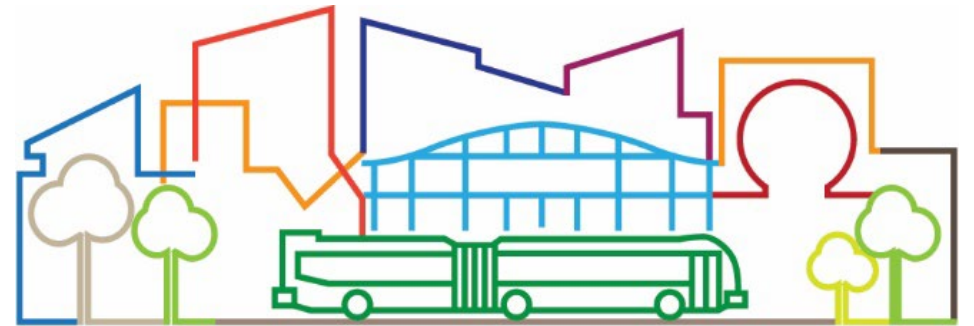


82nd Avenue Transit Project Community Advisory Committee

July 29, 2026



82ND AVE TRANSIT PROJECT

Agenda

- Welcome
- Housekeeping
- Public Comments
- Policy and Budget Committee Report Out
- Project Update
- Scope Evaluation and Alignment
- Adjourn



An aerial photograph of a city street, likely in Seattle, showing a mix of urban architecture, greenery, and transportation. The street is a multi-lane thoroughfare with a blue bus and several cars. On the left, there are older, lower-rise buildings with flat roofs and utility poles. On the right, there are more modern, multi-story buildings with large windows and balconies. The background shows a dense forest of evergreen trees and a hilly landscape under a clear sky. The word "Housekeeping" is overlaid in large white text across the center of the image.

Housekeeping

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 camera. 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 others with more complex structures. One building has a yellow sign that says "PARKING IN REAR". On the right, there are taller, more modern buildings with large windows and some greenery. A large, leafy tree is in the foreground on the right. In the background, there are more trees and a hillside under a clear sky. The overall scene is a typical urban or suburban street view.

An aerial photograph of a city street, likely in Seattle, showing a mix of urban development. On the left, there are several low-rise commercial buildings with flat roofs and some rooftop HVAC units. A yellow sign on one building reads "PARKING IN REAR". In the center, a multi-lane road with yellow double lines runs towards the horizon. A blue bus is visible in the lower right lane, and a dark car is in the middle lane. On the right side of the road, there are modern, multi-story buildings with large windows and some greenery. In the background, a dense forest of evergreen trees covers a hillside under a clear sky. The overall scene is a blend of urban infrastructure and natural landscape.

Policy and Budget Committee Report Out

Policy and Budget Committee – Report Out

Policy and Budget discussed:

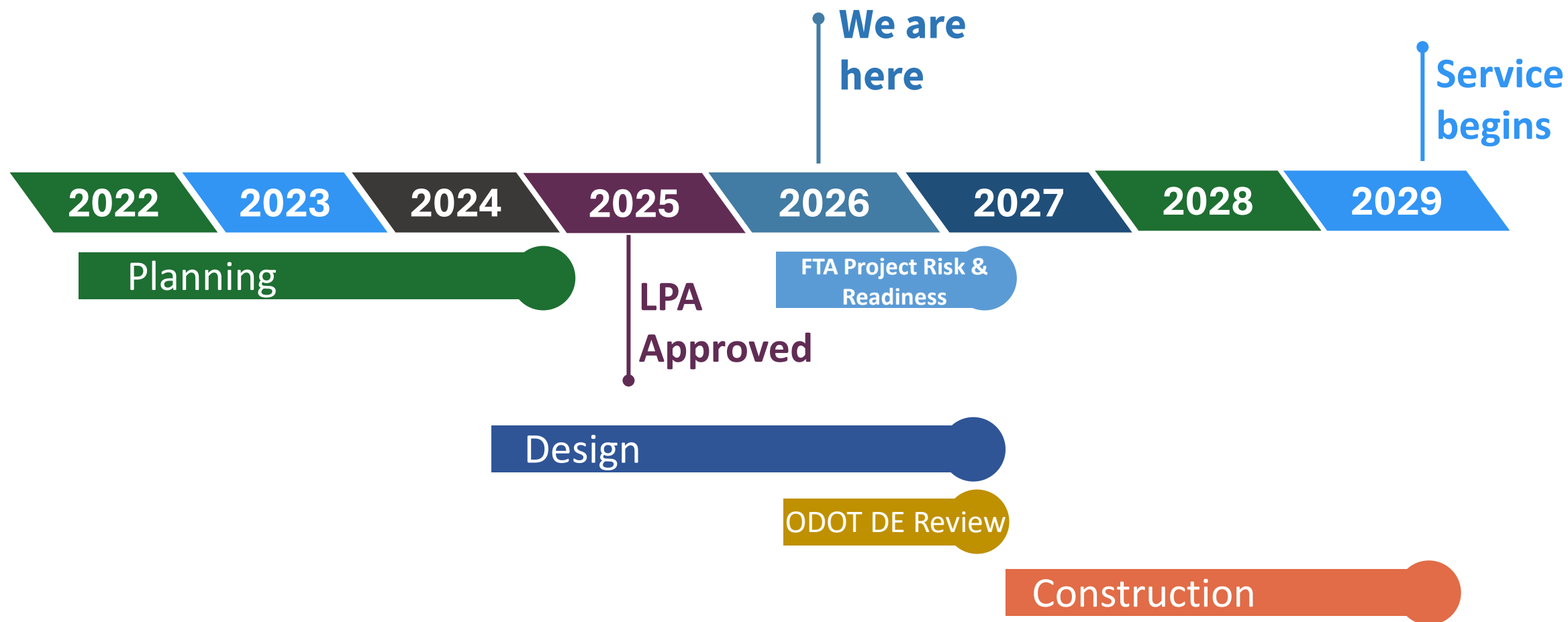
- Project schedule, design and cost milestones
- FTA coordination and critical milestones
- Aligning project scope and budget including major scope elements
- Feedback on scope elements and tradeoffs
- Upcoming critical milestones

We will save the report out on member feedback about the scope for later in the agenda.

Project Update

An aerial photograph of a city street, likely in a downtown area. The street is wide with multiple lanes, and a blue bus is visible in the right lane. Several cars are also on the road. On the left side, there are commercial buildings, including one with a yellow awning and a sign that says "PARKING IN REAR". On the right side, there are modern buildings with large windows and balconies. In the background, there are trees and hills. The text "Project Update" is overlaid in the center of the image in a large, white, sans-serif font.

Project Schedule



Full Scope Currently In The Project

- 68 station platforms with enhanced pedestrian crossing
- 15 Hydrogen fuel cell articulated buses with spaces for 3 mobility devices
- Station shelter and amenity package with lighting and real-time information
- Near-level boarding
- Communications and power to each station
- Paving upgrades at stations
- Additional pedestrian infrastructure upgrades at station areas
 - 168 ADA curb ramps & approximately 2 miles of sidewalk improvements



- 6 new traffic signals & 16 other locations with varying degrees of signal modifications
- TSP at all signals
- BAT lanes on 82nd within the City of Portland (except Powell intersection)
- Off-street terminus (Cully)

Project Cost Estimate Update

Project Cost

Current 60% full scope design estimate is tracking with overall project budget at approximately ***\$346 Million (YOE)**

Value Engineering (VE) during 60% design has realized over \$15M in savings with no scope cuts or changes to project outcomes. Examples include :

- *Off-the-shelf communications cabinets and consolidation*
- *Design refinements*
- *Minimizing station platform footprints*
- *Lower-cost shelters and amenities*

Some project risks remain and could affect future costs. The team is monitoring and planning for them

An aerial photograph of a city street, likely in a suburban or urban area. The street is wide with multiple lanes, and a blue bus is visible in the lower right lane. On the left side of the street, there are several buildings, including a large white building with a flat roof and a yellow sign that says "PARKING IN REAR". On the right side, there are modern buildings with large windows and balconies. The background shows a line of trees and a hill under a clear sky. The overall image has a greenish tint.

Scope Evaluation & Alignment

Aligning Project Scope and Budget

Identifying potential contingency cost-saving measures for future consideration if project costs exceed budget.

Considerations in Evaluating Project Elements:

- Providing access to transit
- Improve transit speed & reliability in constrained corridor
- Meeting federal, local agency and jurisdictional requirements
- Safety
- Community and business
- Reducing gas emissions
- Improving capacity, comfort, and access



Aligning Project Scope and Budget

Major Scope Elements	Consideration/Tradeoff	Cost Savings Potential
Cully Terminus: On-street Instead of Off-street	<i>Transit performance, community preference</i>	\$ - \$\$
Roadway Paving	<i>Rider comfort, long-term maintenance</i>	\$ - \$\$\$
Pedestrian Infrastructure	<i>Pedestrian comfort and access to transit</i>	\$ - \$\$
Station Amenities	<i>Pedestrian and rider comfort</i>	\$ - \$\$
Station Platform Height	<i>Transit performance, access to transit</i>	\$ - \$\$
Traffic Signals	<i>Transit performance</i>	\$ - \$\$
BAT Lane Extent	<i>Transit performance, pedestrian comfort</i>	\$\$ - \$\$\$\$

Key:

\$\$\$\$	\$5M - \$10M
\$\$\$	\$2M - \$5M
\$\$	\$500k - \$2M
\$	Up to \$500k

Rough order magnitude costs only. Based on 30% design. YOE

Aligning Project Scope and Budget

\$\$\$\$	\$5M - \$10M
\$\$\$	\$2M - \$5M
\$\$	\$500k - \$2M
\$	Up to \$500k

Major Scope Elements	Consideration Summary	Cost Savings Potential
Cully Terminus: On-street Instead of Off-street	Move Cully Terminus to an on-street option. Reduces property acquisition needs but would result in travel time implications. The Cully terminus evaluation group and community stakeholders previously deemed this option as acceptable but not their preferred option.	\$ - \$\$
Roadway Paving	Reduce extent of repaving and associated infrastructure requirements. This could accelerate wear and tear of current roadway.	\$ - \$\$
Pedestrian Infrastructure	Decrease the extent of some bordering pedestrian improvements near stations while retaining critical pedestrian upgrades at station locations and connections to nearest crossings. May reduce pedestrian comfort and ease of access to transit	\$ - \$\$
Station Amenities	Reduce shelter sizes and/or explore alternative shelter manufacturing. This could reduce weather protection and affect overall rider comfort.	\$ - \$\$
Station Platform Height	Lower platform heights from 9 inches (near-level boarding) to 6 inches across the project which can cause increased travel time due to longer dwell time at stops. Ease of access to transit.	\$ - \$\$
Traffic Signals	Reduce traffic signal scope and pedestrian crossing upgrades, at select low traffic volume intersections. This could have some effect to travel times and reliability long-term.	\$ - \$\$
BAT Lane Extent	Decrease BAT lane extents. Increases peak end-to-end travel time and impact long-term reliability. Pedestrian comfort reduced in areas where walkways are no longer adjacent to BAT lanes.	\$\$ - \$\$\$\$

Takeaways from Policy and Budget Committee

Support for:

- Safety and transit reliability
- Station infrastructure; height, technology
- Cully Terminus Investment (off-street)
- Maintaining community expectations and feedback when evaluating project options

If costs must be reduced:

- Defer improvements that can be phased in at later time
- Preserve transit performance, accessibility, and safety investments
- Maintain community commitments and expectations

Public testimony: Support for the project and for BAT lanes.

Upcoming Critical Milestones

- Final project design scope determined (August 10)
- PMOC Risk and Readiness Workshop (Tentatively August 26-27)
- FTA Readiness Materials – Critical agreements, schedule, costs (September)
- Grant Applications Materials Submitted (Early September)
- Targeted Small Starts Grant Agreement Funding (March 2027)
- Construction Start (Spring 2027)

An aerial photograph of a city street, likely in Seattle, showing a mix of urban development. On the left, there are several low-rise commercial buildings with flat roofs and some rooftop HVAC units. A yellow sign on one building reads "PARKING IN REAR". In the center, a multi-lane road with yellow double lines runs towards the horizon. A dark car is driving in the left lane, and a blue bus is in the right lane. On the right side of the road, there are modern, multi-story buildings with large glass windows and some greenery. In the background, a forested hill is visible under a clear sky. The word "Discussion" is overlaid in large white letters across the middle of the image.

Discussion

Join TriMet and PBOT for a Project Open House



82ND AVE TRANSIT PROJECT

Learn about upcoming transit and safety improvements on Line 72 and the 82nd Avenue Corridor. Our team will be on hand to share maps, construction timelines, and answer your questions.

When: September 14 @ 5:00 PM – 7:00 PM

Where: Core – Bar and Food Carts @ 3612 SE 82nd Avenue

For more information visit: <https://trimet.org/82nd/>

Upcoming Topics

- Final design
- Update on outreach efforts
- “Open for Business” support
- Work force opportunities

Staying Connected

- **Next CAC Meeting**
September 23
Call or email
503-962-2150
communityaffairs@trimet.org