



Meeting: 82nd Avenue Transit Project Policy and Budget Committee

Date/time Monday, May 18| 9:00 a.m. to 11:00 a.m.

Location: PCC Southeast – Community Hall Annex

Members

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

Presenters

Michael Kiser	TriMet
Jesse Stemmler	TriMet
Paulina Salgado	TriMet

Welcome and Project Updates

Sam Desue welcomed committee members and reviewed the agenda. Committee updates included ODOT's recent state funding changes and PBOT's new transportation funding measures and planned safety investments along 82nd Avenue. Commissioner Helm reiterated concerns about transit service reductions affecting Clackamas County. Thomas Go, the CAC co-chair, provided an update on the CAC's recent discussion, including hydrogen buses and fuel procurement, project timeline, BAT lanes, the economic impact study, and community engagement.

Economic Impact Study Update

Melissa Ashbaugh from Metro provided an update on the economic impact study being developed in partnership with the 82nd Avenue Coalition, Portland Metro Chamber, and jurisdictional partners.

The study is separate from the transit project but is intended to help understand what changes along 82nd Avenue could mean for businesses as the corridor transitions from a state highway toward a multimodal main street. The study will also explore tools and strategies that could support business stabilization and long-term success.



Metro has hired a consultant team to help determine the scope and potential value of the study. The team is working with business and community partners to develop a research approach that reflects the needs of businesses along the corridor.

Public Comment

Michael Liu, representing Fubonn Shopping Center, expressed concern about the pace of the economic impact study and whether it would be completed in time to inform project scope and mitigation strategies.

He emphasized the importance of considering the long-term economic impacts of construction and corridor changes, particularly for family-owned and longstanding businesses along 82nd Avenue. He asked the committee to prioritize the study and reconsider project scope if the information cannot be available in time to inform decisions. Sam Desue reiterated that the economic impact study is a priority and committed to providing additional information on next steps.

Community Engagement Update

Paulina Salgado provided an update on ongoing engagement with property and business owners near proposed stations. Conversations have focused on design concepts, sidewalks, medians, access, loading, circulation, and potential construction impacts. PBOT has participated in several meetings, and the team will continue outreach through business associations, community events, neighborhood meetings, and an in-person open house planned for early September.

Updated design concepts are expected to be posted online at the end of July, accompanied by a mailer to households within approximately one-quarter mile of the corridor.

Project Status and Design Update

Jesse Stemmler provided an update on design, federal coordination, cost estimating, BAT lanes, and funding.

The project is completing preliminary design and preparing to begin final design this summer. Design is anticipated to be completed in spring 2027, followed by construction and service opening in 2029.



The project has successfully completed the NEPA process and begun the FTA risk and readiness review. Design reviews and cost estimating are underway, with greater cost certainty expected in June.

BAT Lanes, Funding and Scope Alignment

TriMet continues to pursue the maximum feasible extent of BAT lanes within Portland, with BAT lanes not currently proposed near 82nd Avenue and Powell Boulevard due to regulatory requirements.

The project team continues to pursue additional funding and cost-saving opportunities, including grants, alternative funding strategies, and value engineering. The project is also experiencing cost pressures related to escalation and tariffs.

By early August, TriMet will need to align project scope with the available budget to maintain the project schedule. Any potential scope reductions will be evaluated holistically, considering project requirements, community and business priorities, and available funding.

Committee Discussion and Direction

Committee members expressed continued support for the project's progress and emphasized the importance of maintaining momentum while addressing funding, cost, schedule, and business concerns.

Members highlighted the importance of meaningful engagement with businesses and ensuring that the economic impact study moves forward with sufficient urgency. PBOT reiterated its support for maximizing BAT lanes and continuing to pursue funding opportunities.

The committee also recognized the completion of NEPA and the start of the FTA risk and readiness process as important milestones toward final design and construction.

The project team will continue refining the 60% design and cost estimate through June and July, pursue additional funding, and work with the Policy and Budget Committee and CAC to inform scope decisions ahead of the early August deadline.

Sam Desue thanked committee members, staff, partners, and the public for their continued engagement.

Adjourned