



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Agenda

Meeting: 82nd Avenue Transit Project Steering Committee #13
Date: September 10, 2024
Time: 3:00 p.m. to 5:00 p.m.
Place: **Portland Community College Southeast Campus**, Tabor Room 145, 2305 SE 82nd Ave, Portland, Oregon
Purpose: Project partner updates. Staff will share workplan to get to a final LPA, discuss transit priority elements, and discuss engagement. Engagement discussion will cover efforts since April, planned efforts to support the LPA, and future engagement planned post-LPA.
Outcome(s): Steering Committee will understand the workplan for a final LPA, engagement to support that decision, and considerations around transit treatments by partners.

- 3:00 p.m. Welcome and introductions
- 3:10 p.m. Approval of April meeting minutes
- 3:15 p.m. Updates from partners
- Efforts on and around 82nd Avenue
- 3:30 p.m. LPA workplan and schedule (Elizabeth Mros-O'Hara/Jesse Stemmler, Metro/TriMet)
- LPA workplan supported by design, costing, and engagement
 - Design schedule focus
- 3:55 p.m. Transit treatments/priority along the corridor (Elizabeth, Jesse, Sandra Hikari-ODOT, Anthony Buczek-Portland)
- Overview (Elizabeth)
 - Tools to speed the bus (Jesse)
 - Conversations to-date at ODOT (Sandra)
 - Conversations to-date at Portland (Anthony)
 - Discussion
- 4:20 p.m. Engagement (Paulina Salgado, TriMet)
- LPA efforts
 - Engagement since April
 - Workplan and focus
 - Post-LPA engagement
- 4:40 p.m. Public Comment
- 4:50 p.m. Next Steps (Metro Councilors Hwang/Lewis)
- Ongoing engagement, design, and coordination with agencies
 - Steering Committee meeting in November to discuss recommended northern terminus
- 4:55 p.m. Adjourn (Metro Councilors Hwang/Lewis)

Materials:

Draft Steering Committee Meeting #12 meeting minutes (April 2024)
82nd Avenue Transit Project Summer 2024 Update

Meeting minutes

Meeting: **82nd Avenue Steering Committee meeting #12**
 Date/time: Thursday, April 25, 2024 | 4:00 p.m. to 6:00 p.m.
 Place: Hybrid meeting held via Zoom and in person at Portland Community College Southeast Campus, Student Commons Room 234, 2305 SE 82nd Ave, Portland, Oregon

Members, Alternates Attending

Ayman Irfan
 Kristin Hull, *alternate*
 Rian Windsheimer
 Councilor Christine Lewis, Co-chair
 Councilor Duncan Hwang, Co-chair
 JC Vannatta
 Commissioner Julia Brim-Edwards
 Kaitlyn Dey
 Representative Khanh Pham
 Aaron Brown, alternate
 Commissioner Mark Shull
 Michael Liu
 Emerald Bogue
 Zachary Lauritzen

Affiliation

United Oregon
 City of Portland
 Oregon Department of Transportation
 Metro
 Metro
 TriMet
 Multnomah County
 Clackamas Service Center
 Oregon Legislature
 Oregon Legislature
 Clackamas County
 82nd Avenue Business Alliance
 Port of Portland
 Oregon Walks

Presenters

Elizabeth Mros-O'Hara
 Zachary Lauritzen

Metro
 82nd Avenue Coalition

Attendees

Eve Nilenders
 Sarah Paulus
 Michelle Rogelstad
 Tanja Olson
 Malu Wilkinson
 Monica Krueger
 Nubia Milpas Martinez
 Melissa Ashbaugh
 Jason Nolin
 Brian Harper
 Kelly Betteridge
 Clint Chiavarini
 Hau Hagedorn
 Anne Buzzini

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Michaela Skiles	Metro
Jesse Stemmler	TriMet
Paulina Salgado	TriMet
Chris Ford	ODOT
Sandra Hikari	ODOT
Karen Buehrig	Clackamas County
Jeremy Beausoleil Smith	Candidate for Portland City Council District 4
Jordan Lewis	
John Giacoppe	
Terry Parker	
Holly Querin	
Joe KM	
Jacob Loeb	
Kathryn Notson	
Kiel Jenkins	
Peter Meyerhofer	
Sharon Fuchs	

Welcome and Introductions

Metro Councilor Duncan Hwang called the meeting to order at 4:04 p.m. He welcomed the attendees, reviewed general information for the meeting and room, provided an overview of the agenda, and started a round robin of introductions. Kristin Hull attended as the alternate for Commissioner Mapps representing the City of Portland. Aaron Brown attended as the alternate for Representative Khan representing the Oregon Legislature.

Approval of February 2024 Meeting Minutes

Approval moved by Michael Liu, seconded by Zachary Lauritzen.

Updates from Partners

JC Vannatta reported that TriMet, in collaboration with 82nd Avenue Transit Project team, released a request for proposal (RFP) for design services for the transit project in early April. He noted that the RFP signified a transition into the next phase of the project, Project Development. He added that the consultant team is expected to commence work in July.

Zachary Lauritzen announced the 82nd Avenue parade happening on April 27, 2024.

Councilor Hwang shared that TriMet, in partnership with Metro and the 82nd Avenue Coalition, is submitting a letter of interest for the Portland Clean Energy fund. He highlighted that the fund has the potential to bring \$50M in local matching to the transit project. He added that grant winners will be announced in September 2024.

Public Comment

Jeremy Beausoleil Smith: Mr. Smith shared that the transit project is an opportunity to prioritize pedestrians, cyclists, and transit over cars. He emphasized the need to prioritize pedestrian and cyclist safety through the 82nd Avenue Transit Project. He also emphasized that omitting a dedicated bus lanes from this project would be a huge miss.

Terry Parker: Mr. Parker expressed concerns about the width of lanes along 82nd Avenue and advocated for them to remain 12-foot wide. He submitted an excerpt from ODOT's 82nd Avenue of the Roses Implementation Plan January 2018 (attached to the back of the meeting materials) in support of his comment. He advised against implementing a dedicated bus lanes along 82nd avenue, asserting that it would create traffic congestion, increase vehicle fuel consumption, and create cut-through traffic near the corridor. He suggested that the public should bear more responsibility for covering the cost of roadway use.

Joe Meyer: Mr. Meyer stressed the importance of prioritizing pedestrian safety in the project. He advised that the transit project's planning process must remain transparent and collaborative if it is going to be successful.

Jordan Lewis: Mr. Lewis discussed TriMet's Vision 2030 goals and the need to prioritize transit over cars throughout the region to achieve the ambitious ridership goals outlined in Vision 2030. He added that he was in support of a Cully northern terminus for the project over a terminus at the Portland Airport.

82nd Avenue Equitable Development Strategy (Zachary Lauritzen, Oregon Walks)

Mr. Lauritzen outlined the community needs identified in the Equitable Development Strategy (EDS). He gave a brief overview of the community groups that the 82nd Avenue coalition has engaged to develop the community needs outlined in the EDS. He noted that community members highlighted housing, workforce development, green spaces and tree planning, accessible childcare and preschool, and investing in community leadership as key community needs.

LPA Components (Elizabeth Mros-O'Hara, Metro)

Elizabeth Mros-O'Hara presented on the components of the locally preferred alternative (LPA) that had reached consensus. She noted that the LPA component recommendations had remained unchanged since they were presented at the February 2024 meeting. She stated that the components were based on analysis and extensive engagement. The engagement included online open houses, community surveys, a series of workshops with a focus on station locations and focus groups with hard-to-reach groups.

Mrs. Mros-O'Hara reviewed the transit mode for the project. The steering committee will be asked to approve bus rapid transit (BRT) as the transit mode for the LPA. BRT allows for larger buses with more capacity and faster loading at stations, transit signal priority and bus priority in key locations, and improves speed and reliability.

The steering committee will be asked to approve the general station locations outlined in the draft LPA station location map. The general station locations were based on technical analysis and walking analysis. There will be thirty-one station locations with an average station spacing of under one-third mile between Clackamas Town Center Transit Center to Sandy Boulevard. Depending on the northern terminus there will be 2-4 additional stations. The BRT station locations were strategically placed to serve the highest ridership areas and take advantage of new, safer pedestrian crossings for riders. The exact locations will be determined with detailed design and community feedback.

The route will primarily follow 82nd Avenue running between Clackamas County and Northeast Portland. The southern terminus is Clackamas Town Center Transit Center, and the northern terminus has been narrowed to the Cully neighborhood or Parkrose Transit Center, with Cully as the preferred northern terminus.

Mrs. Mros-O'Hara reiterated the LPA language the committee members will be asked to vote on. She stated that the recommended LPA components for high-capacity transit in the 82nd Avenue corridor are bus rapid transit with stations at the locations indicated on the map in the meeting packet, operating

between Clackamas Town Center Transit Center and a terminus north of Sandy Boulevard in the vicinity of the Cully Boulevard and Killingsworth Street intersection (preferred) or the Parkrose Transit Center (alternate). This LPA must be costed and paired with a funding plan for our region to pursue federal funding.

Mrs. Mros-O'Hara opened the meeting up for a vote and discussion.

Vote and Discussion

Councilor Hwang reiterated that the committee would be asked to vote on the mode, general station locations, and route for the LPA. He added that these LPA components did not constitute the final LPA. He reviewed the voting protocol for the meeting in which committee members will be asked to raise a green card to indicate approval, a yellow card if they approve but have concerns, and a red card to signify disapproval.

Councilor Hwang asked the committee to vote on the recommended transit mode for the LPA.

All committee members voted to approve bus rapid transit as the transit mode for the LPA.

Councilor Hwang opened the meeting for a discussion and vote on the recommended general station locations.

Comment from Zachary Lauritzen: Emphasized the need pair stop consolidation with pedestrian safety improvements throughout the corridor.

All committee members voted to approve the recommended general station locations for the LPA.

Councilor Hwang opened the meeting for a discussion and vote on the route.

Question from Aaron Brown: Asked whether the LPA route component included considerations for the Killingsworth portion of Line 72.

Answer from Elizabeth Mros-O'Hara: The 82nd avenue transit project will split TriMet Line 72. The section that runs from Swan Island to Killingsworth/Lombard will continue service along Killingsworth and run through Cully and back on 82nd Avenue and then terminate at the Parkrose Transit Center where it can connect to a number of bus lines and the Red Line Max. There will be a transfer on 82nd Avenue between the new BRT route and the Line 72. Metro and TriMet are looking at TriMet's background bus network to determine how to best connect the area with the changes to Line 72. One option is rerouting Line 71, there's a lot of different choices. These choices will be decided later in the project.

Answer from Jesse Stemmler: We also want to make sure we have improved bus service coverage around the McDaniel High School bell schedule to ensure students are being served by the new BRT route.

Comment from Mr. Lauritzen: Emphasized the need to begin discussing if the project will include a dedicated bus way through most of the corridor. He would like this discussion to begin as soon as possible.

Comment from Michael Liu: Emphasized the need for clarity on how much access vehicles will lose through the project's improvements, and clarity on how the project will improve safety and access for pedestrians and cyclists. As an example, he would like to know the percentage by which vehicles will lose access along the corridor. He added that, from his perspective, this aspect has not been clearly defined or explained during his tenure on the steering committee. He stated that he would also like more clarity around the funding sources for the project.

Answer from Elizabeth Mros-O'Hara: The project team is still conducting analysis on lane dedication. From our preliminary analysis, we know that full lane dedication throughout the corridor will not be

feasible. We are working on having a transparent process about the dedicated bus lanes. We hope to have more information as the project advances to project development.

Comment from Aaron Brown: Noted that Representative Khanh Pham has received numerous inquiries about the dedicated bus lanes.

All committee voted to approve the recommended route for the LPA.

LPA Components Presentation (Cont'd)

Mrs. Mros-O'Hara reviewed the next steps for the project. She explained that the next steps will be focused on three things: (1) understanding how the Cully and Parkrose TC termini compare; (2) understanding how the overall project meets our project goals and is competitive for federal funding; and (3) agreeing on a BRT LPA tied to a high-level funding plan. She added that this phase of the project will require coordination with partners on technical work and priorities and community engagement focused on terminus and key locations and deeper dives with terminus communities. The next steps will also include TriMet applying for entry into FTA Small Starts Project Development, developing viable terminus design concepts with deeper focus on key locations and termini, and analysis of traffic, bus travel times, and specific intersection treatments.

Mrs. Mros-O'Hara explained that the steering committee will continue to assess data and make recommendations during this phase of the project. They will also be asked to endorse the project LPA tied to a funding plan. At this time, the steering committee will have a break over the summer while project staff digs into design and analysis with the new design consultants. The steering committee will be asked to meet 3-5 times to review and provide input on technical findings, engagement milestones, tradeoffs, and to recommend a final LPA. At the first meeting back, the project team will provide a detailed workplan for arriving at an LPA recommendation. The committee meetings are anticipated to be in the fall, though a specific date has not yet been defined. She added that the project team will keep the committee up-to-date through emails and newsletters.

Discussion

Question from Mr. Lauritzen: Requested a timeframe for the decision to narrow down the terminus to a single option.

Answer from Jesse Stemmler: Once the consultant design team is brought on board, the project team will begin working with the design team in July. He explained that the project team will also be establishing a working group to begin vetting design ideas for the project. Project costing will be incorporated into this work. He added that between July and early Winter, the project team will be analyzing both terminus options, engaging with community members and groups, and conducting cost sensitivity.

Question from Mr. Lauritzen: Is there a specific date by which we need to decide which north terminus option will be selected?

Answer from Jesse Stemmler: Our rough or tentative timeline is fall, once the consultant team is brought on board, we will have a clearer sense of the schedule.

Answer from Elizabeth Mros-O'Hara: We want to make sure we bring forward viable concepts that jurisdictional partners can agree on, and that community members are comfortable with, without feeling like the concepts don't align with their visions for the corridor. We also want to ensure that we have a viable project the whole length of the corridor that meets cost parameters and performance parameters.

Question from Councilor Hwang: Is there a specific way the committee wants to receive updates?

Answer from Elizabeth Mros-O'Hara: We expect to reach out with updates once the working group meetings begin. We'll plan to provide updates in between those meetings.

Question from Michael Liu: Do we know how far apart PBOT's plans are for the corridor and how that design in moving forward. I'm interested in knowing how the civic corridor will look and how PBOT's work might impact how we see lane dedication for the transit project. I would like to see a better overall picture for this.

Answer from Kristin Hull: We will be working very closely with TriMet on the civic corridor pieces, which will be how the corridor overall looks, and the lane dedication conversation. PBOT is planning to have two travel lanes and a center turning lane for most of the corridor. The question becomes how the outside lanes should operate, whether they should be a bus and right turn lane or a general purpose lane. That decision will be made with TriMet and Metro. For the rest of the civic corridor plan, we will be taking it through the adoption process as the same time as the transit project LPA. PBOT will be working with the transit project to assess additional corridor needs beyond the transit project.

Question from Mr. Lauritzen: Asked PBOT for clarification or updates on any bus dedication conversations.

Answer from Kristin Hull: Clarified that no decisions have been made. She explained that the next steps will be working with community members and stakeholders to understand trade offs to the shoulder lanes.

Answer from Jesse Stemmler: Clarified that the dedicated bus lane conversation will begin in the summer once the consultant team on boards and begins conducting analysis and design.

Question from Michael Liu: Asked PBOT for clarity on any decisions made regarding medians along the corridor.

Answer from Kristin Hull: Stated that PBOT has released the design for the Civic Corridor Phase 1 work which will begin construction in Summer 2025. She clarified that medians included in Phase 2 of the Civic Corridor project are yet to be determined.

Question from Mr. Lauritzen: Asked when the rubric or evaluation for lane dedication will be developed and finalized.

Answer from Elizabeth Mros-O'Hara: The intention is to have a collaborative work group that tries to figure out the best ways to balance the constraints of the corridor.

Answer from Kristin Hull: We will work on bringing the workplan for project development at the next steering committee meeting. This can provide detail and transparency for how lane dedication will be determined.

Answer from Melissa Ashbaugh: A framework will be developed during the project development phase which will help the project team make sure the work and design aligns with project goals and community needs.

Answer from Jesse Stemmler: The working group will consist of partners that will help weigh in on the design for project. Our intent is to be very transparent throughout the project development phase, including decisions regarding lane dedication.

Next Steps/Adjourn by Councilor Hwang (Metro)

Councilor Hwang stated that the project has reached an important milestone. More work will be done over the summer. The project team will bring updates in the fall. We are excited to get to a final LPA but we know it's important to get it right. Design and costing will help us understand our competitiveness for federal funding and illuminate any tradeoffs we need to make to get project support. I want to acknowledge the committee's work to get us here today. Thank you for your time and participation. I want to thank the staff across the agencies and community members that engaged in the process as

well. This is part of the work, and we still have a long way to go.
Meeting adjourned at 5:28 pm.

Respectfully submitted,
Tanja Olson, 82nd Avenue Steering Committee Recorder

Attachments to the Public Record, 82nd Avenue Steering Committee meeting, April 25, 2024

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	04/18/2024	04/25/2024 82 nd Avenue Steering Committee Meeting Agenda	0425202482ASC-01
2	Document	04/18/2024	82nd Avenue Transit Project Steering Committee February 2024 Draft Minutes	0425202482ASC-02
3	Document	04/11/2024	DRAFT 82nd Avenue Transit Project Steering Committee Locally Preferred Alternative component decision documentation	0425202482ASC-03
4	Presentation	04/18/2024	LPA Language and Map	0425202482ASC-04
5	Map	04/18/2024	82 nd Avenue Transit LPA In Progress	0425202482ASC-05
6	Document	04/18/2024	Meeting Protocols and Proposed Decision Making Procedures	0425202482ASC-06
7	Document	04/25/2024	Excerpt from ODOT's 82 nd Avenue of the Roses Implementation Plan January 2018 submitted by Terry Parker during public comment	0425202482ASC-07

82nd Avenue Transit Project: Summer 2024 Updates

Public Engagement

This spring, our project team engaged with various groups and organizations including Living Cully Partners and Allies, the Cully Association of Neighbors, TriMet's Committee on Accessible Transportation (CAT), and the North Clackamas Chamber of Commerce among others. In total, we connected with four community groups, three advisory committees, two organizations, and a major employer/property owner.

From these conversations, we gathered valuable feedback on several key areas, including the proposed northern terminus, the importance of bus service and travel time, accessibility features, safety and security, street improvements, and project cost considerations. Overall, we heard a desire for a faster, more reliable bus serving 82nd Avenue and interest in a Cully terminus. For a more detailed overview of our spring public engagement, please see the attached PowerPoint presentation.

Cully Terminus Evaluation Group

In July, we held our first meeting of the Cully Terminus Evaluation Group. This group was formed to explore the design of a Cully terminus, identify suitable locations for the bus facilities, and ensure the terminus aligns with the community's vision. We look forward to working alongside this group in the coming months.

Federal Funding Updates

- **Capital Investments Grant (CIG)**

On July 22nd, the Federal Transit Administration (FTA) granted the 82nd Avenue Transit Project entry into the Project Development Phase of the Capital Investment Grants (CIG) Small Starts program. To enter Project Development, project partners committed the funding necessary to continue work until construction. This important milestone means that project costs can now apply as match for a future CIG grant. We will continue to work to secure federal funding with the goal of finalizing a grant agreement in 2027.

- **Low or No Emissions Grant**

On July 9th, TriMet was awarded a \$39M federal grant to fund zero emission buses and facility improvements. TriMet will use \$24M of this funding to purchase 14 fuel-cell electric buses for 82nd Avenue, which will help support our project's climate change goals.

- **Portland Clean Energy Fund (PCEF)**

In May, TriMet submitted a letter of interest for the Portland Clean Energy Fund (PCEF) Collaborating for Climate Action funding opportunity, in partnership with Metro, PBOT, and the 82nd Ave Coalition. The PCEF Committee will notify applicants in August if they will be invited to submit a full application.

Traffic and Design

In July, TriMet hired a design and traffic consultant team to assist with the project. TriMet, Metro, and our partners are working with the consultants to achieve a conceptual design for the project. We plan to keep everyone updated on this process.

Next Steering Committee meeting (September 10th)

At our upcoming Steering Committee meeting we will review our Local Preferred Alternative (LPA) workplan and discuss tools to speed up the bus. Additionally, we will provide updates on our spring and summer public engagement efforts. We look forward to seeing you there!