

Metro

*600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov*



Metro

Minutes

Thursday, November 30, 2023

10:30 AM

**Metro Regional Center, Council chamber,
<https://www.youtube.com/watch?v=2rrvhtWVGQ>,
<https://zoom.us/j/615079992>, or 877-853-5257 (toll free) (Webinar
ID: 615079992)**

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:31 a.m.

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items.

There were none.

3. Ordinances (Second Reading)

3.1 **Ordinance No. 23-1496**, For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan

Attachments: [Ordinance 23-1496](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Exhibit C.2](#)
[Exhibit D](#)
[Staff Report](#)

4. Resolutions

4.1 Resolution No. 23-5348 For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy

Attachments: [Resolution 23-5348](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

Council President Peterson introduced Kim Ellis, RTP Project Manager, Metro, and Catherine Ciarlo, Planning and Development Director, Metro to present on Ordinance No. 23-1496 For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan. She also introduced Ally Holmqvist, Metro and Catherine Ciarlo, Metro to present on Resolution No. 5348 For the Purpose of Adopting the 2023 Regional High-Capacity Transit Strategy, to be discussed alongside Ordinance 23-1496.

Staff pulled up the Ordinance No. 23-1496 PowerPoint to present to Council.

Presentation Summary:

Presenters noted that the Regional Transportation Plan (RTP) sets the course for moving the region, identifies travel needs and solutions, and establishes priorities for federal, state, and regional funding. They shared the updated vision, goals, and policies for the future. They shared the timeline for the 2023 RTP update. Presenters also noted that there are many different interests regarding this update, and they tried their best to meet everyone's needs. Presenters shared how the RTP decision was informed and shared that it delivers many benefits to households and businesses across the region. Presenters shared that this plan sets the foundation for future work, investment, and collaboration. They highlighted recommendations that they are addressing and shared that this work was a team effort.

Staff pulled up the Resolution No. 23-5348 PowerPoint to present to Council.

Presentation Summary:

Presenters shared that the goal of this resolution is to create a stronger transit background, and that this resolution coordinated with the 2023 RTP update. They shared the

timeline and the partners they worked close with on this resolution. They shared how they are responding to community priorities, and how they are expanding the role of high-capacity transit. They added that the defining features for the High-Capacity Transit goals are that it will be frequent, direct, provide a comfortable waiting environment, serve places with a mix of and many destinations, runs for most of the day, is fast and reliable, moves lots of people, and has its own track or bus lane. Presenters distinguished modes in the spectrum, and shared that they are realizing the vision they have through shared action. They shared what phase they are in for this strategy, which is the review and adoption period. Presenters also identified next steps.

4.1.1 Public Comment Opportunity for Ordinance No 23-1496 and Resolution No. 23-5348

Council President Peterson opened the meeting to members of the public wanting to testify on Ordinance No. 23-1496, For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan, as well as anyone wishing to testify on Resolution No. 23-5348 For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy.

Testimony:

Diane Meisenhetta, Portland, Extinction Rebellion, noted that the RTP does not center climate change. They added that the budgets are alarming, as they do not invest in transportation efforts as much as they did in the previous RTP. Meisenhetta added that this plan does not meet climate or emission goals. Meisenhetta added that they do not believe that safety targets and jobs are being prioritized.

Jennifer Crawl thanked Metro for what they do, and noted that as a scientist, they know that climate change is an emergency and the RTP does not address it enough. Crawl

added that highway investments may not improve safety for others, and urged the Council to take bold action because their children's lives depend on it.

Mark Garienzo stated that fossil fuels and CO2 emissions are hurting the earth, and the RTP plan does not address the climate issues as they need to. Mark urged that the heat dome in 2020 was much more likely to occur because of climate change. Mark Garienzo noted that the number of low emission vehicles on the road is decreasing, so the plan is not benefitting the climate in the way it should.

Lynn Handlin, Extinction Rebellion, stated that the RTP fails for climate, safety, and transit. Handlin suggested that they should cancel the freeway expansion, and noted that there is not enough safety benefits embedded in this plan. Handlin added that they need more trees, and the I-5 expansion will hurt the climate.

Ben Stephenson, Portland, noted that while initially encouraged with this plan, the climate, safety, and mobility efforts on the RTP are not adequate. Stevenson read quotes from the RTP plan and shared that the plan does not come close to the goals of climate, safety, and mobility. Stevenson stated that they should not approve this plan.

Joe Cortright stated that climate change is getting worse, and they are going in the wrong direction for green house gas emissions. He noted that they are not taking the right steps to address climate change. He added that there is a contradiction for how much they will be using transportation, with some sections alluding that it will stay the same, while in other sections it says that it will increase.

John Giacoppe, Portland, Democratic Socialists of America, stated that the RTP has a lot of contradictory answers, and noted that there is an absence of regulations. Giacoppe

stated that children are dying because no one is regulating expansion. He stated that there is negative progress on transportation and stated that it should not be approved. He stated that they need a regulator in the climate space.

Aaron Kuehn, Portland, Bike Loud, stated that the RTP is not meeting the goals for equity, climate, and safety. Kuehn noted that the process of the plan's implementation is not an adequate amount of time for the public to be able to review the plan, requesting that there be a change in this process.

Harlan Shober, Portland, Extinction Rebellion, agreed with the previous speakers and noted that Metro is not doing the right thing with the RTP. Shober stated that they need all hands on deck for climate change, and the targets are not being hit.

Jacob Apenes, Portland, Sunrise PDX, stated that the RTP does not meet the goals for people who do not drive. Apenes added that the projects should meet the needs of the people. Apenes noted that they work as a canvasser, and some people want more biking infrastructure.

Rebecca Dempsey, reading for Abby Griffith, Portland, Bus Riders Unite, stated that they need to improve public transit and they should halt road expansion efforts and expand transportation. They added that they are in dire need of an enhanced transit system, and that the decision makers should center transit needs.

Art Lewellan, Portland, stated that he thinks the RTP is dangerous, and there are traffic hazards in these projects. Lewellan also shared he was not satisfied with the RTP process.

Madeleine Lyn, Portland, Democratic Socialists of America, noted that their car got hit when they moved to Portland, so they sold their car and decided to bike everywhere. Lyn added that the public transit is not well done and the freeway construction is overpowering the green spaces that they see. Lyn stated that the plan should be voted down.

Indi Namkoong, Portland, Verde, stated that the RTP should be approved and that there are many elements that they should celebrate. Namkoong stated that there is honesty and respect in this plan. Namkoong noted that they share the concerns of the testifiers who are against the implementation of the RTP, but noted that they have a better shot of reaching their goals with this plan in place.

Brett Morgan, Hillsboro, 1000 Friends of Oregon, stated that he is in favor of the RTP and noted that this plan connects to many other areas of land use. Morgan added that the RTP is not perfect, but that it is a good start.

Sarah Innarone, The Street Trust, noted that the mobility policy is something that should be celebrated. Innarone noted that Metro staff engaged with the community in huge ways and that they lifted up equity in the RTP. Innarone stated that she is in support of the RTP.

Laura Feldman, Portland, stated that she breathes toxic air and that the air is too toxic to ride or walk. Feldman stated that there is a climate crisis, and they are in need of leadership to combat climate change. They stated that the RTP should not be approved.

There being no further people requesting to testify, Council President Peterson closed the public testimony section of

these agenda items.

Council Discussion

Council President Peterson asked the presenters if the RTP complies with State law.

Roger Alfred, Metro Attorney, responded that they have reviewed it thoroughly and the RTP does comply with State law, and that there will be reviews ongoing to ensure this compliance.

Council President Peterson asked what the next steps will be that the region has set in place for the RTP.

Catherine Ciarlo noted that there are processes of accountability that are already in the draft. She added that the plan is a menu rather than a funded plan, and the regional funding will skew towards biking, transit, and safety projects. Ciarlo stated that the projects will be run through a strong equity and climate scan. Ciarlo noted that there are several accountability measures built in. Ciarlo stated that for mobility plans, for the first time, these plans add equity, inclusion, and accessibility into the equation for transportation, and they will be applying those goals into the projects.

Councilor Rosenthal asked if they rejected the RTP, what the time restraints be for doing so.

Ellis responded that it would be sent back to JPACT, and the Federal transportation dollars would be taken away because the previous plan would be expired, and projects would not be able to continue.

Councilor Rosenthal followed up, asking if Metro Council

would have to give recommendations to send back to JPACT, questioning whether there is a process that would need a lot of deliberation.

Ellis responded that yes, Council would need to share what they need to be changed and they would need to have Metro work to do a revised plan, as well as hold another 45-day public response period.

Councilor Rosenthal asked about if this would be a multi-month process.

Ciarlo responded that yes, there would need to be a process of realignment involved in this if it were to be rejected and that JPACT would have to agree to those changes.

Councilor Lewis noted the way that the value of the dollars in the plans have been relayed in comparison to the 2018 plan. She asked if they could define how the dollars look different.

Kim Ellis noted the doubling of investment in certain parts of the plan and a reduction in other parts of the plan are in year of expenditure dollars and it is already accounting for inflation. Ellis added that it is not an apples-to-apples comparison. Ellis added that for this plan, there is a division of investment in different parts of the system with one exception which is transit in capital. She added that for transit in capital, there was not a match of transit match federally, and that is less than what they invested in 2018 and that is part of the action to provide that local match to then be eligible to be given local funds.

Councilor Lewis added that the loss of the ability to supply local funds for projects would be a great loss for the

community.

Councilor Gonzalez thanked the testifiers and asked Ciarlo about the sweeping mobility changes and the pricing program. Councilor Gonzalez asked if, with these changes of the timeline from implementation, the comprehensive plans, and others, what the level of impact this will have on our system and what it will mean for the region.

Ciarlo noted that they received comments and requests from many parties, and they took that feedback and included it in chapter 8. Ciarlo added that because of the number of comments, they are hoping to bring those comments back to implement, but they will not all be done by January.

Ellis added that in terms of moving forward for project work, they will be looking at how they are evaluating projects, and they will make changes in the next RTP. She noted that they expect to begin that in the next year. Ellis noted that for the next regional flexible fund allocation process and transportation improvement update, that will begin in January. Ellis addressed the climate analysis, noting that there are very specific recommendations to update the analysis to reflect where the fleet and technology is today. Elli stated that they are very committed to do the documentation to bring the greenhouse gas emission reports as part of their reporting process. Ellis stated that they will also be preparing a monitoring report, and there is a budget amendment to support that climate monitoring. Ellis remarked that there is no perfect tool for doing the climate analysis, and there are new federal rules that want to measure what the state is doing. She noted that they will update tools for forecasting the future and work with local partners as they are working to update their plans and work

with the new state rules. Ellis added that they will be working with cities to bring in the RTP and they will need to amend RTP functional plan, which will change new mobility policy. She noted that this work will provide more direction and they will provide technical support to cities and counties as they are embarking that work and that will begin in the new year.

Councilor Gonzalez asked how revenue is impacting the cities and county's ability to impact at a plan level.

Ciarlo added that the RTP is a menu of options that local jurisdictional partners have chosen to move forward if they can find money. Ciarlo noted that it is local funding that they rely on to fund safety projects, to fund high capacity transit and station transit that makes taking the bus more accessible. She acknowledged that the local funding match is crucially important for them as leaders and as folks living in the region, because without that local funding match, it is hard to achieve the outcomes they want to achieve.

Councilor Hwang asked what it means to have a regional regulator, asking if there examples of that in other parts of the country. He further asked who their regulatory members are, and further asked if they can cross out certain projects that may not fit in their values while still passing the RTP. Councilor Hwang also questioned what they could have done differently.

Ciarlo responded that the Metropolitan Planning Org (MPO) is split between the Council and JPACT, which causes tension. Ciarlo noted that meeting at shared values becomes important because the stakeholders have different needs.

Alfred added that this is an unusual situation where the

decision must be adopted jointly by the MPO (Metro Council and JPACT) and those parties have to agree. Alfred noted that the hard decisions and compromises that Councilor Gonzalez mentioned is accurate, and if there is a veto, a consensus would have to be made between all parties. Alfred noted that the way this process is set up, it is a delicate agreement.

Councilor Hwang asked if they cannot vote yes, but request that certain things be taken out.

Rodger responded that no, that is not possible, because it would have to go to JPACT to start over.

Ellis stated that they go through a scoping process for each update and that they will start scoping for the next update. Ellis added that they knew in May that they needed to have the updated plan done by next week. Ellis also noted that they will need to prioritize how council staff and JPACT are spending their time in scoping and reassessing the project. Ellis stated that to ensure that local transportation plans are updated, as well as other projects, all the analysis and data that they prepared as part of this update is available to local partners as they go through system plan updates. Ellis noted that the process is an iterative process, and that the RTP cannot fix all of the concerns, they want to make sure that we are on the path for the region to move forward and continue to update the plan in alignment with state climate rules.

Councilor Lewis noted that it was not part of Ellis' planning process to have one only week between this council session and the deadline and remarked that JPACT got had to deal with tolling issues and got behind with RTP because they were dealing with tolling. Councilor Lewis asked if the

presenters could address what this plan does for tolling.

Ciarlo responded that Metro has done a lot of research to determine how a tolling or congestion pricing project could look like to be the best it can be. She noted that the tolling projects for the first time are showing up as projects in the RTP, and those are proposed by ODOT and they are all connected to freeway expansion projects or mitigation projects.

Ellis added that the policies in the plan do not require tolling, but rather lays out how they should be implemented to achieve climate safety equity goals and lays out a framework on how they should deliver if tolling is implemented. Ellis noted that it addresses the impacts in the local system.

Ciarlo noted that revenue sharing may be called revenue investment and stated that Metro has been clear about investment at the local level and in transit. Ciarlo remarked that the regional mobility pricing project is a congestion pricing project proposed by ODOT, and it is moving through the RTP. Ciarlo mentioned that there has been a lot of discussion that may land differently in different parts of the region. She also stated that the project will be subject to particularly careful analysis as it moves through the NTIP process, so there should be an extra layer of transparency.

Councilor Rosenthal noted that they looked at tolling and pricing in 2018 and asked why they have not proposed alternate tolling plan to meet the emission goals.

Ciarlo responded that it is the work of regional partners to move projects through, and they have weighed in as Metro.

Councilor Rosenthal noted that they have not weighed in on a regional basis. Councilor Rosenthal stated that there would be educational benefits for weighing in on a regional proposal, adding that to cut traffic in a tunnel, you toll the tunnel.

Council Discussion:

Councilor Gonzalez noted how proud he was with the number of workshops they held and their efforts to engage low-income communities of color to create a plan to reflect their needs. Councilor Gonzalez added that there is extra work to do and acknowledged testimony that they have heard that agreed that this plan is a plan, and they need to come together to gather the political will. Councilor Gonzalez noted that there is a lot of opportunity to allocate resources to these projects to make strides toward equity and climate goals. He noted that he feels confident and optimistic, although weary that they have the means to do it. Councilor Gonzalez thanked the staff and stated that they all engaged in good faith and take the criticism to heart. He stated that they must do better in the future, and that the Council has worked hard to do the best they can. He stated that this is the start of a conversation, and that JPACT is already working on a plan for the beginning process for 2028 RTP because the community has stated that they want to transform this process.

Councilor Simpson thanked the public for their testimony, noting that it was compelling, but that they need to balance the needs for a diverse region, noting that Troutdale and Gresham need this funding. Councilor Simpson stated that underneath all the difficult projects, there are good ones that aid in pedestrians and businesses. He acknowledged that he came into this process on year 5 of the 5-year process and agrees that it needs retooling. He thanked the staff and noted that they were able to help people who have

been historically marginalized to make sure they felt heard.

Councilor Lewis noted that the RTP is a culmination of a lot of work and thanked the staff and the members of community who have spent months and hours reading and coming to workshops. Councilor Lewis stated that she wants to recognize the win of the auxiliary lane policy. She stated that chapter 8 is as robust as chapter 8 has ever been and that it is a little overwhelming. Councilor Lewis noted that they have a great tolling policy now, and they have an opportunity to move forward and work with the Tribal Nations on this project. Councilor Lewis added that it comes down to funding and it comes down to discipline, and it comes through hard work and community engagement. Councilor Lewis added that she will be supporting the RTP today.

Councilor Rosenthal thanked the collaborative efforts with community and organizations, noting that they have worked very hard. Councilor Rosenthal stated that the RTP has some wins, but he added that it is not sufficient at this time because it did not focus on safety nor focus specifically on climate. He remarked that the fault in this insufficiency lies with the Council because they have not worked collaboratively to address the issues that were raised. He added that he is not satisfied that they may wait until 2026 to begin scoping. He also added that he wished the HCT was called the “high convenience strategy”. He stated that he would abstain from the vote for the HCT. He added that he represents 7 cities, and not any of them are in Portland, so their needs are different. He noted that roads are important, but transit is also a huge issue for his constituents, and they need higher accessibility. He also noted that they need to move forward with this because if they do not, they will

have consequences.

Councilor Nolan noted that there is some good language in the goals of the document, but the budget is what helps them understand the priorities of goals. Councilor Nolan noted that the components of the ordinance fall way short, adding that their constituents agree with this. Councilor Nolan stated that they have 100% confidence that if they started this process with clear authentic commitments to the goals and took the budget and asked how to use those dollars to best deliver on those goals, the list they would come up with would look very different than the one today. Councilor Nolan stated that they are committed to helping everyone get to those goals through amendments and more preparation moving forward. Councilor Nolan added that they want a bold commitment that 75% of RTP funding is met by cleanest modes of travel. Councilor Nolan also suggested that they charge people for the miles they drive. Councilor Nolan finally stated that they will vote no today, but they will stay committed to taking bold steps when the RTP passes.

Councilor Hwang thanked the staff and community for months and years of hard work. Councilor Hwang stated that he will support the RTP, and that this is an opportunity to build trust. He remarked that RTP is a living breathing document, and that this is not the end all be all. He concluded that based on practical considerations, he will be supporting this document.

Council President Peterson thanked the staff, testifiers, and the Council. Council President Peterson stated that one of the best lessons she has learned is that it is important to listen the people who are in the room, but it is also important to represent the people who are not in the room.

Council President Peterson noted that the content of HCT plan is to achieve the goals in terms of coverage, accessibility, and high frequency. She stated that the 2020 ballot measure has achieved the way to articulate a different way to do business. She acknowledged that each jurisdiction has different needs and acknowledged the efforts of the community in the room. Council President Peterson stated that she would be voting yes because she does not want to stop progress, and voting yes moves progress faster.

Councilor Lewis stated that the HCT is critical to move forward because it is a document of major federal match money, and they have two projects in motion right now. Councilor Lewis stated that this is not just a planning exercise, this is important in real time.

Council President Peterson asked Metro Attorney Carrie MacLaren what Councilor Rosenthal's abstention means.

Metro Attorney Carrie MacLaren responded that it is equivalent to six votes in favor, with the abstention not bearing a vote.

There being no further discussion, Council President Peterson called for motions on both Agenda items.

3. Ordinances (Second Reading)

3.1 **Ordinance No. 23-1496**, For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan

A motion was made by Councilor Gonzalez, seconded by Councilor Simpson, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

Nay: 1 - Councilor Nolan

4. Resolutions

- 4.1 Resolution No. 23-5348 For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy

Attachments: [Resolution 23-5348](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)

A motion was made by Councilor Simpson, seconded by Councilor Gonzalez, that this item be adopted. The motion passed by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Hwang, and Councilor Simpson

Abstain: 1 - Councilor Rosenthal

- 4.2 Resolution No. 23-5353 For the Purpose of Amending the FY 2023-24 Budget and Appropriations Schedule and Fiscal Year 2023-24 Through Fiscal Year 2027-28 Capital Improvement Plan to Provide for Changes in Operations

Attachments: [Resolution No. 23-5353](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachments 1-5](#)
[Attachment 6](#)

Council President Peterson called on Cinnamon Williams, Financial Planning Director, Metro, to present to Council.

Staff pulled up the Resolution No. 23-5353 PowerPoint to present to Council.

Presentation Summary:

The presenter shared the November budget amendments and capital improvement plan amendments. She shared that there were three new FTE requests, and two FTE changes between departments. There are requests for an accountant, an associate transportation planner, and an engineer. The presenter shared the appropriation change by funds, including the General Fund and the Parks & Nature fund. They also discussed Capital Improvement Plan (CIP) changes.

Councilor Lewis the Portland'5 (P5) CIP monetary increase of \$3,700,000, asking how much they will get from the owner out of the \$3.7 million.

COO Marissa Madrigal noted that the P5 team and general manager are working on an updated agreement for the P5. She noted that those agreements are old and have been audited, and there is a lack of clarity of who owns what. COO Madrigal noted that they are having conversations with them about a limited MOU and that cost could be a major capital improvement.

Councilor Lewis responded she is only voting for this because she expects that the money will be recovered, and if that money is not recovered, it needs to come back to Council.

Council President Peterson agreed with Councilor Lewis in her comment. She noted that she had a conversation with the PSU President, and they assumed that the same relationship holds. Council President Peterson stated that going forward, conversations will need to happen, noted that they need to reevaluate where they sit.

Councilor Hwang mentioned the \$5 million going to the 82nd Avenue project, asking why it is in the general fund.

Williams responded that it is in sub-fund in general fund specifically for planning, development, and research that has funds that will pay for it.

Councilor Rosenthal asked what fund the money from Parks & Nature money comes from.

Williams explained that it comes from the bond fund and they will re-budget those dollars, which the Council will see in the CIP plan.

Councilor Rosenthal asked what extent MERC will be able to weigh in on this topic.

Williams responded that MERC has their own budget committee, and they meet next week, so that question should be talked about. Williams added that Brian will present the five-year forecast.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

A motion was made by Councilor Lewis, seconded by Councilor Rosenthal, that this item be adopted. The motion passed by the following vote:

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

5. Chief Operating Officer Communication

COO Marissa Madrigal provided an update on the following

events or items:

- They have received one letter of interest from Sherwood for UBG expansion. This may be the last day or the last few days to submit and it will go through the normal process.

6. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Hwang noted that on Tuesday they had a great day at the Partnership and Social Innovation Program launch, and they were glad to welcome leadership from major foundations in Oregon to tackle the regions shared issues.
- Council President Peterson thanked the Metro staff in supporting the work of the Partnership and Social Innovation Program.
- Councilor Rosenthal attended a retirement for the Chair of the Oregon Zoo, Julie Fitzgerald, who was instrumental for making the zoo a great place and was a great service to the community and created great partnership.
- Council President Peterson noted that without the Julie Fitzgerald's work, they would not have had money to feed animals or keep the zookeepers over COVID.
- Councilor Lewis thanked the Chair of the Oregon Zoo, Julie Fitzgerald, for her service and wished her happy retirement.
- Councilor Rosenthal noted that the Chinese community has been very committed to the Tualatin Wildlife refuge and invited Councilor Hwang to pay attention to that.
- Council President Peterson mentioned the PSU proposal for Keller, noting that they want to add a convention conference space in the Keller.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 1:19 p.m.

Respectfully submitted,

Georgia Langer

Georgia Langer, Legislative Assistant