

## **ATTACHMENT 1: LOCAL ACTIONS OF SUPPORT**

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- 1.a. TriMet Board of Directions Resolution No. 25-03-15
- 1.b. Multnomah County Board of Commissioners Resolution No. 2025-023
- 1.c. Port of Portland Letter of Support
- 1.d. Oregon Department of Transportation Letter of Support
- 1.e. City of Portland Resolution No. 2025-093 and attached conditions of approval (anticipated)
- 1.f. Clackamas County Board of Commissioners Letter of Support (anticipated)

**Date:** March 26, 2025

**To:** Board of Directors

**From:** Sam Desue, Jr.



**Subject:** **RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82<sup>ND</sup> AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN**

**1. Purpose of Item**

This Resolution requests that the TriMet Board of Directors (Board) recommend to the Metro Council the adoption of the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project as part of the Regional Transportation Plan.

**2. Type of Agenda Item**

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Adoption of the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project

**3. Reason for Board Action**

Endorsement of the Locally Preferred Alternative by local jurisdictions and by Metro is necessary because it demonstrates to the Federal Transit Administration (FTA) that there is local consensus and support for the Project, and helps ensure federal funding.

**4. Type of Action**

- ☒ Resolution
- ☐ Ordinance 1<sup>st</sup> Reading
- ☐ Ordinance 2<sup>nd</sup> Reading
- ☐ Other \_\_\_\_\_

**5. Background**

Before it adopts a Locally Preferred Alternative (LPA) for regionally significant infrastructure, the Metro Council requests endorsement of the LPA by TriMet and other local jurisdictions. A public demonstration of local support for the 82<sup>nd</sup> Avenue Transit Project (Project) by TriMet and local jurisdictions is essential to advance the development and funding for the Project.

By introducing Bus Rapid Transit on 82<sup>nd</sup> Avenue, the Project will greatly improve transportation along the entire transit corridor by making connections between the Clackamas Town Center and the Cully neighborhood in Northeast Portland. The Project will enhance transit speed and reliability using various transit priority treatments, while investing in station improvements and offering safer, more accessible connections to transit.

Adopting this Locally Preferred Alternative would allow Metro to amend the Regional Transportation Plan to include the LPA. TriMet, Metro, and other regional partners have been collaborating for the past two years to develop the LPA.

The 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82<sup>nd</sup> Avenue corridor as a key area for major transit investment. In 2022, Metro launched the Project, initiating the evaluation of alignment and mode alternatives. At the same time, the Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives. Extensive planning and analysis were also conducted to better define the Project.

In July 2024, the Project received approval from the FTA to enter the Project Development phase. Following this, the Project initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee. After two years of dedicated planning and outreach, the Project Steering Committee voted unanimously to approve the LPA. The Project Steering Committee now recommends the TriMet Board's endorsement of the final LPA as described in the Resolution and shown on the attached Exhibit A map.

The LPA envisions the establishment of Bus Rapid Transit on the 82<sup>nd</sup> Avenue corridor between the Clackamas Town Center in the south, and the Cully neighborhood in the north. The route from the Transit Center at the Clackamas Town Center to the "Cully Triangle," at NE Killingsworth Street and NE Cully Boulevard is generally described as:

- From the Clackamas Town Center to 82<sup>nd</sup> Avenue via SE Monterey Avenue,
- Continuing north along 82<sup>nd</sup> Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

Stations are located in the areas identified on the Exhibit A map attached to the Resolution.

#### **6. Diversity**

TriMet will follow its procurement rules and policies in selecting Project contractors and consultants, and ensuring opportunities are available for Disadvantaged Business Enterprise (DBE) contractors and consultants to work on the Project.

#### **7. Financial/Budget Impact**

Anticipated federal funding is critically important, and the Project hopes to receive approximately \$150,000,000 in Small Starts funds from the FTA. It also expects \$65,000,000 from TriMet, \$21,000,000 from the City of Portland, \$6,000,000 from Metro, and an additional \$30,000,000 in regional flexible funds. In addition, the Project expects a \$48,000,000 grant from the Portland Clean Energy Fund, a \$23,800,000 grant from the FTA's Low or No Emission Bus Grant Program, and a \$630,000 grant from the FTA's Areas of Persistent Poverty program. The total Project budget is anticipated to be approximately \$344,330,000.

#### **8. Impact If Not Approved**

The Board could choose to amend the draft LPA or choose alternative priorities. However, the proposed LPA is expected to be endorsed by other jurisdictions and substantial changes by TriMet at this time could significantly delay the Project, jeopardizing the optimal timing to seek federal funding for the Project construction stage.

## **RESOLUTION NO. 25-03-15**

### **RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82<sup>ND</sup> AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN**

**WHEREAS**, TriMet has authority under ORS Chapter 267 to plan, construct and operate the mass transit system within the TriMet District; and

**WHEREAS**, the 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82<sup>nd</sup> Avenue corridor as a key area for major transit investment in infrastructure; and

**WHEREAS**, Metro convened TriMet, the City of Portland, the Oregon Department of Transportation (ODOT), Clackamas County and other local partners to explore transit improvements on 82<sup>nd</sup> Avenue, such as Bus Rapid Transit, improved bus stations and related pedestrian and vehicle safety improvements; and

**WHEREAS**, in 2022, Metro initiated the evaluation of alignment and mode alternatives for the Project and Metro, TriMet, and other regional jurisdictional partners collaborated to develop a Locally Preferred Alternative (LPA) route for the 82<sup>nd</sup> Avenue Transit Project (Project); and

**WHEREAS**, a Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives, which conducted extensive planning and analysis to better define the Project; and

**WHEREAS**, in July 2024, the Project received approval from the Federal Transit Administration (FTA) to enter Project Development; and

**WHEREAS**, TriMet subsequently initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee; and

**WHEREAS**, the Project Steering Committee identified the LPA for the Project to be between the Clackamas Town Center, in the south, and the Cully neighborhood, in north Portland; and

**WHEREAS**, the Project Steering Committee unanimously recommended that the TriMet Board of Directors (Board) endorse the final LPA as described in the Resolution and shown on the attached Exhibit A map, and generally described as:

- From the Clackamas Town Center to 82<sup>nd</sup> Avenue via SE Monterey Avenue,
- Continuing north along 82<sup>nd</sup> Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

**WHEREAS**, in order to advance the Project, other collaborating local jurisdictions will consider similar Resolutions to adopt the LPA; and


**WHEREAS**, a public demonstration of local support for the Project LPA by TriMet and collaborating local jurisdictions is essential to advance Project development and funding from the Federal Transit Administration (FTA); and

**WHEREAS**, the Board's adoption of the LPA as described in this Resolution and the attached Exhibit A map would allow Metro to amend the Regional Transportation Plan to include the Project;

**NOW, THEREFORE, BE IT RESOLVED:**

1. That the Board hereby adopts the Locally Preferred Alternative for the 82<sup>nd</sup> Avenue Transit Project as described herein and on Exhibit A, and recommends its adoption by the Metro Council as part of the Regional Transportation Plan.

Dated: March 26, 2025

  
\_\_\_\_\_  
Presiding Officer

Attest:

  
\_\_\_\_\_  
Recording Secretary

Approved as to Legal Sufficiency:

  
\_\_\_\_\_  
Legal Department

**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON**

**RESOLUTION NO. 2025-023**

Approval of the 82nd Avenue Transit Project Locally Preferred Alternative (LPA):

**The Multnomah County Board of Commissioners Finds:**

- A. Metro's 2023 High Capacity Transit (HCT) Strategy is included in the updated Regional Transportation Plan and is a critical element of the 2024 Growth Concept - a blueprint for how the Portland region grows. The HCT Strategy identifies the 82nd Avenue Corridor as a Tier 1 near-term investment, defined as the most viable to advance into implementation in the next 4 years;
- B. TriMet's Line 72 bus on 82nd Avenue is the highest ridership bus line in the TriMet system. This bus line has the most delay of any of TriMet's bus lines, due to congestion on 82nd Avenue. The 82nd Avenue corridor is home to nearly 70,000 people and 6% of the region's jobs.;
- C. The 82nd Avenue Transit Project, by implementing a bus rapid transit (BRT) service along the 82nd Avenue corridor, will increase bus speed and reliability, and make needed improvements to bus stations and crossings. For the many community members who travel along 82nd Ave to access jobs, schools, businesses, and community destinations, these improvements will increase safety, comfort, and convenience for transit riders from the Cully neighborhood to Clackamas Town Center.
- D. The 82nd Avenue Transit Project is a partnership between Metro and TriMet, guided by a Steering Committee made up of elected officials, agency leaders, and community representatives, including Multnomah County, Oregon Department of Transportation, Clackamas County, the City of Portland and the Port of Portland; and
- E. The 82nd Avenue Transit Project Steering Committee met numerous times, heard public input and testimony, and on January 16, 2025, voted to recommend the Locally Preferred Alternative (LPA), which consists of the mode of transportation, alignment, and general station locations.

**The Multnomah County Board of Commissioners Resolves:**

- 1. To adopt the Steering Committee's 82nd Avenue Transit Project Locally Preferred Alternative.

**ADOPTED this 17th day of April, 2025.**



BOARD OF COUNTY COMMISSIONERS  
FOR MULTNOMAH COUNTY, OREGON

*Jessica Vega Pederson*

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Jessica Vega Pederson, Chair

REVIEWED:

JENNY M. MADKOUR, COUNTY ATTORNEY  
FOR MULTNOMAH COUNTY, OREGON

By *Nick Baldwin-Sayre*  
\_\_\_\_\_  
Nick Baldwin-Sayre, Sr. Asst. County Attorney

May 2, 2025

Councilor Christine Lewis, Metro  
Councilor Duncan Hwang, Metro  
600 NE Grand Ave.  
Portland, OR 97203

RE: Port of Portland Support for Adoption of the Locally Preferred Alternative of the 82nd Ave Transit and Development Project

Dear Councilor Hwang and Councilor Lewis,

The Port of Portland (Port) supports Metro's adoption of the 82nd Avenue Transit Project's Locally Preferred Alternative (LPA) as an amendment to the Metro Regional Transportation System Plan.

The Port's mission is to build shared prosperity through travel, trade and economic development. Everything we do relies on a safe and efficient transportation system – one that works for everyone using it. 82<sup>nd</sup> Avenue is a major arterial that runs through the heart of many communities and ends at Airport Way. Its is used every day by cars, busses, bikes and pedestrians to access Portland International Airport and the many businesses that surround it.

The 82nd Ave Transit and Development Project will improve mobility and better connect our region with faster, more reliable transit service in the 82nd Avenue corridor, alleviating congestion and improving safety.

We are thankful to have been part of this process at both the technical level and at the Steering Committee; and for the careful consideration of Portland International Airport (PDX) as the terminus. We are confident that the right considerations were made in the ultimate decision of the Steering Committee and will continue working collaboratively with regional and community partners to improve transit access to the airport.

This corridor remains in need of steady and focused investment. We look forward to supporting the momentum this project has built toward a safer and more vibrant 82<sup>nd</sup> Ave. corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis Robinhold", written in a cursive style.

Curtis Robinhold  
Executive Director





# Oregon

Tina Kotek, Governor

## Department of Transportation

Region 1 Headquarters  
123 NW Flanders Street  
Portland, OR 97209  
Phone: (503) 731-8200

May 5, 2025

Councilor Christine Lewis, Metro  
Councilor Duncan Hwang, Metro  
600 NE Grand Ave.  
Portland, OR 97203

RE: ODOT Support for Adoption of the Locally Preferred Alternative of the 82nd Ave Transit and Development Project

Dear councilors Lewis and Hwang,

On January 16, 2025, the 82nd Avenue Transit Project Steering Committee, including the Oregon Department of Transportation (ODOT), approved adoption of the project LPA. The project will bring enhanced transit service to a corridor with the highest bus ridership in TriMet's system and improve safe access to transit with sidewalk infill, enhanced crossings and upgraded signals. ODOT endorses the Locally Preferred Alternative (LPA) as a regional priority as it provides better connections to regional destinations and communities from northeast Portland to northern Clackamas County and urges JPACT's and Metro's adoption of the LPA as an amendment to the Regional Transportation Plan.

The transit project will benefit from the substantial investments ODOT has already made, and those we are currently delivering, to address safety and operations on 82nd Avenue, including paving and safety improvements from Foster Road to Thompson Road with four enhanced pedestrian crossings, over 50,000 square feet of new concrete sidewalk infill, 149 new sidewalk curb ramps, and our investment of \$150 million to the City of Portland for investment in 82nd Avenue as part of our recent jurisdictional transfer agreement.

Project elements such as signals, lane allocations and station designs within ODOT's jurisdiction are subject to approval in accordance with the agency's Highway Design Manual and will be evaluated through ODOT's permitting process, including the proposed signal at NE Lombard and NE Killingsworth. ODOT will continue to work collaboratively with Metro, TriMet and the City of Portland on designs and approvals in accordance with ODOT standards and procedures.

We look forward to working together to see this project implemented and the benefits realized.

Sincerely,

Rian Windsheimer,  
ODOT Region 1 Manager

[Placeholder for Attachment 1e: City of Portland Resolution No. 2025-093 and  
attached conditions of approval]

[Placeholder for Attachment 1f: Clackamas County Board of Commissioners Letter  
of Support]