

ATTACHMENT 1: LOCAL ACTIONS OF SUPPORT

- 1.a. TriMet Board of Directors 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. 37706 (Document No. 2025-093) and Exhibit C to Portland Resolution No. 37706
- 1.f. Clackamas County Board of Commissioners Letter of Support

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 82ND 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 82nd 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 82nd 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 1st Reading
- ☐ Ordinance 2nd 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 82nd 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 82nd 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 82nd 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 82nd 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 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd 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 82ND 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 82nd 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 82nd 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 82nd 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 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd 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 82nd 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

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. 82nd 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 82nd Ave. corridor.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis Robinhold".

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



[Home](#) / [Portland City Council](#) / [Council Documents](#) / [Resolution](#)

37706

Resolution

Adopt the Locally Preferred Alternative for the 82nd Avenue Transit Project and Conditions for Approval

Adopted

Amended by Council

WHEREAS, 82nd Avenue serves as a key transportation and economic corridor, supporting diverse communities and businesses, and providing access to essential services, schools, employment centers, and recreational opportunities; and

WHEREAS, the Portland City Council previously recognized the need for transit improvements along 82nd Avenue and has supported efforts to secure funding and advance planning for enhanced transit service through Council Resolutions 191733 and 37690; and

WHEREAS, in collaboration with Metro, TriMet, the City of Portland, Multnomah County, the Port of Portland, Clackamas County, and the Oregon Department of Transportation (ODOT), planning efforts have been undertaken to assess the transit needs and opportunities along the 82nd Avenue corridor; and

WHEREAS, Metro and TriMet convened a Steering Committee comprising representatives from local jurisdictions, community organizations, businesses, and transit users to guide the planning and development of the 82nd Avenue Transit Project (Project); and

WHEREAS, the Project aims to improve transit service along one of Portland's busiest corridors and highest ridership TriMet bus line, enhancing connectivity, reliability, and accessibility for residents and businesses along 82nd Avenue; and

WHEREAS, the Project will support improved station design, increased transit comfort, speed, and reliability by introducing enhanced service features such as longer buses, transit priority treatments, and optimized route alignment; and

WHEREAS, community engagement has been a critical component of the Project, ensuring that transit investments align with community priorities; and

WHEREAS, that the Council recognizes that lane prioritization for buses requires a balance of benefits and tradeoffs, necessitating robust analysis,

Document number

2025-093

Introduced by

[Mayor Keith Wilson](#)

City department

[Transportation](#)

Service area

[Public Works](#)

Contact

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Sr Transportation Planner

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Mauricio LeClerc

Area and Project Planning
Manager, PBOT

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📞 [503-823-7808](tel:503-823-7808)

Agenda Type

Regular

clear communication, and public review; and

WHEREAS, the *Building a Better 82nd Avenue* Plan adopted by City Council on December 4, 2024 has been developed to guide infrastructure investments and safety projects along the corridor and is supportive of the transit project, Council Resolution 37690; and

WHEREAS, the Federal Transit Administration (FTA) Capital Investment Grant program for Small Starts projects provides discretionary funding opportunities that support transit capital investments, and the Project partners have initiated steps to secure federal funding for the Project; and

WHEREAS, the Steering Committee has recommended a Locally Preferred Alternative (LPA) for the Project, including preferred transit mode, alignment, and station locations, based on technical analysis and community input; and

WHEREAS, the Portland Clean Energy Community Benefits Fund (PCEF) allocated funding to support the 82nd Avenue Transit Project and sidewalk enhancements that support tree planting within the 82nd Avenue corridor; and

WHEREAS, in February 2025, PBOT, TriMet and Metro presented the preferred alignment to the Portland Planning Commission for advisement;

WHEREAS, Prosper Portland and the Portland Housing Bureau have established and are administering the 82nd Avenue Area and Sumner-Parkrose-Argay-Columbia Corridor (SPACC) Tax Increment Financing (TIF) districts, in co-creation with Community Leadership Committees (CLCs) from those respective districts, which together overlap with the identified LPA project area and with community identified priorities in the 82nd Avenue Development Strategy, and each of those TIF District Plans identifies implementation principles and projects to ensure that current residents benefit from investments and neighborhood change, including via opportunities for housing and economic prosperity; and

WHEREAS, the City of Portland is committed to working with Cully community partners to refine bus layover and bike circulation, ensuring a balanced approach that meets transit terminus needs while maintaining effective bicycle facilities and an effective on-street parking strategy;

NOW, THEREFORE, BE IT RESOLVED, that the City of Portland adopts the Steering Committee's Locally Preferred Alternative for the 82nd Avenue Transit Project as Non-Binding City Policy attached as Exhibit A; and

BE IT FURTHER RESOLVED, that the City of Portland supports the transit alignment and the approximate station locations identified on the Proposed Locally Preferred Alternative map attached as Exhibit B; and

BE IT FURTHER RESOLVED, that the City of Portland accepts the Conditions of Approval identified by TriMet, Metro, City of Portland and other regional partners as Non-Binding City Policy attached as Exhibit C; and

BE IT FURTHER RESOLVED, that the City of Portland directs the transit project to leverage opportunities to advance critical infrastructure improvements

Date and Time Information

Meeting Date

May 21, 2025

Time Requested

30 minutes

Portland Policy Document

such as sidewalks and trees; and

BE IT FURTHER RESOLVED, that the Council gratefully acknowledges the work and dedication of the 82nd Avenue Transit Project Steering Committee and community members who participated in the planning process; and

BE IT FURTHER RESOLVED, that the Council urges Metro and TriMet to continue prioritizing 82nd Avenue for regional transit investment and high-capacity transit planning efforts.

Exhibits and Attachments

-  [Committee Staff Summary - Transportation and Infrastructure](#) 139.01 KB
-  [Exhibit A](#) 12.49 MB
-  [Exhibit B](#) 13.85 MB
-  [Exhibit C](#) 83.46 KB
-  [Presentation](#) 3.45 MB
-  [Testimony](#) 427.56 KB

82nd Avenue Transit Project Locally Preferred Alternative Conditions of Approval

March 11, 2025

The 82nd Avenue Transit Project will improve transit service along this high-ridership corridor and will connect destinations including the Jade District, Montavilla, Lents, the Cully Neighborhood, Portland Community College, and Clackamas Town Center. It will improve transit station areas with updates in transit station areas including lighting, seating, shelter and protection from weather, sidewalks connecting to transit stations, crossing enhancements and accessibility improvements.

As a partner in this project, the City of Portland has distinct interests in ensuring the transit project advances broader City and community goals and balances tradeoffs. These conditions of approval are intended to communicate agreements that should be advanced through the project's design and construction processes.

Portland City Council will receive updates on the 82nd Avenue Transit Project at these key project milestones:

- Completion of NEPA documentation, currently anticipated in 2026
- Completion of funding plan commitments, currently anticipated in mid-2027

Community Engagement

- TriMet will continue to meet regularly with the project's Community Advisory Committee which will advise on project. The committee includes representatives from businesses, neighborhood coalitions, transit riders, community-based organizations, and advocacy groups for seniors and people with disabilities.
- TriMet will maintain communication with businesses and property owners adjacent to the project, seeking input on project design and associated tradeoffs, and providing construction mitigation strategies where needed. TriMet Community Affairs Representatives will serve as full-time liaisons between community members, project staff, and the construction contractor, ensuring each business has a single point of contact for project-related concerns. They will also offer language interpretation services and communicate in businesses' preferred formats (e.g., verbal, written, or email).

- TriMet will consider the impacts on businesses along 82nd Avenue, aiming to minimize access restrictions while balancing the need for safety and transit improvements.

Transit, Safety, and Infrastructure Improvements

- TriMet, in partnership with PBOT to incorporate investments in wider sidewalks, protected crossings, medians for safety, and improved bicycle access through streets located parallel to and intersecting 82nd Avenue. Prioritization for sidewalk improvements will be in areas that do not meet sidewalk standards today, including places lacking sidewalk, locations near transit stations, schools, in pedestrian districts, and other areas with high levels of pedestrian traffic. As we move forward with the 82nd Avenue Transit Project, prioritizing the improvement of sidewalks over street widening will reflect the shared commitment to pedestrian safety and accessibility. Community engagement will continue to play a vital role in the process.
- TriMet, in partnership with PBOT, Hacienda CDC, and other Cully community partners, will continue to explore the feasibility of an off-street bus layover and terminus facility in the Cully Triangle and to refine bicycle circulation while continuing to take on-street parking considerations into account.
- TriMet and PBOT will evaluate design options that include the conversion of existing travel lanes to Business Access and Transit (BAT) lanes along the portion of 82nd Avenue within the City of Portland to improve bus speed and reliability for riders, maintain local access by motor vehicle and encourage mode shift to transit. The design options and evaluation findings, including potential benefits and trade-offs, and mitigation measures, will be shared through community engagement.
- PBOT will consider the design and location of BAT lanes on 82nd Avenue, balancing the benefits of faster bus operations, reliability, and frequency of transit service with potential impacts and costs including traffic congestion, business vitality, and safety.
- TriMet will continue to partner with ODOT to study traffic and pedestrian safety improvements on NE Lombard Street between Cully Boulevard and Killingsworth Street.

Workforce Development

TriMet, with the commitment of the LowNo Federal Grant, will:

- Develop new curricula focused on clean energy systems, which will be integrated into Portland Community College's vehicle maintenance certification program.
- Collaborate with Worksystems, Inc., the local workforce development board, to design a program delivered through community-based partners. This program will provide the skills and training necessary for individuals to enter and advance in their careers, creating a diverse pipeline of qualified talent to fill unfilled positions.

In partnership with APANO and the 82nd Ave Coalition, PCEF funding will be used for:

- Recruitment and referrals for historically underserved communities, including events at culturally specific community-based organization locations along the corridor, and follow-up connections to training and services.
- Assistance with applications and classes, including translation services for English as a second language recruits.
- Preparation for pre-apprenticeship programs.
- Training that leads to industry certification and job placement.
- Providing wrap-around services such as career counseling, stipends, food vouchers, transportation support, childcare, medical/dental support, utility assistance, and retention and support services.
- TriMet's commitment to DBE (Disadvantaged Business Enterprise) representation in project delivery is central to our values, and our program is nationally recognized. Through this project, TriMet's collaboration with consultants and contractors will create numerous opportunities for family-wage jobs, long-term economic empowerment, and increased resiliency in our local communities.

Transit Service

- TriMet is committed to providing 10-minute headways for the 82nd Ave Frequent Express FX bus service for most of the day. Line 72 - Killingsworth will operate frequent service, running between Swan Island and Parkrose Transit Center. Additionally, TriMet will implement "tripper service" for McDaniel High School, running between Killingsworth and McDaniel HS to align with bell times.
- TriMet and PBOT will work to improve bus speed and reliability along the route for Line 72 – Killingsworth. These improvements aim to mitigate potential travel time

delays for riders transferring between the future FX82 line and Line 72 – Killingsworth, ensuring a smoother trip completion.

- Future service adjustments will be coordinated with TriMet planned service changes.



June 10, 2025

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear President Peterson and Metro Council,

In 2022, Metro began working closely with regional jurisdictional partners to develop a Locally Preferred Alternative (LPA) route for the 82nd Avenue Transit Project (Project). The LPA development included the evaluation of alignment and mode alternatives for the 82nd Avenue Transit Project. The Project explored transit improvements on 82nd Avenue, improved bus stations and related pedestrian and vehicle safety improvements needed to support improved transit service along the corridor.

Clackamas County participated in the Project Steering Committee that consisted of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives. The Project Steering Committee reviewed and provided input into the extensive planning and analysis used to better define the Project.

In January 2025, the Steering Committee recommended a Locally Preferred Alternative (LPA) as described below:

“The recommended Locally Preferred Alternative for high-capacity transit in the 82nd Avenue corridor is Frequent Express (FX) bus rapid transit with general stations at the locations, operating between Clackamas Town Center Transit Center and the Cully Boulevard and Killingworth Street area.”

Clackamas County supports the 82nd Avenue Transit Project Steering Committee’s LPA noted above and supports the transit alignment and approximate station locations identified in the Proposed Locally Preferred Alternative map in Exhibit A.

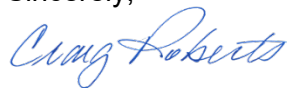
While we support the LPA, we believe it is important to highlight two concerns that we commit to working through as part of the Policy and Budget Committee conversations.

First we acknowledge that displacement often occurs in parallel with transportation investments and we are concerned that economic displacement will affect the residents and businesses in the 82nd Ave corridor. We urge that remaining project decisions support economic prosperity and make meaningful efforts to support anti-displacement for businesses and housing.

Second, reflecting on ongoing discussions at the Policy and Budget Committee, we have concerns about reallocation of general purpose lanes to Business Access Transit (BAT) lanes. Specifically, we are concerned about the potential impact of increased CO2 emissions and safety in our communities due to diversion. We recognize that the technical teams are analyzing this information and we urge you to develop a plan that limits diversion and improves safety with this investment.

We appreciate the work of the 82nd Avenue Transit Project Steering Committee and community members and are pleased to submit this letter of support for the 82nd Ave LPA as described above.

Sincerely,



Craig Roberts, Chair

On Behalf of the Clackamas County Board of Commissioners