



Meeting: 82nd Avenue Transit Project Policy and Budget Committee

Date/time Monday, June 29| 9:00 a.m. to 11:00 a.m.

Location: Zoom

Members

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

Presenters

Jesse Stemmler	TriMet
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Welcome and Project Updates

Sam Desue welcomed committee members and thanked partners and staff for their continued engagement.

PBOT reported that the City of Portland's budget includes a new transportation utility fee and street damage restoration fee intended to provide more sustainable funding for transportation needs. ODOT noted continued budget constraints and staffing vacancies. Franklin Ouchida, CAC Chair, provided an update on the CAC's recent meeting, including discussion of the economic impact study, hydrogen fuel cell buses, project design, BAT lanes, and accessibility features. The CAC expressed strong interest in the proposed bus features, including additional wheelchair spaces and improved accessibility.

Economic Impact Study Update

Melissa Ashbaugh provided an update on the economic impact study being developed with the 82nd Avenue Coalition, Portland Metro Chamber, and jurisdictional partners. A consultant team is working to identify strategies to support businesses as the corridor transitions and construction moves forward.

The study is expected to continue through the summer and will help inform broader strategies for business stability and economic development along 82nd Avenue.



Public Comment

Public testimony also strongly supported BAT lanes and expressed concern that reducing or removing them could undermine community support for the project. The speaker encouraged TriMet and its partners to identify a clear pathway for delivering BAT lanes along the full corridor.

Project Status and Federal Funding

Jesse Stemmler provided an update on the project's 60% design, federal funding, and project readiness. The project has completed the 60% design milestone and continues working with FTA on scope, schedule, budget, and risk.

The project remains on track for final design and construction beginning in 2027, with service anticipated to begin in 2029. The project team expects greater certainty around project costs in July.

The project also received a positive federal funding development, with \$149.9 million recommended in the FY27 House Transportation, Housing and Urban Development Appropriations Bill.

Scope, Budget and Trade-Offs

The project team presented potential scope adjustments as contingency options in the event of future cost pressures. No scope reductions were proposed or decided at the meeting.

Potential areas discussed included the Cully Terminus, paving, pedestrian infrastructure, station amenities, platform height, traffic signals, and BAT lanes.

The team emphasized that any future scope decisions would consider federal requirements, safety, accessibility, transit performance, community priorities, and available funding.

Committee Discussion

Committee members supported proactively identifying potential trade-offs while emphasizing the importance of maintaining the project's core benefits.

Members highlighted safety, accessibility, pedestrian connections, BAT lanes, station platform height, and the Cully Terminus as important priorities. Members also encouraged



the team to consider whether elements could be phased or funded through other sources before reducing core project components.

ODOT reiterated concerns regarding BAT lanes and their potential impacts on the broader transportation system. PBOT emphasized the importance of safety improvements, pedestrian access, paving, and transit reliability.

Overall, the discussion reflected support for continuing to pursue the full project while preparing for potential cost and funding challenges.

Funding and Next Steps

The project team will continue refining the design, finalizing the cost estimate, pursuing additional funding, and working with FTA on project readiness.

The team will continue using the Policy and Budget Committee and CAC as sounding boards as the project moves toward final design. The July cost estimate will provide additional information to support decisions in advance of the August meeting.

The next Policy and Budget Committee meeting is scheduled for August 10, when the team expects to seek direction on the design approach.

Closing Remarks

Sam Desue thanked committee members, partners, staff, and the CAC for their continued engagement and thoughtful feedback. He emphasized the importance of maintaining momentum while carefully evaluating cost, scope, funding, and community priorities. The project team will continue working through these considerations over the coming months, with the goal of advancing a project that delivers meaningful safety, accessibility, and transit improvements along 82nd Avenue.

Adjourned