

Meeting minutes



Meeting: JPACT
Date/time: Thursday, December 18, 2025
Place: Metro Regional Center

Attendees

Washington County Commissioner Nafisa Fai
Clackamas County Commissioner Paul Savas
City of Gresham Mayor Travis Stovall
City of Cornelius Mayor Jef Dalin
City of Lake Oswego Mayor Joe Buck
Rian Windsheimer, ODOT
JC Vannatta, TriMet
Dan Eisenbeis, Port of Portland
Ali Mirzakhilili, OR DEQ
Vancouver Mayor Anne McEnerny-Ogle
Devin Reck, WashDOT
Leann Caver, C-Tran
Metro Councilor Juan Carlos Gonzalez
Metro Councilor Ashton Simpson
Councilor Christine Lewis

Absent

Multnomah County Commissioner Shannon Singleton

Chair Updates

Ted Leybold provided the monthly Fatal Crashes report.
Members enjoyed the monthly Transit Minute video.
Gonzalez shared information on several grant opportunities, the 2026 JPACT trip, and the certification transit discussion Metro is convening with stakeholders.

Consent Agenda

Motion: Lewis
Second: McEnereny-Ogle
Action: Motion passed

Information/Discussion Items

Community Connectors Transit Study: Opportunities and Tools
Ted Leybold and Ally Homqvist provided the presentation.

Dalin recommended adding existing connector services to the map that shows other transit lines. He also noted that this work feels like a great hope with the funding challenges TriMet is facing. It's possible for connectors to be locally funded.

Savas shared the shuttles have been highly successful, and it's something Clackamas County wants to see more of in their county. He noted there are many transit discussions going on, and there are structural problems across the state. He also shared the inequity of people who pay the transit tax but don't receive service. He asked staff how Metro will ensure that the classification and readiness framework will reflect budget and capacity. Staff replied that staff is looking at the existing resources and plans, as well as funding and cost efficiency. Metro will share a high-level look at that

analysis. Savas added that if you look at the map that is in the packet, you can see a lot of blank areas in Clackamas County. Shuttles are the answer.

Gonzalez noted we're talking about doing more with less.

Vannatta spoke to the funding piece, as TriMet is having budget challenges. He urged staff to manage expectations and discuss this plan as aspirational. TriMet does pay for many of the shuttles that exist now. TriMet wants greater usage of the shuttles, and they've been building the shuttle system into their trip planner.

Mirzakhalili noted not all proposals are the same. It will come down to which one will most economically respond to our priorities. We need to manage expectations. We also don't stress enough how transit takes pressure off our roadways. Do we want transit to drive development? Those kinds of decisions would be good to highlight. Staff responded that they are looking at land use. With connectors they look at a lower scale than is typical for transit, since they are meant to serve areas that wouldn't normally be considered for transit. Staff also shared that fixed route bus is still the workhorse in the region, and this work is to be additive, however some of the work may lead to fixed route services as a solution. Mirzakhalili appreciated the answer and added we'll need some kind of matrix for decision-making.

Dalin appreciated staff's comments, and he noted that connectors have been able to provide service where there aren't fixed bus lines. Some riders use the shuttles as connectors, but some use them to get to a destination. He noted the development of South Hillsboro as an example, and there is no transit currently going there.

Savas agreed and added that there are models that are getting people on transit for less money. Everyone in Wilsonville has access to SMART. That can't be said about the rest of their county.

Gonzalez expressed gratitude for the support for transit and reminded the group that the funding environment doesn't support those aspirations. He wants to work for funding solutions.

Safe Streets for All Update

Ted Leybod and Lake McTighe provided the presentation.

Savas noted that in his role as a county commissioner he's had to delve into a lot of crashes, and he's noticed that a lot of crashes are happening when traffic is diverted from the highway system and technology that is routing drivers through neighborhoods. He also shared his concern that on-street parking and traffic circles can be dangerous. How are we going to prioritize? Staff recommended we should prioritize where the highest deaths are happening and work from there.

Dalin asked if there was any one thing that contributed to the doubling of crashes since 2013? Do we have anything here on pedestrian and bicycle education? Cornelius has a new narrow street program to slow people down, but residents complain about it.

Vannatta noted that transit riders walk or roll to a station. Sidewalks help, so does lighting. We should also be looking at win/win/win situations that prioritize safety and transit.

Mirzakhalili asked to what extent the Vision Zero goal has driven us to spread the focus. Perhaps a short-term goal would be helpful in focus.

Windsheimer noted that rural roads where development is occurring need safety improvements. If there isn't safe crossing, lighting, sidewalks – we need to be thinking about this infrastructure as new development occurs before adding bus stops. ODOT is hiring a new Transportation Safety Division Manager in Salem, and this is an opportunity to increase partnership on education campaigns. Every ODOT and RFFA project includes safety element, but there is still need for RFFA dollars to fund safety specific improvements.

Singleton thinks it would be useful to create a legislative strategy, and storytelling should be part of that effort. It's been a learning experience for her about how speed kills. A lot of people don't know that.

Stovall announced EMCTC endorsed their Transportation Safety Action Plan with a Vision Zero goal. Gresham just updated its Transportation Plan. They're aligning on safety and he fully supports these goals.

Buck mentioned that e-bikes and e-scooters causing crashes, especially for kids. Enforcement is difficult and many parents don't know the risk.

McTighe heard that there is a lot of future work necessary to have a shared understanding. She explained Vision Zero is a goal with shorter term milestones. The most effective thing to do is to reduce speeds to protect people when a crash happens.

Gonzalez requested that our work plan for next year include a presentation on safety around new mobility technologies that exist and will be coming to the region eventually.

Sunrise Corridor Project Update

Presenters: Clackamas County Commissioner Savas; Jamie Stasny and Adam Torres, Clackamas County; Marchelle Paholsky, Sunrise Corridor Coalition Leadership Group

Mirzakhalili would like to hear about the experience of going through NEPA. There have been changes made, and he's curious to know about it. Staff confirmed they will keep him informed.

Lewis shared her enthusiasm for the project and the amount of time and resources the community has invested in creating a good project.

Savas thanked the group for the RFFA award. They've been taking legislators and others on tours, and many ask about housing and safety, and this plan meets many goals. There is housing and schools already in this area, and that highway is a barrier that restricts bikes and pedestrians from crossing.

Gonzalez noted that there's a wave of focus on the economy right now, and he's grateful that Clackamas County is doing its part with this project.

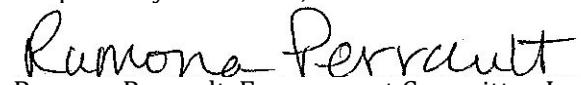
JPACT Member Updates

McEnerny-Ogle is excited that the Coast Guard made recommendations for the I-5 bridge replacement project that help move this project forward. Public comment on those recommendations is now open.

Adjournment

Councilor Gonzalez adjourned the meeting at 9:11.

Respectfully submitted,



Ramona Perrault, Engagement Committee Legislative Advisor