

Date: March 26, 2025

To: Board of Directors

From: Sam Desue, Jr.



Subject: **RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN**

1. Purpose of Item

This Resolution requests that the TriMet Board of Directors (Board) recommend to the Metro Council the adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project as part of the Regional Transportation Plan.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project

3. Reason for Board Action

Endorsement of the Locally Preferred Alternative by local jurisdictions and by Metro is necessary because it demonstrates to the Federal Transit Administration (FTA) that there is local consensus and support for the Project, and helps ensure federal funding.

4. Type of Action

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

Before it adopts a Locally Preferred Alternative (LPA) for regionally significant infrastructure, the Metro Council requests endorsement of the LPA by TriMet and other local jurisdictions. A public demonstration of local support for the 82nd Avenue Transit Project (Project) by TriMet and local jurisdictions is essential to advance the development and funding for the Project.

By introducing Bus Rapid Transit on 82nd Avenue, the Project will greatly improve transportation along the entire transit corridor by making connections between the Clackamas Town Center and the Cully neighborhood in Northeast Portland. The Project will enhance transit speed and reliability using various transit priority treatments, while investing in station improvements and offering safer, more accessible connections to transit.

Adopting this Locally Preferred Alternative would allow Metro to amend the Regional Transportation Plan to include the LPA. TriMet, Metro, and other regional partners have been collaborating for the past two years to develop the LPA.

The 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82nd Avenue corridor as a key area for major transit investment. In 2022, Metro launched the Project, initiating the evaluation of alignment and mode alternatives. At the same time, the Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives. Extensive planning and analysis were also conducted to better define the Project.

In July 2024, the Project received approval from the FTA to enter the Project Development phase. Following this, the Project initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee. After two years of dedicated planning and outreach, the Project Steering Committee voted unanimously to approve the LPA. The Project Steering Committee now recommends the TriMet Board's endorsement of the final LPA as described in the Resolution and shown on the attached Exhibit A map.

The LPA envisions the establishment of Bus Rapid Transit on the 82nd Avenue corridor between the Clackamas Town Center in the south, and the Cully neighborhood in the north. The route from the Transit Center at the Clackamas Town Center to the "Cully Triangle," at NE Killingsworth Street and NE Cully Boulevard is generally described as:

- From the Clackamas Town Center to 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

Stations are located in the areas identified on the Exhibit A map attached to the Resolution.

6. Diversity

TriMet will follow its procurement rules and policies in selecting Project contractors and consultants, and ensuring opportunities are available for Disadvantaged Business Enterprise (DBE) contractors and consultants to work on the Project.

7. Financial/Budget Impact

Anticipated federal funding is critically important, and the Project hopes to receive approximately \$150,000,000 in Small Starts funds from the FTA. It also expects \$65,000,000 from TriMet, \$21,000,000 from the City of Portland, \$6,000,000 from Metro, and an additional \$30,000,000 in regional flexible funds. In addition, the Project expects a \$48,000,000 grant from the Portland Clean Energy Fund, a \$23,800,000 grant from the FTA's Low or No Emission Bus Grant Program, and a \$630,000 grant from the FTA's Areas of Persistent Poverty program. The total Project budget is anticipated to be approximately \$344,330,000.

8. Impact If Not Approved

The Board could choose to amend the draft LPA or choose alternative priorities. However, the proposed LPA is expected to be endorsed by other jurisdictions and substantial changes by TriMet at this time could significantly delay the Project, jeopardizing the optimal timing to seek federal funding for the Project construction stage.

RESOLUTION NO. 25-03-15

RESOLUTION NO. 25-03-15 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING TO THE METRO COUNCIL THE ADOPTION OF THE LOCALLY PREFERRED ALTERNATIVE FOR THE 82ND AVENUE TRANSIT PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN

WHEREAS, TriMet has authority under ORS Chapter 267 to plan, construct and operate the mass transit system within the TriMet District; and

WHEREAS, the 2010 High Capacity Transit System Plan, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy all identify the 82nd Avenue corridor as a key area for major transit investment in infrastructure; and

WHEREAS, Metro convened TriMet, the City of Portland, the Oregon Department of Transportation (ODOT), Clackamas County and other local partners to explore transit improvements on 82nd Avenue, such as Bus Rapid Transit, improved bus stations and related pedestrian and vehicle safety improvements; and

WHEREAS, in 2022, Metro initiated the evaluation of alignment and mode alternatives for the Project and Metro, TriMet, and other regional jurisdictional partners collaborated to develop a Locally Preferred Alternative (LPA) route for the 82nd Avenue Transit Project (Project); and

WHEREAS, a Project Steering Committee was formed, consisting of staff and policy officials from Clackamas County, Portland, Multnomah County, ODOT, the Port of Portland, TriMet, Metro, and community representatives, which conducted extensive planning and analysis to better define the Project; and

WHEREAS, in July 2024, the Project received approval from the Federal Transit Administration (FTA) to enter Project Development; and

WHEREAS, TriMet subsequently initiated a 15% design stage to refine the Project's scope, schedule, and budget, as necessary to support LPA approval from the Project Steering Committee; and

WHEREAS, the Project Steering Committee identified the LPA for the Project to be between the Clackamas Town Center, in the south, and the Cully neighborhood, in north Portland; and

WHEREAS, the Project Steering Committee unanimously recommended that the TriMet Board of Directors (Board) endorse the final LPA as described in the Resolution and shown on the attached Exhibit A map, and generally described as:

- From the Clackamas Town Center to 82nd Avenue via SE Monterey Avenue,
- Continuing north along 82nd Avenue to NE Lombard Street,
- Proceeding west on NE Lombard Street, and
- Continuing west on NE Killingsworth to a terminus at NE Killingsworth and NE Cully Boulevard.

WHEREAS, in order to advance the Project, other collaborating local jurisdictions will consider similar Resolutions to adopt the LPA; and


WHEREAS, a public demonstration of local support for the Project LPA by TriMet and collaborating local jurisdictions is essential to advance Project development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Board's adoption of the LPA as described in this Resolution and the attached Exhibit A map would allow Metro to amend the Regional Transportation Plan to include the Project;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby adopts the Locally Preferred Alternative for the 82nd Avenue Transit Project as described herein and on Exhibit A, and recommends its adoption by the Metro Council as part of the Regional Transportation Plan.

Dated: March 26, 2025



Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:



Legal Department