Re: CRC	020509c-50
	Testimony	2/5/09	To: Metro Council From: Christopher Lowe Re: CRC	020509c-51
	Testimony	2/5/09	To: Metro Council From: Rod Merrick Re: CRC	020509c-52
	Testimony	2/5/09	To: Metro Council From: Spenser Boomhower Re: CRC	020509c-53
	Testimony	2/5/09	To: Metro Council From: Jim Howell Re: CRC	020509c-54
	Testimony	2/5/09	To: Metro Council From: Tom Buchele Re: CRC	020509c-55
	Letter	2/5/09	To: Metro Council From: Pia Welch Re: CRC	020509c-56
	Testimony	2/5/09	To: Metro Council From: Steve Bates Re: CRC	020509c-57
	Testimony	2/5/09	To: Metro Council	020509c-58

			From: Monica Isbell Re: CRC	
	Letter	2/5/09	To: Metro Council From: Susie Lahsene Re: CRC	020509c-59
	Letter	2/5/09	To: Metro Council From: Bill Wyatt, Executive Director, Port of Portland Re: CRC	020509c-60
	Testimony	2/5/09	To: Metro Council From: Michelle Poyourow Re: CRC	020509c-61
	Testimony	2/5/09	To: Metro Council From: Heather Rice Re: CRC	020509c-62
	Letter	2/5/09	To: Metro Council From: Matt Fehen and Jonathan Schlueter Re: CRC	020509c-63
	Letter	1/8/09	To: Columbia River Crossing Project Sponsors Council From: Larry Paulson Re: CRC	020509c-64
	Testimony	2/5/09	To: Metro Council From: Marcia Ward Re: CRC	020509c-65
	Testimony	2/5/09	To: Metro Council From: Sandra McDonough Re: CRC	020509c-66
	Testimony	2/5/09	To: Metro Council From: MikeMorgan Re: CRC	020509c-67
	Testimony	2/5/09	To: Metro Council From: Don Gire Re: CRC	020509c-68
	Testimony	2/5/09	To: Metro Council From: Jay Clemens Re: CRC	020509c-69
	Letter	2/5/09	To: Metro Council From: Michael Tharp, Chair CREEC Re: CRC	020509c-70
	Memorandum	1/27/09	To: Columbia River Crossing Project Sponsors Council From: West Vancouver Freight Alliance Re: CRC	020509c-71
	Testimony	2/5/09	To: Metro Council From: Terry Parker Re: CRC	020509c-72
	Phone Message	2/4/09	To: Metro Council	020509c-73

			From: Ken Puckett Re: CRC	
	Aerial Photos of Hayden Island	2/5/09	To: Metro Council From: Jan Hamer Re: CRC	020509c-74
	Testimony	2/5/09	To: Metro Council From: John Pickstaff, NAIOP Re: CRC	020509c-75
	Testimony	2/5/09	To: Metro Council From: Pia Welch Re: CRC	020509c-76
	Testimony	2/5/09	To: Metro Council From: Carl Larson Re: CRC	020509c-77
	Written Comments	2/5/09	To: Metro Council From: Jeremy O'Leary Re: CRC	020509c-78
	Written Comments	2/5/09	To: Metro Council From: Lenny Andersen Re: CRC	020509c-79
	Written Comments	2/5/09	To: Metro Council From: Rob Matters Re: CRC	020509c-80
	Written Comments	2/5/09	To: Metro Council From: Michael Lappier Re: CRC	020509c-81
3.1	Minutes	1/29/09	Metro Council Meeting Minutes of January 29, 2009	020509c-82
4.1	Amendment	1/5/09	To: Metro Council From: Councilor Liberty Re: Amendment to Resolution No. 09-4023	020509c-83
4.1	Letter	2/4/09	To: Metro Council From: Steve Bates Re: CRC	020509c-84