



Meeting: 82nd Avenue Transit Project Policy and Budget Committee

Date/time Friday, December 12| 9:00 a.m. to 11:00 a.m.

Location: PCC Southeast – Community Hall Annex

Members

Sam Desue	TriMet
Chris Ford	ODOT
Duncan Hwang	Metro Councilor
Art Pearce	City of Portland
Franklin Ouchida	CAC Co-Chair
Diana Helm	Clackamas County Commissioner
Christine Lewis	Metro Councilor

Presenters

Michael Kiser	TriMet
Jesse Stemmler	TriMet
Shoshanah Oppenheim	TriMet
Kristin Hull	PBOT
Jeff Owen	Clackamas County
Zachary Lauritzen	Oregon Walks/82nd Avenue Coalition
Ryan Singer	BPS
Lisa Abwa	Prosper Portland

Welcome and Introductions

Sam Desue called the meeting to order and welcomed the attendees, provided an overview of the agenda. Attendees were also asked to introduce themselves.

Acknowledgement of Recent Updates

Sam Desue announced that the project received a “Medium-High” rating from the Federal Transit Administration (FTA) under the Capital Investment Grant (CIG) program. This significant milestone confirms the project’s readiness to advance and reflects the coordinated efforts of TriMet, Metro, the City of Portland, ODOT, Clackamas County, and community partners.



The committee was briefed on recent stakeholder feedback, including letters from key partners expressing a range of views on the project. Staff emphasized the value of this input and shared plans to convene stakeholders in early January to further discuss concerns and perspectives as the project continues to move forward.

Sam Desue reaffirmed strong support for Business Access and Transit (BAT) lanes, noting that while budget constraints and federal timelines present challenges, they do not diminish TriMet's commitment to improving transit reliability. The Policy and Budget Committee was asked to develop a comprehensive recommendation that considers the extent of BAT lanes alongside regulatory requirements, construction challenges, business impacts, community considerations, and budget implications.

Larger Corridor Vision

Clackamas County Vision for 82nd Avenue - (Jeff Owen)

Jeff Owen highlighted the long-term vision for the southern 82nd Avenue corridor, guided by the Clackamas Regional Center and Fuller Road Station Area plans. Key investments include a longstanding northbound bus lane, bike facilities, and recent sidewalk improvements, supported by Tax Increment Financing (TIF) to advance affordable housing and community stability. He emphasized Clackamas County and ODOT's continued collaboration to support ongoing corridor development.

Development Strategy- (Zachary Lauritzen)

Zachary Lauritzen emphasized the vision for 82nd Avenue as a transit-rich, climate-resilient corridor that supports safe, multimodal travel and community vibrancy. The 82nd Avenue Coalition, including Oregon Walks, APANO, Verde, and Unite, channels community input to guide investments in housing, local businesses, childcare, workforce development, and green infrastructure. He highlighted that transforming 82nd from a highway-like corridor into a more city-street environment is key to enabling these investments and supporting full BAT lanes as part of the vision.

Portland Vision for 82nd Avenue and Related Projects - (Kristin Hull, Lisa Abuaf, Ryan Singer)

Ryan Singer, (BPS) outlined 82nd Avenue as a civic corridor, highlighting mixed-use development, safety and green infrastructure improvements, and coordinated planning for housing, economic development, small business retention and climate resiliency, including master planning at Eastport Plaza.



Kristin Hull, (PBOT) highlighted ongoing safety and maintenance projects along 82nd Avenue since the 2021 jurisdictional transfer, funded with ARPA dollars and expected to be completed by 2026. Improvements include street lighting, street trees, sidewalks, medians, intersections, ADA ramps, and traffic signal enhancements, coordinated with the TriMet transit project. She also noted funding reserved for a parallel bike network to support city bicycle policies, as the adopted corridor cross-section does not include on-street bike lanes.

Lisa Abwa (Prosper Portland) highlighted the new generation of TIF districts, anchored by Neighborhood Prosperity Networks (NPNs), which provide small business support, workforce training, and community-led investment planning. Over the 20–30 year life of the 82nd Avenue TIF district, approximately \$425 million is available, with a 45% set-aside for affordable housing, and priorities were shaped through community engagement and steering committees. A Community Leadership Committee will draft five-year action plans, ensuring investments reflect local needs and small business voices, with adoption by city council planned for late 2026 to early 2027.

Project Approach & Meetings (Michael Kiser - Manager, Small Starts Projects)

Michael Kiser thanked the county, city, and coalition partners for sharing the broader vision for 82nd Avenue. He highlighted the importance of building regional support and funding readiness for the federal project, noting the recent FTA medium-high rating and the need to secure \$150 million to move forward. Kiser acknowledged community feedback on BAT lanes and emphasized the project's role as a catalyst for broader corridor transformation, while also addressing financial, regulatory, and community development challenges. The upcoming months will focus on refining design recommendations, evaluating regulatory considerations, and coordinating solutions to deliver the best possible project outcomes.

Community Outreach (Shoshanah Oppenheim - Community Affairs Manager)

Shoshana Oppenheim highlighted that Trimet's community outreach has guided station placement and BAT lane discussions, with businesses next to be engaged on station design. While the community broadly supports the transit project, travel time improvements, and safety upgrades, concerns remain about congestion, traffic diversion, and impacts on existing businesses. Trimet is seeking input on any additional voices or perspectives to include before the January meeting to inform a recommendation.



BAT Lane Evaluation Categories & Considerations (Jesse Stemmler - Interim Project Director, 82nd Ave Transit Project)

Jesse Stemler, interim project director for the 82nd Avenue Transit Project, outlined eight primary evaluation categories for BAT lane scenarios, comparing no BAT lanes, partial BAT lanes, and full BAT lanes. The categories cover transit benefits, pedestrian safety, traffic flow, business access, and project delivery, with a summary matrix to be shared for feedback. The goal is to ensure the group's input captures all relevant considerations ahead of the detailed discussion at the January 16th Policy and Budget meeting.

Discussion

The discussion focused on balancing BAT lane implementation with practical considerations like cost, property impacts, and regulatory requirements, while maintaining transit reliability and frequency. Committee members emphasized exploring phased or intermediate approaches between partial and full BAT lanes to achieve a solution that maximizes benefits and minimizes trade-offs. ODOT and project staff noted that analyses will continue, including diversion, safety, and operational impacts, with results and refined recommendations to be presented at the January meeting.

Public Comment

Several community members spoke in support of full BAT lanes, emphasizing safety, accessibility, and transit reliability as the highest priorities. Speakers highlighted that partial BAT lanes would not address pedestrian fatalities or improve transit for those who are bus- and bike-dependent, and stressed that local, small businesses need support through construction while corporate interests do not require additional consideration. Testifiers also noted that transit improvements are critical for equity and community vitality, and deferred action or partial implementation could undermine both safety and long-term federal funding support. There was also a call to allow core transit improvements to take effect before adding BAT lanes.

Closing Remarks

Sam Desue thanked the committee for their discussion and insights, reminded everyone that the next meeting is scheduled for January 16, and adjourned the meeting.

Adjourned