

Policy & Budget Committee

February 13, 2026



82ND AVE TRANSIT PROJECT

Agenda

- Welcome
- Public Comment
- Committee Members Updates and CAC Report Out
- BAT Lane Discussion
 - Recap
 - Approach
- BAT Lane Funding & Design Timeline



Public Comment

An aerial photograph of a city street, likely in a suburban or urban area. The street is wide with multiple lanes, marked with yellow and white lines. A blue and white bus is driving in the right lane, moving away from the viewer. A dark car is in the left lane, also moving away. In the distance, a white car is visible. The street is flanked by various buildings. On the left, there are several low-rise commercial buildings, some with flat roofs and air conditioning units. One building has a yellow sign that says "PARKING IN REAR". On the right, there are taller, more modern buildings with large windows and balconies. Some trees are visible along the sidewalks. In the background, a line of trees and hills can be seen under a clear sky. The overall scene is a typical urban landscape.

Community Advisory Committee – Report Out

New Members Joined: Two community members joined the CAC, bringing diverse voices of business owners and youth to the committee.

CAC reviewed: Community Engagement Report, BAT Lane Evaluation Matrix, 82nd Avenue Draft Economic Impacts Review, Portland Metro Chamber and 82nd Avenue Coalition Letter

Regulatory Requirements: Questions arose about ODOT's regulatory role and evaluation process. Desire to have regulatory requirements and limitations to be detailed by team earlier in the project.

Stakeholder Appreciation: Appreciation for the leadership and advocacy of the 82nd Avenue Coalition and Portland Metro Chamber

Public testimony: Mixed community feedback on BAT lanes, with some expressing concerns about congestion, safety, and access, and others supporting more extensive BAT lanes and related questions about ODOT constraints.

Project Purpose & Need

- Improve transit speed, reliability, capacity, safety, comfort, and access on 82nd Avenue.
- Improve transit speed & reliability in constrained corridor
- Provide safe access to transit
- Improve service & safety for transit-dependent communities
- Reduces gas emissions



SE Lindy Southbound



Policy and Budget Feedback to GM

Partners have committed to pursue \$150M in federal Small Starts funding for the 82nd Avenue Transit Project with the expectation of opening revenue service Summer 2029.

Requesting feedback on the extent of BAT lanes that addresses:

- ✓ Regulatory requirements
- ✓ Funding gaps/challenges
- ✓ Federal funding commitments and readiness eligibility
- ✓ Political and policy challenges with specific attention to anti-displacement and supporting businesses in the corridor



BAT Lane Discussion

An aerial photograph of a city street, likely in Seattle, showing a dedicated bus lane. The street is wide with multiple lanes, including a central bus lane marked with yellow lines. A blue and yellow bus is traveling in the bus lane. Several cars are visible in the other lanes. On the left side of the street, there are commercial buildings, including one with a yellow sign that says "PARKING IN REAR". On the right side, there are modern, multi-story buildings with large windows and balconies. The background shows a forested hillside under a clear sky. The text "BAT Lane Discussion" is overlaid in large white letters across the center of the image.

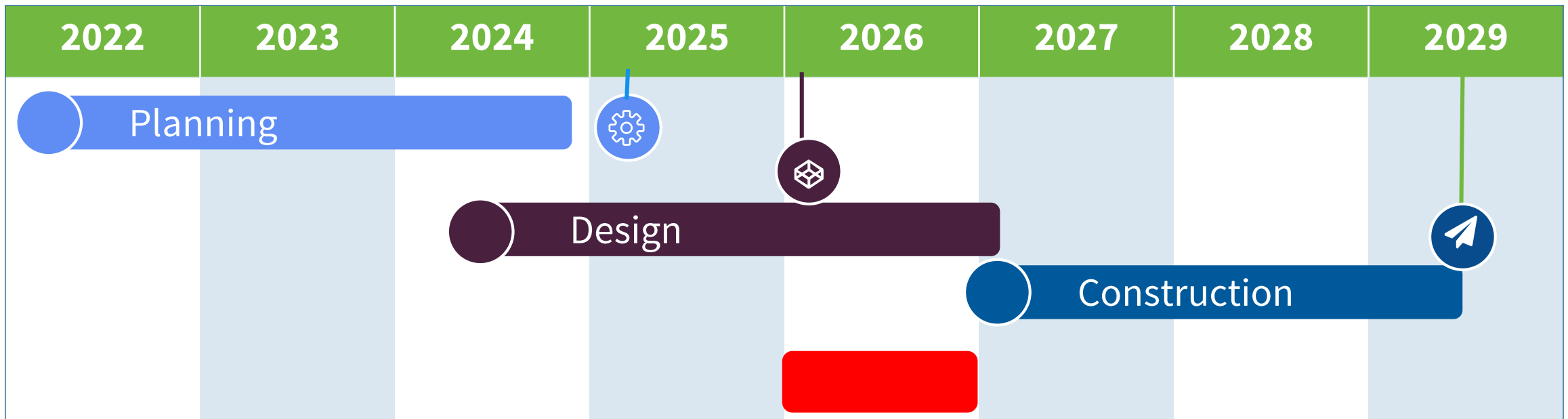
Project Schedule

Estimated timeline

 LPA Approved

 We are here

 Service begins

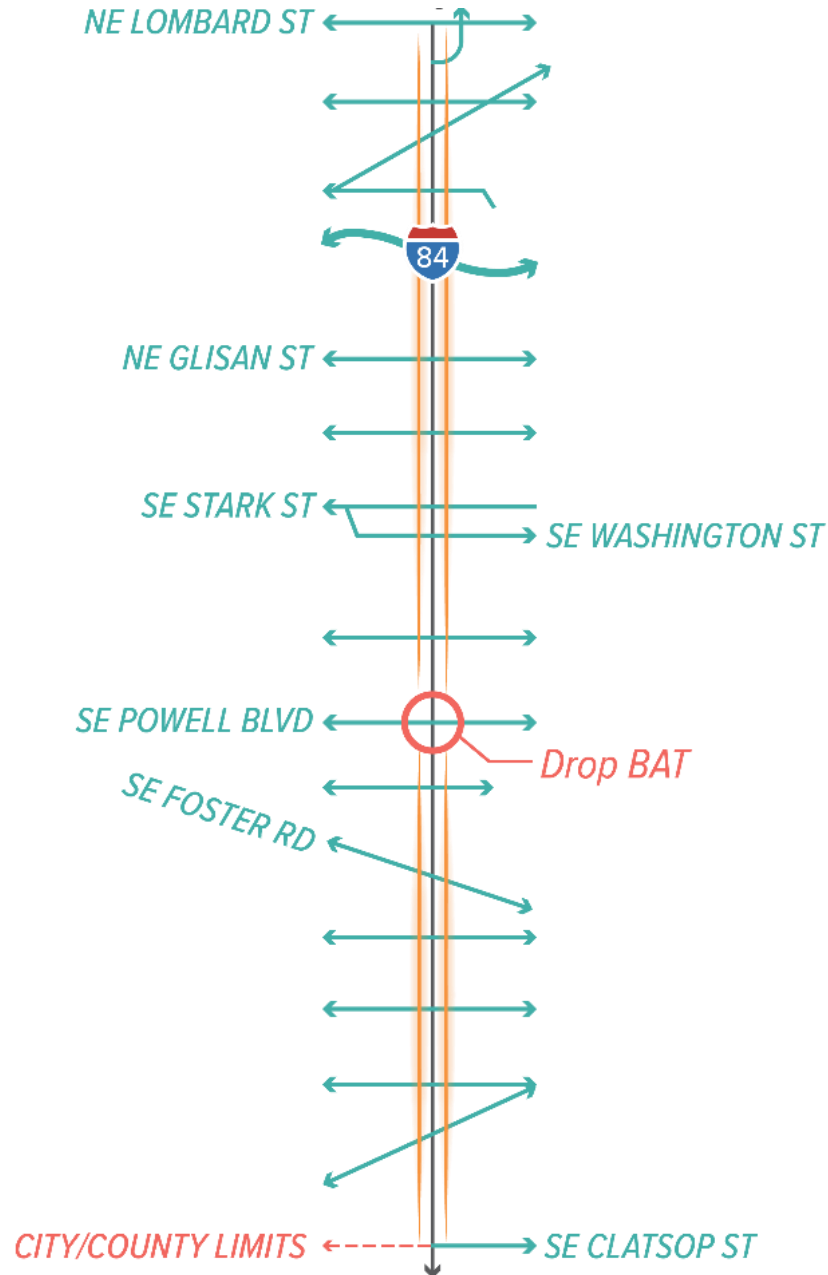


FTA Project Risk &
Readiness Analysis

BAT Lanes: What We Heard & Discussed

- Safety and accessibility are high priorities
- Project, at its core, improves transit reliability, BAT lanes preserve long term reliability
- Support for future economic analysis of corridor
- Desire to pursue a design approach that maximizes BAT lanes while recognizing and responding to risks, challenges and community/business concerns
- Regulatory risks associated with diversion and traffic congestion.
- 82nd/Powell considered to be a high risk to the project associated with traffic diversion and congestion
- Need flexibility to further modify BAT lane extents should there be a funding gap and/or address regulatory risk

BAT Lanes: Proposed Design Approach

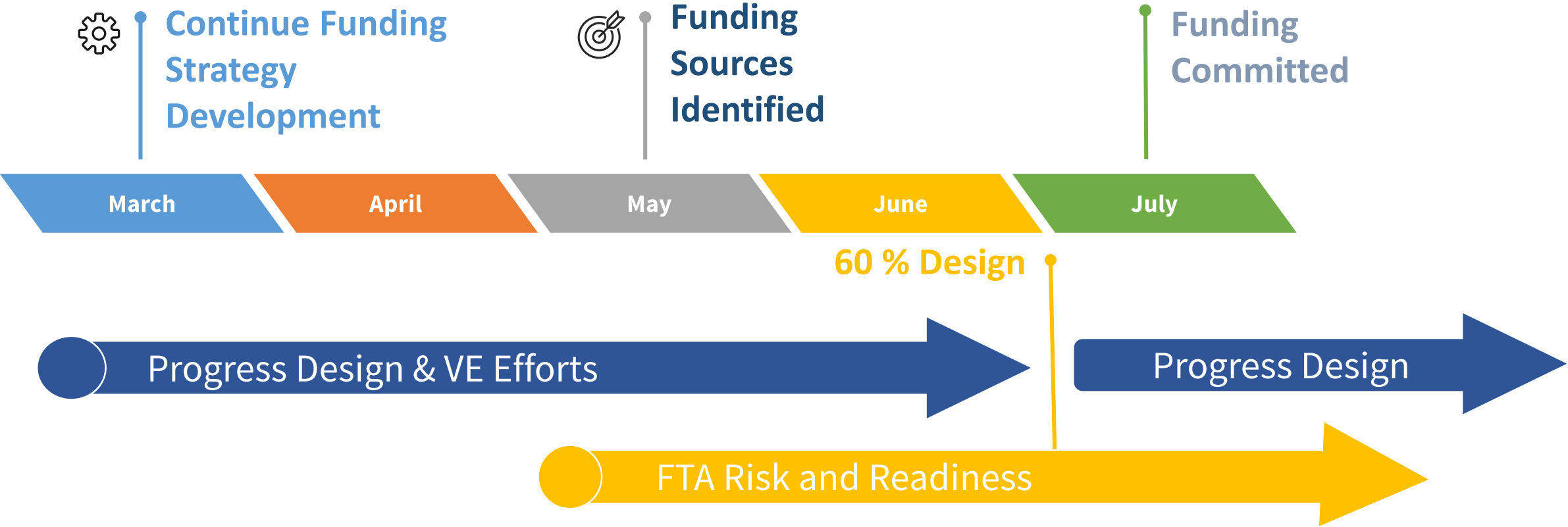


- Maximize BAT lanes to the to greatest extent possible
- Include minor widening between Stark and Washington
- Reduce BAT lanes in vicinity of Powell due to high regulatory risk, cost, and potential need to widen
- Seek ODOT design exceptions where necessary
- Further reduction of BAT lanes between NE Glisan–Foster *if exceptions are denied, widening is required (excluding Stark & Washington), or a significant funding gap remains*
- BAT lane reduction triggered by ODOT regulations will be determined through an *ODOT technical process in direct response to regulatory requirements*

An aerial photograph of a city street, likely in Seattle, showing a mix of commercial and residential buildings, trees, and a bus. The image has a green tint. The text "BAT Lane Funding & Design Timeline" is overlaid in white.

BAT Lane Funding & Design Timeline

BAT Lane Funding & Design Timeline



Next meeting:

March:

No meeting proposed

April:

- BAT Funding Progress Updates/ Next Steps
- Design Update