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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)

Meeting Minutes

June 18, 2026

MEMBERS PRESENT

Councilor Christine Lewis (chair)
Commissioner Shannon Singleton
Commissioner Nafisa Fai
Commissioner Paul Savas
Mayor Keith Wilson
Mayor Travis Stovall
Mayor Joe Buck
Rian Windsheimer
Sam Desue
Councilor Gerritt Rosenthal
Councilor Ashton Simpson
Devin Reck
Mayor Anne McEnery-Ogle
Leann Caver

AFFILIATION

Metro Council
Multnomah County
Washington County
Clackamas County
City of Portland
Cities of Multnomah County
Cities of Clackamas County
Oregon Department of Transportation
TriMet
Metro Council
Metro Council
Washington Department of Transportation
City of Vancouver
C-Tran

ALTERNATES PRESENT

Mayor Frank Bubenik
Dan Eisenbeis
Michael Orman

AFFILIATION

Cities of Washington County
Port of Portland
Oregon Department of Environmental Quality

1. CALL TO ORDER AND DECLARATION OF A QUORUM

JPACT Chair Christine Lewis called the meeting to order at 7:32 am.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Sam Kim expressed support for the Interstate Bridge Replacement (IBR) Program and urged approval of Resolution no. 26-5599.

Chris Smith expressed concerns regarding the Rose Quarter Phase 1B project.

Berk Nelson expressed strong support for the Interstate Bridge Replacement Program and the future Columbia River Bridge project.

Khanh Tran expressed support for the Interstate Bridge Replacement Program.

Zachary Lauritzen expressed concern for traffic diversion onto the Glenn Jackson Bridge and surrounding roadways. They urged the committee to identify potential mitigation strategies, evaluate their advantages and disadvantages, and return those options to JPACT for consideration.

Indi Namkoong expressed concerns regarding traffic diversion resulting from IBR tolling. They urged the committee to develop a comprehensive mitigation plan and identify alternatives to better protect impacted communities.

Rene Gonzalez expressed support for the IBR amendment and encouraged the committee to continue moving the project forward.

Sharon Nasset expressed concerns regarding the Rose Quarter project, stating that an Environmental Impact Statement should be completed for the project. She also advocated for direct on- and off-ramps serving the Rose Quarter to better accommodate visitors. Additionally, she expressed concern that citizen comments previously included in the Community Involvement Summary appeared to have been removed and requested that those comments be addressed.

3. JPACT CHAIR UPDATES

Chair Lewis shared that due to time constraints they would share the Transit minute and Fatal Crash presentation links in the chat.

4. CONSENT AGENDA

4.1 Consideration of the May 21, 2026 JPACT Meeting Minutes

4.2 June FFY 2026 MTIP Formal Amendment #2 Approval Request: Resolution No. 26-5607 For The Purpose of Amending One Project of the 2024-27 MTIP to Meet Federal Project Delivery Requirements

Chair Lewis called for a motion on the consent agenda.

MOTION: Councilor Ashton Simpson moved to approve the item, seconded by Commissioner Nafisa Fai

ACTION: With all in favor, the consent agenda was approved.

5. ACTION ITEMS

5.1 June FFY 2026 MTIP Interstate Bridge Replacement Program Formal Amendment: Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

Carley Francis, Gabriela Lopez, and Malu Wilkinson presented on the agenda item. They explained what the I-5 MTIP amendment is, discussed the delivery timeline, and addressed concerns they have heard regarding workforce, diversion, independent utility, LRT terminus, and low-income roll program implementation. Program Director Ted Leybold shared the types of amendments JPACT can legally take for the MTIP project. Metro staff shared the TPAC recommendation and asked members for questions or comments.

Commissioner Paul Savas stated that he and Clackamas County want to see the bridge built, but shared concerns for JPACTs inability to make certain amendments to the MTIP amendment. He noted that for 20 years, they have been trying to bring attention to diversion. He noted that it has been getting worse. He expressed his reservations with voting either yes or no today. He noted that it is sad that they cannot change the vote. He noted that he wants the project to move forward, but he is concerned about capacity and cost. He shared a concern for toll and diversion impacts, noting that it is disappointing that there are no solutions on the table.

Chair Lewis shared that they could vote on amendments, but the amendments need to meet legal requirements.

Commissioner Singleton asked if they could direct staff to go back to TPAC and come back in the fall or summer with a proposal for diversion work regarding potential mitigations.

Chair Lewis responded that they could ask TPAC to come back and bring something actionable in the future.

JPACT members gave head nods to move forward with that request.

Ted Leybold shared that they can come back with a report on options for how the program and this region could advance options for dealing with diversion issues if tolling is put in place.

Commissioner Singleton shared that it would be helpful for making an intentional decision. She also shared that she has an amendment that she will request later in the meeting.

Chair Lewis told Commissioner Singleton that she can describe the amendment now, but they will be formally introducing amendments later in the meeting.

Commissioner Singleton shared that she would like to add a clause in the resolution to have language that includes both implementing community benefits, as well as assuming that they are getting dollars to their DBEs in the community.

Mayor Anne McEnerny-Ogle explained that the City of Vancouver would like to propose an amendment to the main amendment as well. Mayor Anne McEnerny-Ogle stated that the City of Vancouver was disappointed that the current proposal would end light rail at the bridgehead instead of extending it to Library Square. She stated that requiring riders to disembark at the bridge would reduce ridership and that transit should be integrated into the community. She noted that while \$50 million was proposed for transit design, IBR estimated actual design costs at \$25–30 million, and she suggested using some of the remaining funds to design the final six-and-a-half blocks of light rail into Vancouver without delaying the project timeline. Mayor McEnerny-Ogle also thanked the governor for her recent letter and stated that the proposal would form the basis of a forthcoming motion.

Carley Francis responded that the approximately \$50 million allocation reflected the full scope of work associated with the transit design contract and related project activities, not just the direct design costs presented at the June 4 industry briefing. She explained that the remaining funds supported work by WSDOT and ODOT, including efforts to secure federal funding, project management oversight, procurement development, and contract administration. Francis stated that these activities represented a significant

body of work that had yet to be substantially undertaken and concluded that there were no surplus funds available within the allocation to support the additional light rail design extension to Library Square as requested by Vancouver.

Rian Windsheimer added that the Regional Transportation Council (RTC) had already passed a resolution strongly encouraging the light rail project to continue to Evergreen Station and to pursue funding for that extension. He noted that the governor's recent letter directed the Interstate Bridge Replacement program to work with regional partners later in the year to identify available funding, evaluate the most cost-effective way to reach Evergreen Station, and support future design efforts. Windsheimer stated that there was already clear direction to continue exploring and seeking funding for the extension. While he personally supported extending light rail farther into Vancouver, he stated that amending the current proposal could delay the overall project. Instead, he suggested that the extension be pursued through continued collaboration and future funding opportunities.

Mayor Wilson requested that they take a motion on this item due to a time commitment.

Attorney Michelle Belia further explained that, when considering any amendments, she and MPO staff would evaluate whether the MPO had the legal authority to require the proposed action and whether the sponsoring agency had the authority to implement it. To ensure any action taken was legally sound, she asked that members refrain from seconding amendment motions until she had an opportunity to review them for legal sufficiency, noting that she may request a short recess after amendments are brought forward.

Mayor Joe Buck asked what kind of oversight Oregonians will have through their elected officials as the program goes forward, specifically in regards to the toll program, annual escalations, and WASHDOT.

Carley Francis responded that toll rates are governed through the Oregon-Washington transportation framework, which may include inflation-based adjustments, and that tolling costs are reported transparently to support cost-effective operations. She emphasized that current toll revenues are dedicated solely to the replacement bridge project, and there are no plans to increase rates to fund other activities at this time.

Mayor Buck asked if the bi-state committee is going to exist into perpetuity.

Francis responded that it is the best framework they have at this time for offering and providing bystate authorizing space for toll rates and policies, adding that they have an agreement about how to work together to do that in support of the program.

Mayor Buck asked where the buck stops between the OTCs and the bystate committee.

Francis responded that there are four members of that bystate committee, two from Oregon and two from Washington State. She explained that those are the folks that set the toll rates and policies. She added that the framework is to make sure they satisfy lending requirements and make sure that the funds they are generating meet repayment requirements.

Mayor Frank Bubenik shared that Washington County Mayors are in support of bridge replacement. Mayor Bubenik shared concerns about the lack of increased capacity, the absence of light rail delivery, and the lack of urgency in implementing a low-income tolling program. He discussed that he will propose an amendment to require a low-income tolling program to be implemented within six months of a preconstruction order.

Chair Lewis called for a motion for Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements.

MOTION: Mayor McEnerny-Ogle moved adoption of Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Commissioner Nafisa Fai.

During discussion on the main motion, several amendments were proposed.

Mayor Anne McEnerny-Ogle made a motion to amend Resolution no. 26-5599 to remove the words “north and south” from Exhibit A, page 9. The proposed amendment was as follows: “Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements ~~north and south~~ of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570”.

Ted Leybold asked Carley Francis to describe whether this amendment is consistent with the project scope.

Francis shared that it is inconsistent with how OTC and RTC have adopted comparable language. She noted that it is inconsistent with the other adopted MTIP and STIP activities that have already occurred.

Michelle Belia asked about the concerns of changing language in the project description.

Malu Wilkinson responded that as this project is moving through the federal process, it is important that the local actions are consistent with each other.

Mayor Wilson shared that he and Mayor McEnerny-Ogle had worked closely together on the project and appreciated the effort that had gone into it. He expressed concern that the bridge project was not fully embracing a multimodal transportation vision and argued that the region was missing an opportunity to prioritize walking, biking, transit, and other modern transportation options instead of focusing primarily on driving. He also raised concerns about traffic diversion effects. Mayor Wilson supported Mayor McEnerny-Ogle's proposed amendment and indicated that he would second it but said he would ultimately abstain because he believed the larger bridge project needed to move forward. He emphasized the importance of securing scarce funding now so the region could deliver a resilient bridge rather than delaying the project for future generations.

Amendment motioned by Mayor Anne McEnerny-Ogle:

MOTION: Mayor Anne McEnerny-Ogle moved to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Mayor Wilson.

Mayor Anne McEnerny-Ogle moved to amend Resolution no. 26-5599 to clarify the location of light rail transit elements. She moved to amend Exhibit A as follows:

“Advance post-NEPA transit design to complete 60% design for light rail transit (LRT) elements ~~north and south~~ of the Columbia River Bridge Replacement, as well as track, systems, and stations design throughout the LRT extension. Early project design pre-NEPA completion is covered under project key 21570.”

After providing a second to Mayor Anne McEnerny-Ogle's motion to amend, Mayor Wilson left the meeting at 8:45am.

Michelle Belia shared that given the change to the scope and concerns about consistencies for the underlying document, this is not an amendment that the MPO is able to consider as a matter of law.

Mayor Anne McEnerny-Ogle noted that this could indicate a flaw in the description of the project because it directs transit for elements north and south of the bridge, but not on the bridge. She noted that TriMet should be working on the bridge, but this bridge is just described as north and south.

Carley Francis responded that the bridge replacement project already included the transit component on the bridge itself, including the transit guideway and related infrastructure. She explained that the light rail track and systems work was accounted for as part of the broader light rail project, while the connections to the bridge and stations were addressed through separate, existing project elements. She emphasized that the transit design was comprehensively covered within the overall project, even though some components were funded and authorized under different line items.

Chair Lewis asked to take a vote on the amendment.

After discussing with the Metro Attorney, Michelle Belia noted that JPACT members can take the vote, but due to the legal insufficiency of the motion, they will not be able to implement it.

Commissioner Fai thanked the Metro and IBR staff for their presentations and work. She noted that her board voted to recommend the resolution, as is, without any further amendments. She shared concern that any delay in this process could cost them their federal funding. Commissioner Fai stated that she will not vote yes on any amendment, but rather she will vote yes on the original amendment only.

Dan Eisenbeis shared that it is important to move forward with this now. He noted that they support the City of Vancouver's desire to see the light rail go to Evergreen, noting the importance of continuing to pursue that. He noted that Port of Portland also shares concerns about diversion, appreciating Carly Francis' note about working with contractors to address concerns about diversion during the construction period. He asked if there is an opportunity to coordinate examining management options for diversion that might occur during the construction period.

Chair Lewis responded that yes, there is an opportunity to do that.

Sam Desue shared that TriMet is committed to working together to get to Evergreen. He noted that they have money on the table, and they cannot lose this money. He noted that JPACT has approved the MLPA, which is to Evergreen. He noted that they have money on the table, and they cannot lose this money.

Rian Windshiemer agreed with Sam Desue, adding that they all want the light rail to get to Evergreen, but he will be voting no to this amendment to Resolution no. 26-5599 to maintain consistency with the language approved by the RTC and OTC.

Commissioner Shannon Singleton noted that this is in the modified LPA and incorporated in the community benefits work. She affirmed Multnomah County's support for this transit work.

Commissioner Paul Savas asked for solutions to diversion, noting that he wants this information.

Councilor Rosenthal asked for clarification that they will take a vote on this amendment to the resolution, but that if passed, it will not be able to be implemented.

Chair Lewis confirmed this, noting that they will take a vote, but because it is out of the bounds of their authority, they will not be able to implement it if it passes.

Vote on Amendment motioned by Mayor Anne McEnerny-Ogle:

MOTION: Mayor Anne McEnerny-Ogle made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Mayor Keith Wilson.

Aye: 4 – Commissioner Savas, Mayor Bubenik, Mayor Anne McEnerny-Ogle, Leann Caver

Nay: 11- Commissioner Singleton, Commissioner Fai, Mayor Stovall, Mayor Buck, Rian Windsheimer, Sam Desue, Dan Eisenbeis, Michael Orman, Councilor Rosnethal, Councilor Simpson, Devin Reck

ACTION: With 4 yes votes and 11 no votes, the motion failed.

Amendment motioned by Commissioner Shannon Singleton:

Commissioner Shannon Singleton made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements.

Commissioner Shannon Singleton made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements to add the following recitals to Resolution no. 26-5599:

“WHEREAS, the development of SBE contractors is essential to the local economy, we acknowledge the importance of SBE participation goals and targets with contract packaging and quarterly reporting; tracking available data tied to consistent equity outcomes, and consistent application of an accountability reporting framework when possible for SBEs; and

WHEREAS, we seek shared prosperity for adjacent communities, and support this region's commitment to implementing a Community Benefits plan, and a plan for preventing displacement and mitigating construction impacts with measurable outcomes; and”

Ted Leybold requested a recess to analyze the legality of this amendment.

Recess from 9:05am-9:08am

Ted Leybold shared that this amendment is legally actionable. He noted that this does not require the project to do anything in defiance of the scope of the work, but rather this is JPACT as a body saying that they are working to support and address the topics that are put in the resolution’s recitals. He emphasized that this amendment does not require the project to change their scope or budget.

Belia clarified that this language would be potentially added to the resolution itself in the recitals. She noted that it is by Metro’s authority and actionable.

Mayor Anne McEnerny-Ogle stated that the rationale for the previous amendment to the resolution was that it was inconsistent with other agencies. She asked if this language is in the adopted languages of the other agencies.

Francis clarified the difference between amending the recitals in the resolution versus amending the project scope in Exhibit A.

Mayor Anne McEnerny-Ogle shared that while she supports Commissioner Singleton’s amendment of Resolution no. 26-5599, it is not an appropriate amendment if one were to use the same rationale that was just used with her proposed amendment.

Commissioner Nafisa asked Francis for clarity on what SBEs are.

Francis clarified that SBE is small business enterprise program. She added that they received approval from the federal government to include an SBE goal in the contract.

Commissioner Nafisa Fai thanked Commissioner Singleton for bringing this forward but shared that she will not vote in support of any amendments.

Chair Lewis asked for a second on the motion moved by Commissioner Shannon Singleton.

MOTION: Commissioner Singleton made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Councilor Rosenthal.

Commissioner Savas noted that while he supports the principal of the motion, the amendment's language of "preventing displacement and mitigating construction impacts with measurable outcomes" has a cost to it. He noted that they seem to be mixing financial requirements with legal requirements. He asked if they are consistent with how they are determining what is legal.

Michelle Belia responded that it is acceptable as a matter of law.

Commissioner Savas asked for the financial impact of Commissioner Singleton's proposed amendment.

Carley shared that there is wiggly space in the resolution about preventing displacement, as there will be displacement. She noted that there is a community benefits plan that is alive and well, but that the resolution does have a few prescriptive elements.

Commissioner Shannon Singleton shared that the amendment is consistent with what JPACT has discussed.

Rian Windshiemer noted that the recitals are simply acknowledging and supporting something, rather than amending Exhibit A, which needs to stay consistent.

Mayor Travis Stovall left the meeting at 9:18am.

Chair Lewis called for a vote on Shannon Singleton's amendment to Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement

Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements.

Vote on Amendment motioned by Commissioner Shannon Singleton:

MOTION: Commissioner Singleton made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Councilor Rosenthal.

Aye: 10- Commissioner Singleton, Commissioner Savas, Mayor Bubenik, Mayor Buck, Rian Windsheimer, Dan Eisenbeis, Michael Orman, Councilor Rosenthal, Councilor Simpson, Devin Reck,

Nay: 4- Commissioner Fai, Sam Desue, Mayor McEnerny-Ogle, Leann Caver

ACTION: With 10 yes votes and 4 no votes, the motion passed.

Amendment motioned by Mayor Frank Bubenik

Mayor Frank Bubenik made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements.

Mayor Frank Bubenik made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements to add the following language to Resolution no. 26-5599:

“BE IT FURTHER RESOLVED that JPACT and the Metro Council support and encourage the Bi-State Tolling Subcommittee to develop and implement a low-income toll program at the start of the program’s pre-completion tolling program.”

Michelle Belia confirmed that it is an actionable amendment.

MOTION: Mayor Bubenik made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Commissioner Nafisa Fai.

Commissioner Paul Savas asked what the cost implications of this amendment would be.

Carley Francis responded that the current tolling cost estimates already included funding for a low-income tolling program. She explained that the main constraint was establishing the program's policy details—such as eligibility requirements—before the necessary technology could be programmed. While the program itself was generally accounted for financially, accelerating implementation before tolling begins could create additional costs that are not currently included in the estimate.

Mayor Anne McEnerny-Ogle noted that the city of Vancouver supports this, but due to the previous statements about consistency for documentation, they will be voting against this.

Rian Windshiemer noted that supporting the OTC and bistate commission to do this is something he can support, but that most of the people in the room have already stated that they are in favor of this.

Vote on Amendment motioned by Mayor Frank Bubenik:

MOTION: Mayor Bubenik made a motion to amend Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, seconded by Commissioner Nafisa Fai.

Aye: 3 – Commissioner Savas, Mayor Bubenik, Councilor Rosenthal

Nay: 8- Commissioner Singleton, Commissioner Fai, Mayor Buck, Sam Desue, Dan Eisenbeis, Councilor Simpson, Mayor Anne McEnerny-Ogle, Leann Caver,

Abstain: 3- Rian Windsheimer, Michael Orman, Devin Reck

ACTION: With 3 yes votes, 8 no votes, and 3 abstentions, the motion failed.

Vote on Resolution no. 26-5599 For the Purpose of Amending or Adding Four I-5 Interstate Bridge Replacement Program Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements, as amended by Commissioner Shannon Singleton's approved amendment:

Chair Lewis asked for the vote on the final resolution, with Commissioner Shannon Singleton's approved amendment included.

Aye*: 9- Commissioner Singleton, Commissioner Fai, Rian Windsheimer, Michael Orman, Devin Reck, Mayor Buck, Sam Desue, Dan Eisenbeis, Councilor Simpson,

Nay: 0

Abstain: 4- Commissioner Savas, Mayor Bubenik, Councilor Rosenthal, Mayor Anne McEnerny-Ogle, Leann Caver

ACTION: With 9 yes votes and 4 abstentions, Resolution no. 26-5599 was approved.

*During the roll call, Mayor Buck, who was participating via zoom, voted no. Immediately after the vote, Mayor Buck asked to correct his vote to yes and explained that he thought he was voting on a proposed amendment to the resolution rather than the MTIP resolution itself. There were no objections to the correction of the vote.

5.2 2027-2030 Metropolitan Transportation Improvement Program (MTIP): Resolution no. 26-5587 For the Purpose of Adopting the 2027-2030 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area

Gabriela Lopez and Blake Perez presented the topic, briefly describing the MTIP vote due to time constraints and asking folks if they had any questions.

MOTION: Sam Desue moved to approve the item, seconded by Commissioner Fai

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 2026 JPACT Trip Advocacy Priorities Review

Due to time constraints, this agenda item was not presented on.

6.2 Rose Quarter MTIP Amendment: Discussion

Due to time constraints, this agenda item was not presented on.

7. COMMITTEE MEMBER COMMUNICATION

Rian Windshiemer mentioned that the comment period for the Transportation Safety Plan is open through July 31st.

8. ADJOURN

Chair Lewis adjourned the meeting at 9:39am.

Respectfully submitted,



Georgia Langer, Legislative Coordinator