



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: JPACT
Date/time: Thursday, January 15, 2026
Place: Zoom

Attendees

Multnomah County Commissioner Shannon Singleton
Washington County Commissioner Nafisa Fai
Clackamas County Commissioner Paul Savas
City of Portland Mayor Keith Wilson
City of Gresham Mayor Travis Stovall
City of Cornelius Mayor Jef Dalin
City of Lake Oswego Mayor Joe Buck
ODOT, Rian Windsheimer
TriMet, Sam Desue
Port of Portland, Dan Eisenbeis
OR DEQ, Ali Mirzakhali
City of Vancouver Mayor Anne McEnerny-Ogle
WDOT, Devin Reck
Metro Councilor Juan Carlos Gonzalez
Metro Councilor Ashton Simpson
Metro Councilor Christine Lewis
C-Tran, Scott Patterson

Absent

Curtis Robinhold, Port of Portland
Leann Caver, C-Tran

Public Comment on Agenda Items

Joe Cortright spoke in opposition of the Interstate Bridge Project.

Sharon Nassett spoke in opposition of the Interstate Bridge Project.

Chair Updates

Ted Leybold provided the Fatal Crash Report.

Members enjoyed the Transit Minute.

Councilor Gonzalez and Anneliese Koehler, Metro, confirmed with JPACT members that the JPACT legislative priorities for the state transportation package in 2025 remain the same for 2026.

Councilor Gonzalez shared that Metro is seeking public input on the draft Regional Travel Demand Management Strategy.

Consent agenda

Gonzalez called on Savas, as he understood that Savas wanted to remove Resolution 26-5549 from the consent agenda.

Savas first requested a more thorough description of an item in the minutes. Second, Savas explained that the MTIP amendment was shifting funding from electric buses to another project. He wanted clarity for everyone that this change won't "take our foot off the gas" on electrification of the bus fleet.

Desue explained that due to its difficult budget, it is redirecting the funds. He also explained that TriMet has enough buses for their current needs and confirmed that TriMet is not "taking their foot off the gas" on electric buses.

Savas did not pull Resolution 26-5549 from the consent agenda.

Singleton asked the minutes to show she was present at the January meeting.

Motion on the consent agenda: Savas

Second: Stovall

Consent agenda passed.

Information/Discussion Items

Rose Quarter Project Update

Monica Blanchard, Interim Rose Quarter Project Director and David Kim, ODOT Project Delivery Manager, provided the update.

Singleton explained she has been close to this project, it's in her district, and she feels strongly about local hiring and reconnecting the community. She likes the direction project staff are going in and supports the PMG. She would like more regular project updates from ODOT.

Savas noted that the Rose Quarter is a complex, consequential and important project. Transparency is important on projects of this scale. When costs, schedules, and assumptions change, regional partners should be notified early and clearly so they understand the risk and trade-offs. Clackamas County is concerned about how construction phasing and traffic management decisions ripple out across the system. When capacity is constrained on 1-5, diversion is a problem. He also wants ODOT to be clear on how community impacts during construction will be handled, especially in neighborhoods with disproportional impacts. He also hopes this project will inform future projects, especially in a cost constrained environment.

Kim affirmed communication and transparency is important and necessary and believes the PMG process will help. There will be impacts in the summer, and they will reach out to JPACT and the impacted communities.

Gonzalez expressed the importance of JPACT understanding the costs and other pressures on

the project. JPACT wants to support and lean into the project and wants to see projects that make an impact.

Rian thanked David and Monica for stepping into these new roles. He also shared that they are very responsive and accessible and encouraged JPACT members to reach out if they have questions.

2026 JPACT Workplan Review

Leybold reviewed the workplan for 2026.

Savas noted this is a challenging moment for transportation on the state and federal level. He feels like JPACT needs deeper conversation about that and perhaps consider a different paradigm. The workplan needs to be honest about the constraints we're operating under. JPACT should focus on required actions and fewer strategic priorities, rather than trying to do everything at once. Clackamas County believes addressing funding stability should be the priority. He also appreciates seeing continued engagement on big projects, such as the Sunrise Corridor. Finally, JPACT should remain flexible with the workplan when things change.

Singleton would like to bring an update for JPACT on the Earthquake Ready Burnside Bridge project. The County is still advancing design and will hit a milestone in July. The County is working toward being shovel-ready.

Desue noted it's all our priority to ensure transit systems in this region be successful. TriMet would like to continue the conversation at JPACT on its budget and service cuts. TriMet is in the middle of public comment and would like to bring that back to JPACT.

Mirzakhilili agrees with the concerns expressed about our transportation funding and our transit system being in contraction. He referenced the TDM public engagement and asked if it's connecting back to funding. What is the preference for transit? What are the costs associated with that? What are the options? He also mused about funding alternatives. What are we doing to provide options? He expressed the need for a creative vision that supports the funding mechanism. He believes we should be expanding, not contracting.

Gonzalez agrees and noted it's hard to find thriving cities that don't have robust transit. There are many residents who rely on transit, and there are gaps throughout the region. He wants to focus on the state funding discussion so that they understand what this region wants and needs.

Savas noted more money will help, but he also hopes we can reinvent ourselves. He said there will never be enough money, and people are struggling.

Stovall noted he is the Vice Chair for Transit for the Conference of Mayors. He shared that we are not unique. Cities all over the country are facing this challenge. This is going to take a different perspective and innovation. Since Covid, transportation patterns have changed. He

encouraged JPACT to double down on transit. He wants to support the system that is in place and also come up with new solutions, and that will require significant investment.

Gonzalez appreciated Stovall's leadership at the national level. The high-level shifts and changing trends would be good to incorporate into JPACT discussions.

Dalin noted the transit system is a lifeline for many. Just requesting more money won't solve our problems. He referred to the Oregonians who signed the petition to roll back the transportation package. He referenced low ridership. He said need to figure out what the customer wants. He hopes we can ask how to be more efficient and how to serve people.

Gonzalez noted all the comments on transit funding.

Leybold summarized the feedback.

ODOT 10-year Capitol Investment Plan update

Tova Peltz, ODOT, provided an update on ODOT's 10-year Capital Improvement Plan.

Windsheimer emphasized that funding is necessary to get the project list done. He shared that constraints on the list should reflect funding.

Savas noted we have projects around the region that have been on the books for a long time, and we're just barely inching away at them. He appreciates ODOT coming to JPACT early in this process. This process can provide greater clarity and predictability. He mentioned that the gap between what we want to do and what we can pay for continues to widen. Clackamas County would like greater transparency on which projects are selected and why, and for the ACTS to co-create the list of projects. He emphasized the importance of coordinating with regional priorities, such as urban arterials, safety projects, and freight corridors in community. These need to be considered alongside state priorities. When a facility is failing because of capacity, diversion spills into neighborhoods. He hopes ODOT will continue to engage with JPACT.

Dalin appreciates the CIP program. You can have projects on the plan and have funding problems arise. This will bring visibility to that. He also noted user safety vs. safety problems that happen on a facility.

Fai noted Windsheimer's comments around funding, and now there is a complete repeal of transportation funding on the table and HB 2017 funding shifting; she wondered about how we're going to find funding.

Tova replied those are important questions. The CIP is an opportunity to look out further at a high-level to be prepared for the time when the funding is available. She noted that is difficult to do when we can see failing infrastructure around us.

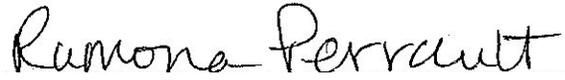
Windsheimer shared that he thinks about that too. There won't be money for big projects in

the early years but there hopefully will be in later years. The CIP needs to realistic while planning for investment.

Adjournment

Councilor Gonzalez adjourned the meeting at 9:00.

Respectfully submitted,

A handwritten signature in black ink that reads "Ramona Perrault". The signature is written in a cursive, flowing style.

Ramona Perrault, Engagement Committee Legislative Advisor