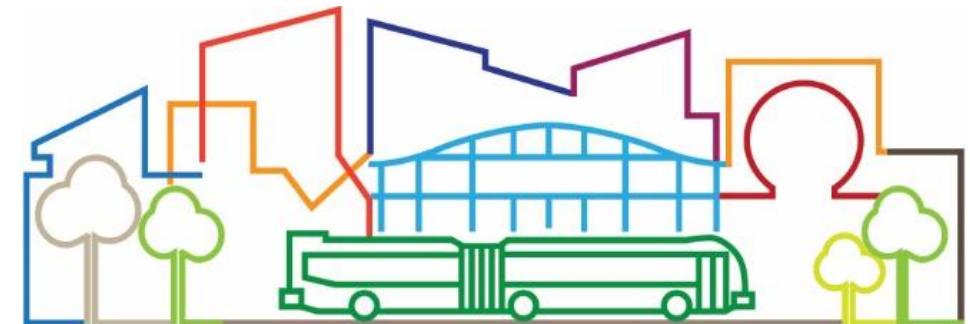


# Policy & Budget Committee

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



An aerial photograph of a city street scene. In the foreground, there are several industrial buildings with green roofs and white walls. A yellow building with a BMO logo is visible in the background. A bus is parked on the right side of the street. The street has a yellow double line in the center. There are trees and power lines in the background.

# Public Comment

# 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 82<sup>nd</sup> 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



An aerial photograph of a city street scene. In the foreground, a two-lane road with a yellow center line runs from the bottom center towards the middle of the frame. A white bus is positioned on the right side of the road, facing away from the viewer. Two cars are visible on the road: one is a dark sedan driving away from the viewer, and another is a light-colored car driving towards the viewer. To the left of the road, there is a building with a yellow sign that reads "PARKING IN REAR" with an arrow pointing right. Further down the road, there is a yellow building with a sign that says "PACIFIC PLAZA". On the right side of the road, there is a large, modern building with a yellow and grey facade. In the background, there are more buildings, trees, and hills under a clear sky.

# BAT Lane Discussion

# Project Schedule

Estimated timeline



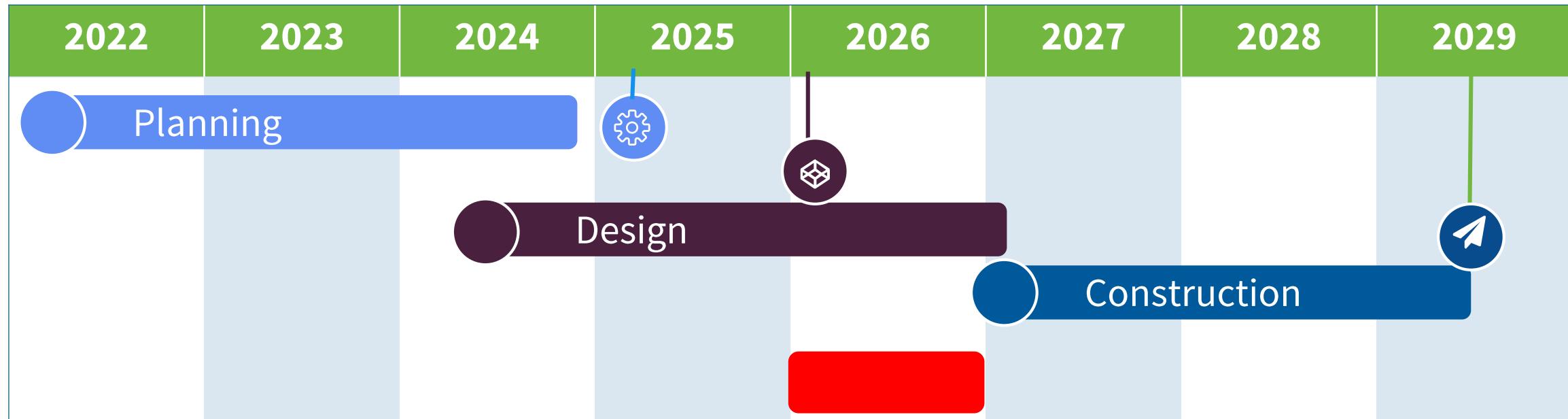
LPA Approved



We are here



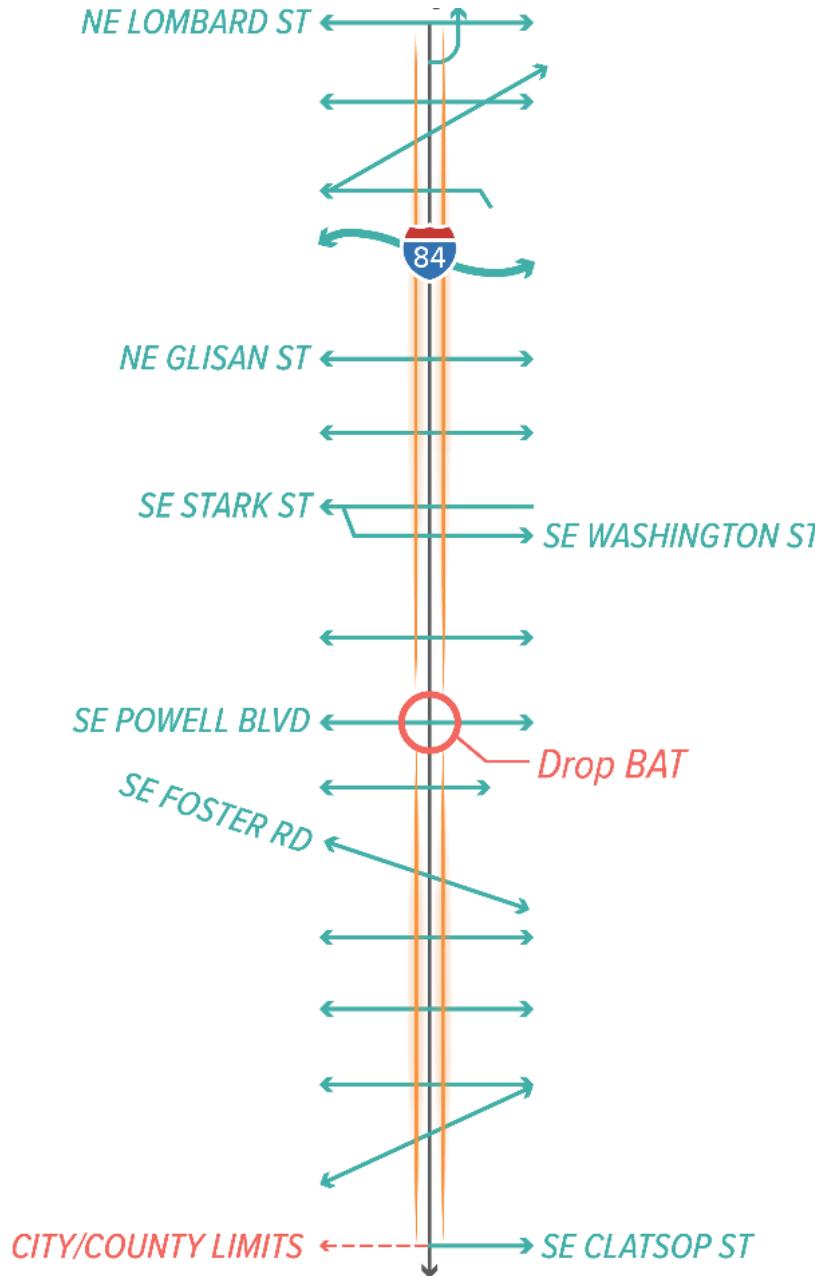
Service begins



# 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.
- 82<sup>nd</sup>/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

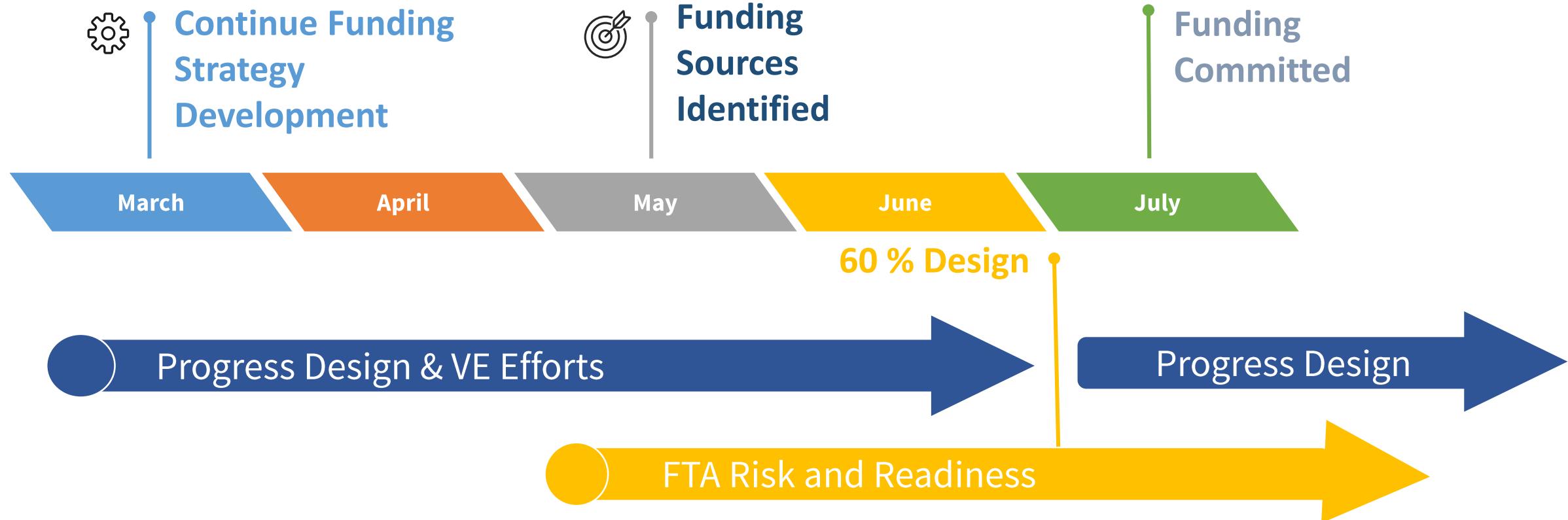


- **Maximize BAT lanes to the greatest extent possible**
- **Include minor widening between Stark and Washington**
- **Reduce BAT lanes in vicinity of Powell due to high regulatory risk, cost, and potential need to widen**
  - Seek ODOT design exceptions where necessary
  - Further reduction of BAT lanes 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 scene. In the foreground, there's a building with a grey roof and some industrial equipment on the roof. A road with a yellow double line runs through the center. A car is driving on the road. To the right, there's a large building with a green roof and a yellow section. In the background, there are more buildings, trees, and hills under a clear sky.

# 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