

Metro

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Metro

Minutes

Thursday, March 27, 2025

10:30 AM

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
253-205-0468 (toll free)**

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

Present: 6 - Council President Lynn Peterson, Councilor Duncan Hwang, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Juan Carlos Gonzalez, and Councilor Christine Lewis

Excused: 1 - Ashton Simpson

2. Public Communication

There was none.

3. Resolutions (Public Comment and Consideration)

- 3.1 **Resolution No. 25-5475** For the Purpose of Increasing Access to Metro Properties and Supporting the Film and Television Industry in the Greater Portland Region

Attachments: [Resolution No. 25-5475](#)
[Staff Report](#)

Staff highlighted the economic opportunity the film and television industry bring, the ability to balance support for that industry while protecting habitat, and the ways that balancing both goals supports Metro's strategic targets.

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

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

Excused: 1 - Simpson

3.1.1 Public Testimony for Resolution No. 25-5475

Dan Eason, local scout and filmmaker, supported the resolution and stressed the importance of quick responses and reliability in the permitting, and that when productions move to other properties and regions it results in the loss of

jobs, tourism, and support for local business.

Michelle Damis, Oregon President, Screen Actors Guild, supported the resolution and explained that 39% of travel world-wide results from a film or television show.

Councilors Hwang and Lewis, resolution sponsors, highlighted the emotional impact of the film and TV industry on locations and the support for the artistic community and those who provide the goods and services to support the industry. Councilor Gonzalez also spoke to the importance of showcasing the region's best attributes.

4. Ordinances (First Reading and Public Hearing)

- 4.1 **Ordinance No. 25-1529** For The Purpose Of Annexing To The Metro District Boundary Approximately 13.92 Acres Located in Wilsonville Along SW Frog Pond Lane

Attachments: [Ordinance No. 25-1529](#)
[Staff Report](#)
[Exhibit A to Ordinance No. 25-1529](#)
[Attachment 1 - Subject Territory](#)

Deputy Metro Attorney Sykes read the procedures for the land use hearing. Councilor Lewis raised a potential ex parte contact; Mr. Sykes advised that the interaction was not an ex parte contact.

Staff described the property and criteria for annexation and announced that staff did not receive comments on the proposal.

4.1.1 Public Hearing for Ordinance No. 25-1529

Glen Sutherland, planner for the applicant, thanked Council for their consideration.

5. Resolutions (Public Comment)

- 5.1 **Resolution No. 25-5463** For The Purpose Of Amending Three Related I-5 Rose Quarter Projects To The 2024-27 MTIP To Add \$250 Million Dollars

Of Approved Funding To The Projects

Attachments: [Resolution no. 25-5463](#)
[Exhibit A to Resolution 25-5463](#)
[Staff Report](#)
[Attachment 1 - Current Project Programming](#)
[Attachment 2 - Performance Assessment Evaluation](#)
[Attachment 3 - Urban Mobility Strategy Finance Plan Update \(2024\)](#)
[Attachment 4 - STIP Amendment \(December 2024\)](#)
[Attachment 5 - Responses to TPAC](#)
[Attachment 6 - Phase 1/1A Full Build](#)
[Attachment 7 - TPAC/JPACT Meeting Summaries](#)

Presenters reviewed project elements, values and outcomes, recent action at JPACT and the workforce program.

Jeff Moreland, Raimore Construction, supported the resolution and highlighted opportunities for competitive construction jobs for marginalized communities.

Winta Yohannes, Albina Vision Trust, urged Council to support the resolution without delay and described unity among businesses and community groups that support the project.

Councilor Rosenthal asked whether federal tolling guidance would impact the project, and Councilor Hwang asked about federal grants. ODOT staff asked to follow up regarding federal directives and confirmed that risk for grants remains but uncertainty about accessing federal funds has diminished significantly.

Councilor Hwang also asked about funding for Phase 1 and Phase 1A. ODOT staff replied that projected shortfall is for

the entire project and that Phase 1 is fully funded.

Councilor Nolan asked the COBID contracting goal, and Mr. Moreland replied that the project expects to exceed their current projection of 22%.

Councilor Lewis clarified with ODOT staff the process for transmitting/receiving project funds, including a reimbursement model for some funds.

Councilor Gonzalez explained that JPACT adopted an amendment to the resolution. Deputy Council President Simpson proposed the amendment, which stipulated that the project will return to JPACT and Council if the Reconnecting Communities Grant is not received or is significantly changed.

Councilor Gonzalez also asked about support in the Oregon Legislature. Staff relayed excitement from Salem for finishing the project.

President Peterson urged that Council move quickly. ODOT staff noted that project delay costs approximately \$75M per year. Mr. Moreland shared that delay has cost his company \$20M so far.

President Peterson asked ODOT staff to confirm the number of lanes under the cap, and the cost of freeway lanes. Staff confirmed two through-lanes on I-5 in each direction, with two new auxiliary lanes. Staff estimated that project costs for lanes would be 30% of total project costs, with the remainder funding transportation and land use improvements at street level.

Councilor Rosenthal asked which of the bridges in the project area are seismically resilient, and ODOT staff

confirmed that Broadway, Weidler, Williams, Vancouver and Flint bridges over I-5 will all be rebuilt and the highway cover will be seismically resilient.

Councilor Hwang asked if Metro needs to amend the RTP or delay the resolution, as congestion pricing is not included in the project. Metro staff clarified although the RTP assumes congestion pricing in the project area, the resolution can still move forward. The next RTP update can consider these changes.

Councilor Lewis asked why project elements are phased in as they are; ODOT staff explained that early phases include complex elements that are intertwined-Broadway/Weidler with the streetcar tracks and the connected Williams bridge. Phasing these interconnected systems early reduces inflationary impacts in future phases. Additionally, there is an opportunity to leverage a Reconnecting Communities grant that Albina Vision Trust received.

Councilor Nolan asked the methodology used for delay costs; ODOT staff pointed to data from the past five years that forms the basis of their projections.

Councilor Gonzalez asked about the impact of tariffs, and staff said the project would stand on equal footing with all other steel infrastructure and also noted that inflation has been significant in recent years without tariffs as well.

Councilor Rosenthal asked about projected impacts from congestion pricing. ODOT's past analysis showed congestion pricing could have a significant positive impact. Councilor Lewis asked what type of diversion the analysis projected; staff acknowledged that diversion already exists due to bottlenecks and that neighborhood impacts of diversion could be eased with auxiliary lanes.

5.1.1 Public Testimony for Resolution No. 25-5463

Chris Smith, No More Freeways, opposed the project, stating that Phase 1 does not meet original expectations for congestion pricing, multimodal and other improvements.

Sarah Risser, Families for Safe Streets, opposed the project and advocated for safety for people over car-centric systems, highlighting inequitable traffic safety impacts-including fatalities-for low-income residents.

Allan Rudwick, Eliot Neighborhood Association, opposed the project, citing the width, the phasing of project elements, and cost.

McKenzie Springer, Neighbors for Clean Air, opposed the project because federal funding is uncertain and the public health impacts of pollution from cars.

Eva Frazier, Bike Loud PDX, opposed the project, citing existing climate goals in Portland the region and that the desirable elements are slated for Phase 2. She urged congestion pricing.

James Posey, community advocate, recalled the harms to the Eliot neighborhood and Black community when the freeway was constructed, and highlighted the opportunities afforded by the project for marginalized communities moving forward.

Joe Cortright, City Observer, opposed the project, pointing to the omission of congestion pricing and costs.

6. Chief Operating Officer Communication

COO Madrigal announced the opening of GLEAN's artists in residence program will open April 14.

7. Councilor Communication

Councilor Lewis reminded Council that March 31 is Trans Visibility Day.

8. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 11:52 a.m.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Anne Buzzini".

Anne Buzzini, Council Legislative Advisor