

82ND AVENUE TRANSIT PROJECT PRESENTATION

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Department: Planning, Development and
Research
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Length: 30 minutes

ISSUE STATEMENT

The 82nd Avenue Transit Project seeks to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue, which is the highest ridership bus corridor in the region.

In June of 2022, Metro Council created a Steering Committee to guide the development and recommend of a Locally Preferred Alternative (LPA) for the 82nd Avenue Transit Project. Steering Committee members include representatives from each jurisdiction along the corridor and community members:

- Metro District 2 Councilor and District 6 Councilor
- TriMet
- City of Portland
- Clackamas County
- Oregon Department of Transportation
- Oregon State Legislature
- Port of Portland
- Multnomah County
- Four community members representing the 82nd Avenue Community Coalition and key groups - Unite Oregon, Oregon Walks, Clackamas Service Center, and the 82nd Avenue small business community

In January of 2022, the Steering Committee voted to recommend the LPA (Attachment 1 – 82nd Avenue Transit Project Draft LPA Language and Map). The LPA demonstrates regional consensus on the general project parameters.

The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general station locations

indicated on the attached map, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingsworth Street area.

ACTION REQUESTED

No action is currently requested. Staff will return in June 2025 to request Metro Council endorse the LPA by resolution. Milestones to reach the LPA are summarized in Table 1 below.

Table 1: Path to a Locally Preferred Alternative (LPA) schedule and milestones

Date	Milestones
June 2022	Metro Council created the Steering Committee
Spring 2023	Online open house, focus groups, on-board data collection
Summer 2023	Four public workshops and other community engagement events
Fall 2023	Focus groups and stakeholder engagement focused on routing
Summer/Fall 2024	Five Cully Terminus Evaluation Group (CTEG) meetings and other community engagement to ensure the terminus aligns with community's vision
January 2025	Steering Committee voted to recommend an LPA
April 2025	Anticipated endorsement of the LPA by Clackamas County, Multnomah County, ODOT, and TriMet.
May 2025	Anticipated endorsement of the LPA by JPACT
June 2025	Anticipated endorsement of the LPA by Metro Council

IDENTIFIED POLICY OUTCOMES

The Regional Transportation Plan (RTP), High Capacity Transit Strategy (HCT), and Regional Transit Strategy identify the 82nd Avenue Corridor as a priority for transit investment. 82nd Avenue is a Tier 1 priority in the HCT, meaning it is designated as a near-term regional priority corridor.

Project outcomes identified in the RTP are improved travel between Clackamas Town Center and important destinations in NE Portland with easier, faster and more reliable bus service as well as necessary safety and accessibility improvements, paving and signals.

POLICY QUESTION(S)

Staff is seeking guidance on whether Metro Council needs other information on the LPA and this project before staff return for an endorsement of the LPA (by resolution) in June.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Endorsement of the Steering Committee LPA recommendation in June will demonstrate regional consensus on the project parameters. Endorsement of the LPA is a necessary step to a future adoption of the LPA into the financially constrained RTP project list, which is required to complete the Project Development phase of the Capital Investment Grant (CIG) program and be eligible to garner CIG discretionary funding. Council adoption of the LPA into the RTP is likely to occur in Winter 2025 as part of a package which includes two other

Tier 1 projects with recent LPA recommendations: Tualatin Valley Highway Transit Project and the Montgomery Park Transit Project.

If Council does not endorse the Steering Committee LPA recommendation the committee would need to restart to discuss changes, and all local jurisdictions would have to amend their endorsements of the LPA.

STAFF RECOMMENDATIONS

Staff recommends Metro Council endorse the Steering Committee recommended LPA in June 2025, following local agency endorsement of the LPA.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- How is this related to Metro's Strategic Framework or Core Mission?
This project is a collaboration between Metro, community and jurisdictional partners to implement regional priorities articulated in Metro's guiding policy plans including the 2023 Regional Transportation Plan. Corridor planning is central to Metro's core mission in land use and planning for the region's public transit system.
- How does this advance Metro's racial equity goals?
This project advances two of the five strategic goals in Metro's Strategic plan to advance racial equity, diversity and inclusion.

Goal A: Metro convenes and supports regional partners to advance racial equity
This project is a collaboration of regional partners focused on their mutual interest in the betterment of this important regional corridor.

Transit in the 82nd Avenue corridor currently experiences notable delay, which is very costly for the high number of transit-dependent riders. The delay disproportionately impacts people of color and low income people who make up a higher percentage of the residents in the corridor than in other parts of the region. In comparison to the Portland Metropolitan region, communities in the corridor have above average concentrations of low-income populations, people of color, and low car ownership.

Goal B: Metro meaningfully engages communities of color
Community members have led the Equitable Development Strategy creation for this corridor. Metro has worked with partners to create an Equitable Development Coalition for the 82nd Avenue Corridor, comprised of advocates, community representatives, funders, housing and service providers authoring their own plans for addressing corridor needs. This important aspect of the project will ensure that broader community economic and housing development needs are prioritized in the transit project's corridor. The transit project will serve these catchment areas but will not be able to provide for all the needs the community will identify. The final transit design concept reflects input from the community, both from engagement

and through the input of the community members that have been leaders of the project on the 82nd Avenue Transit Project Steering Committee.

- How does this advance Metro's climate action goals?
This project will support two policy areas in Metro's Climate Smart Strategy.

The project will implement adopted local and regional land use plans by implementing policies from the Regional Transportation Plan, which helps to implement the 2040 Growth Concept and the Regional Framework Plan.

Also, by improving the travel experience and efficiency of a highly used transit line, this project will make transit convenient, frequent, accessible and affordable.

- Known Opposition/Support/Community Feedback
There is support from the agencies and local jurisdictions involved in this project. Metro's agency partners on this work include TriMet, ODOT, the City of Portland, Clackamas County and the Port of Portland.

Project engagement as well as past planning and visioning projects in the corridor indicate that the public values safe, reliable, faster, and accessible transit.

Community feedback informed the Steering Committee LPA recommendation of mode, general station locations, terminus location and project route. Public outreach included online and in person open houses, focus groups, and engagement at meetings like neighborhood associations.

There are ongoing conversations regarding physical priority for the bus through Business Access and Transit (BAT) lanes, with a decision anticipated in Summer 2025. There are community proponents and opponents of BAT lanes on 82nd Avenue.

- Explicit list of stakeholder groups and individuals who have been involved in policy development.

82nd Avenue Steering Committee

Metro District 2 Councilor and District 6 Councilor

TriMet

City of Portland

Clackamas County

Oregon Department of Transportation

Oregon State Legislature

Port of Portland

Multnomah County

Four community members representing the 82nd Avenue Community Coalition and key groups - Unite Oregon, Oregon Walks, Clackamas Service Center, and the 82nd Avenue small business community

82nd Ave Coalition

Asian Pacific American Network of Oregon (APANO)

Verde

Unite Oregon

Oregon Walks

- Financial Implications (current year and ongoing)
Transit planning and design funding is committed, with an estimated cost of \$30 million. Metro Council has approved the use of \$5M from its Carbon Reduction Program, along with \$1M of federal Surface Transportation Block Grants for the Project. This transfer of funds was formalized through an amendment to the Metropolitan Transportation Improvement Program (MTIP) in February 2024. There is currently a \$30 million request for RFFA Step 1 funding which will contribute to project construction costs.

BACKGROUND

The 82nd Avenue Transit Project seeks to improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue. The project will operate as a TriMet Frequent Express (FX) service, TriMet's brand of bus rapid transit (BRT), serving 68 stations between Clackamas Town Center in Clackamas County and the Cully Boulevard and Killingsworth Street area in Portland's Cully neighborhood.

Since the most recent project update was given to Metro Council in October 2023, the Steering Committee has voted to recommend an LPA based on updated technical analysis, public engagement and stakeholder discussion.

ATTACHMENTS

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☐ Yes ☒ No
- What other materials are you presenting today?
 - 82nd Avenue Transit Project Draft LPA Language and Map
 - 82nd Avenue Transit Project Public Engagement Summary
 - 82nd Avenue Equitable Development Strategy