



Meeting: 82nd Avenue Transit Project Policy and Budget Committee

Date/time Monday, August 10| 10:00 a.m. to 12:00 p.m.

Location: PCC Southeast – Community Hall Annex

Members

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

Presenters

Jesse Stemmler	TriMet
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Welcome and Project Updates

Sam Desue welcomed committee members and members of the public to the August meeting of the 82nd Avenue Transit Project Policy and Budget Committee. He described the meeting as a capstone to the committee's scope and budget discussions, with the outcomes of the meeting helping launch the project into final design.

Sam Desue also acknowledged the significant challenges TriMet has been navigating, including workforce reductions and upcoming service reductions. Despite these challenges, he emphasized TriMet's continued commitment to modernizing Line 72, improving safety along the corridor, and bringing frequent express service to 82nd Avenue. He thanked committee members, community partners, businesses, and advocates for pushing the project team to complete the necessary work and emphasized the importance of supporting businesses through construction and ensuring they remain accessible and visible throughout the project.

The committee was reminded that the goal of the meeting was to leave with clear direction on the project scope moving forward so the team can meet federal funding and project delivery timelines.



Final Design, Federal Funding and Project Readiness

Jesse Stemmler provided an update on the project as it enters the final design and engineering phase. He explained that the work ahead is focused on demonstrating project readiness for federal funding and completing the plans, permits, and other requirements necessary to be construction-ready next year.

The project team is currently engaged in the Federal Transit Administration's risk and readiness review process, working with FTA's project management oversight consultant to evaluate scope, schedule, budget, and project risks. A key upcoming milestone is the FTA risk workshop, now scheduled for September 9–10. The team is also coordinating with jurisdictional partners and roadway authorities to complete permits, and other required submittals needed to establish readiness for funding and construction.

Stemmler reported that the project team's review of the 60% design and associated costs, combined with value engineering efforts, has resulted in project costs aligning with the available budget. The team is therefore prepared to move forward with the full scope of the project.

Project Scope and Cost Update

The project team reported that the full project scope remains within the current budget, including station, safety, accessibility, transit signal priority, Cully terminus, pedestrian improvements, and approximately seven miles of BAT lanes, except near 82nd Avenue and Powell Boulevard.

While the project is currently within budget, the team emphasized that major project risks could still result in future cost pressures. The project team has therefore proactively engaged the Policy and Budget Committee and CAC to discuss potential scope reductions and trade-offs should additional savings ever become necessary. Stemmler emphasized that these strategies are contingency planning and are not currently expected to be needed.

The project team identified several principles to guide any future scope decisions, including maintaining safety investments, transit performance and reliability improvements, elements required for FTA funding, and major infrastructure and technology investments that provide meaningful benefits to riders. If reductions become necessary, the team would prioritize elements that could be phased in later through the project or a separate funding source. The team also noted continued strong community support for BAT lanes.



Federal Funding and Economic Study

The project team reported that the project continues to advance toward federal funding and that the current budget and schedule include some flexibility for potential delays. The project has received a medium-high FTA rating. A significant delay could require additional funding or future scope decisions.

The committee also discussed the economic study being developed by project partners, the Portland Metro Chamber, and the 82nd Avenue Coalition. The study will take a broader look at business conditions along the corridor, including travel patterns and long-term business stabilization strategies. Findings are expected in the fall and are intended to help inform future business support and advocacy efforts.

Committee Discussion and Direction

Committee members generally supported advancing the project into final design and maintaining the full scope while continuing to consider business impacts, funding, and transportation system effects.

Commissioner Helm emphasized the importance of supporting businesses, continuing business engagement, and allowing the economic study to inform the project as appropriate. She also raised concerns about potential traffic diversion and impacts on surrounding roadways and I-205.

Sam Desue reiterated TriMet's commitment to supporting businesses throughout construction and ensuring they remain accessible to customers.

The CAC expressed continued support for BAT lanes and the broader multimodal investment, while emphasizing pedestrian improvements, the Cully terminus, and preserving elements that support transit performance and reliability. The CAC also supported considering elements that could be phased or funded separately if future scope reductions become necessary.

Director Williams reaffirmed the City's support for the project and emphasized continued partnership with businesses and TriMet. The City also highlighted its ongoing financial commitment to the project, including additional grant funding.

Overall, the discussion reflected support for advancing the full project scope while maintaining flexibility to address future risks. Members emphasized that any future scope decisions should prioritize safety, accessibility, transit performance, reliability, and elements that cannot easily be delivered later.



Next Steps and Final Design

The project team will continue preparing for the FTA risk and readiness workshop scheduled for September 9–10 and will advance final grant funding materials. The project remains targeted for grant funding and construction beginning in spring or summer of 2027.

The project will now move into final design. During this phase, the team will continue coordinating with FTA, jurisdictional partners, roadway authorities, and other project partners to complete the necessary design, permitting, agreements, and funding-readiness requirements.

The Policy and Budget Committee is not expected to meet again until closer to the completion of final design. The project team noted that the committee could be reconvened sooner if major developments or significant changes arise

Public Comment

There were no public comments submitted for the meeting

Closing Remarks

Franklin Ouchida thanked the committee and project team for creating space to hear from the CAC and the broader community. He noted that the CAC feels its input has been heard and recognized the process as an important and transformative part of the project. Sam Desue closed by recognizing the committee members, design team, jurisdictional partners, staff, community partners, advocates, neighbors, and businesses for their collaborative efforts.

Sam Desue emphasized that the project represents a long-overdue investment in 82nd Avenue and the communities that rely on the corridor for employment, services, education, and recreation. He noted that the project continues to have momentum because of the sustained efforts of the committee, community partners, advocates, neighbors, businesses, and project teams.

The committee has reached an important milestone and the project will now advance into final design. Meetings will become less frequent, with the Policy and Budget Committee expected to reconvene closer to completion of final design or sooner if major project developments occur.

Adjourned