

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ENDORSING THE	)	RESOLUTION NO. 25-5495
LOCALLY PREFERRED ALTERNATIVE FOR	)	
THE 82 <sup>ND</sup> AVENUE TRANSIT PROJECT	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, Metro is the directly elected regional government responsible for regional land use and transportation planning under state law and the federally designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council together serve as the MPO board for the region in a unique partnership that requires joint action on all MPO decisions, including endorsing locally preferred alternatives for major projects in the region; and

WHEREAS, Metro's adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region's land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional goals focused on climate, equity, safety, mobility and thriving economy; and

WHEREAS, the 2023 RTP identifies the 82nd Avenue Corridor as a Tier 1 High Capacity Transit Corridor on the 2030 Constrained project list; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 82nd Avenue Corridor as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer-term corridor investments; and

WHEREAS, the 2023 High Capacity Transit Strategy identified 82<sup>nd</sup> Avenue as a Tier 1 corridor for high capacity transit investment; and

WHEREAS, this corridor has higher than average regional population of people living below the poverty line; and

WHEREAS, TriMet's Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system; and

WHEREAS, current transit service within the corridor experiences significant delay and travel time costs for transit riders; and

WHEREAS, 82nd Avenue was identified as a High Injury Corridor in the 2023 RTP and there were 242 serious injuries and fatalities on the corridor between 2012 and 2022; and

WHEREAS, the City of Portland and the Oregon Department of Transportation have transferred the portion of 82nd Avenue between Clatsop Street and Killingsworth Street from state to city ownership, and the City of Portland has begun investing in safety and maintenance on 82nd Avenue and developed a plan to reenvision this part of the corridor; and

WHEREAS, in June 2022, Metro convened a Steering Committee led by Metro Councilors from District 2 and District 6 with local elected officials, representatives of project partner agencies and community members. The committee was charged with recommending a Locally Preferred Alternative (LPA) and funding strategy for high-capacity transit on the 82<sup>nd</sup> Avenue corridor; and

WHEREAS, the LPA was endorsed by the Board of Clackamas County Commissioners, the Oregon Department of Transportation, and the Port of Portland with letters of support dated XXX (anticipated), May 5, 2025, and May 2, 2025, respectively; and

WHEREAS, the City of Portland City Council unanimously adopted Resolution Number 2025-093 on May 21, 2025 endorsing the LPA with Conditions of Approval; and

WHEREAS, the Multnomah County Board of Commissioners unanimously adopted Resolution Number 2025-023 on April 17, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-03-15 on March 26, 2025, recommending confirmation of the LPA; and

WHEREAS, on June 12, 2025 (anticipated), JPACT made a recommendation to the Metro Council on endorsing the 82<sup>nd</sup> Avenue Transit Project LPA; and

WHEREAS, it is expected that Metro Council and JPACT will consider an amendment to the 2023 RTP to include the 82<sup>nd</sup> Avenue Transit Project LPA in 2026; and

WHEREAS, the Metro Councilors from District 2 and District 6 will continue to provide guidance for the project through the design process as part of TriMet's Policy and Budget Committee; and

WHEREAS, the 82<sup>nd</sup> Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on January 16, 2025; including the mode of transportation, alignment, and general station locations; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Endorses the 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative as described in the attached Exhibit A.
2. Directs staff to prepare amendments to the 2023 Regional Transportation Plan to reflect the 82<sup>nd</sup> Avenue Transit Project Locally Preferred Alternative for consideration by JPACT and the Metro Council in 2026.

ADOPTED by the Metro Council this \_\_\_\_ day of June 2025.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

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