

Community Advisory Committee

September 24, 2025



82ND AVE TRANSIT PROJECT

Agenda

- Welcome, Housekeeping, Public Comment
- Engagement Update: Summer Engagement Recap; Fall Engagement Underway
- Project Update: Cost Estimate; Criteria for Scope; Cully Terminus

Working Together

- Take turns talking
 - Stick to the topic
 - Be kind and brave
 - Create a space for others
 - Be open to different perspectives
- Practice active listening
 - Notice power dynamics
 - Assume good intent, but acknowledge impact
 - Non-committee members - public comment & staff discussions

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 glass windows and some greenery. In the background, a dense forest of evergreen trees covers a hillside under a clear sky. The overall scene depicts a vibrant urban environment.

Community Engagement

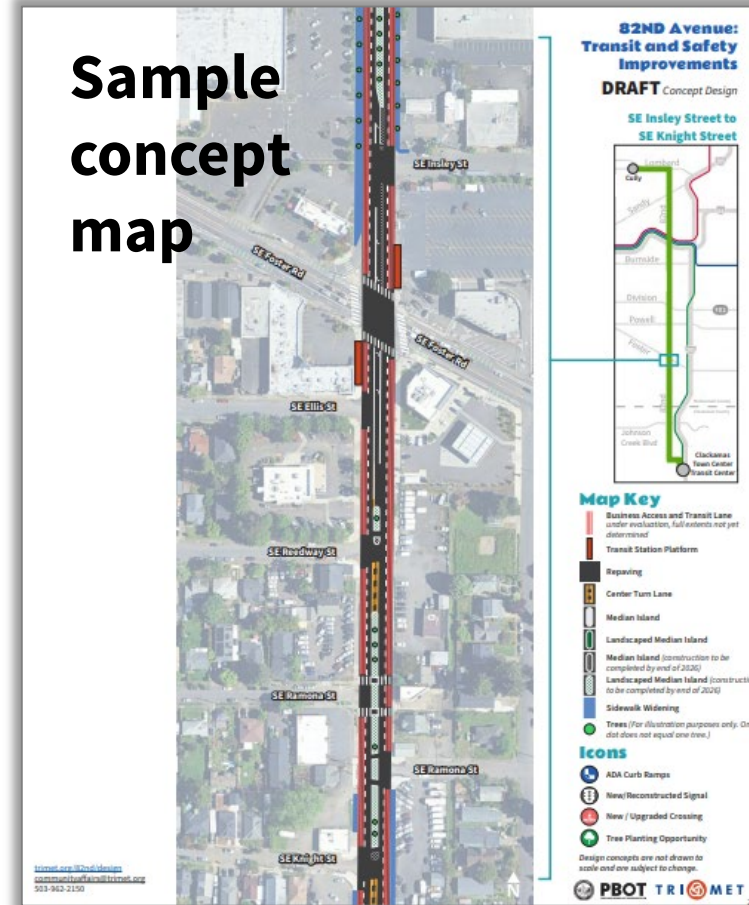
Recap of Outreach Approach

- Strategies and tools for engagement over the course of the project from design to opening day.
- Maximize opportunities to partner with community
- Recognize both the challenges and benefits of the project
- Lead collaboration with our jurisdictional partners



30% Design Engagement – BAT Lanes

- One-on-one business and property owner engagement throughout September - October
- Mailers to properties fronting 82nd Ave
- Website updates with concept maps trimet.org/82nd/design
- Neighborhood Association - ongoing
 - Lents Neighborhood Livability Association
 - Mt. Tabor Neighborhood Association



Engagement Takeaways

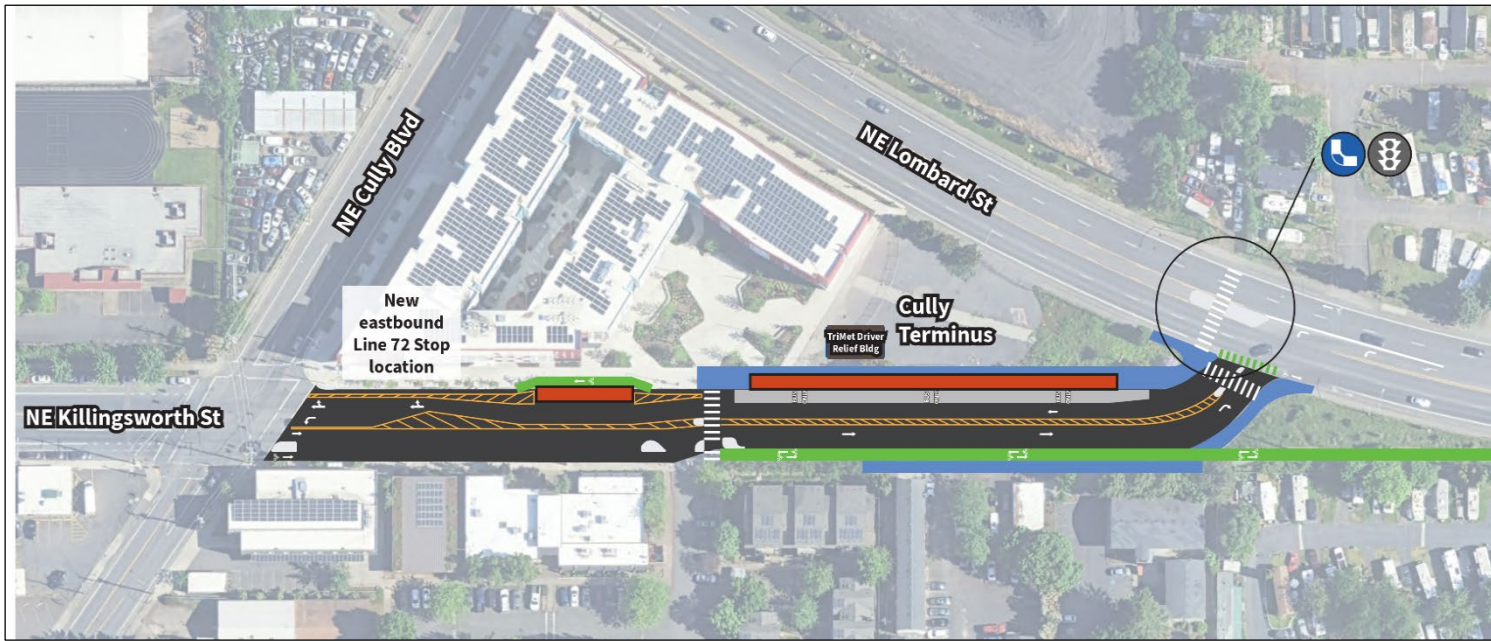
- Committee on Accessible Transportation - Strong support for “More Business Access and Transit (BAT) lanes” scenario, with consideration for potential traffic diversion, business concerns and funding limitations
- While the survey in April indicated support for the “More BAT” lanes option, we heard that more business engagement was needed
- In recent discussions with businesses – we heard support for the transit and safety improvements, as well as, significant concerns to BAT lanes - themes included customer access, construction impact, traffic and vehicle diversion



An aerial photograph of a city street, likely in Seattle, with a green tint. The street has multiple lanes and a double yellow line. A blue bus is visible in the right lane, and a dark car is in the left lane. On the left side of the street, there are several buildings, including a large white one with a yellow awning that says "PARKING IN REAR". On the right side, there are modern buildings with large windows and a sign that says "DMO Parking Center". The background shows a forested hill under a clear sky.

Project Update

Cully Terminus: Off Street vs. On Street Options



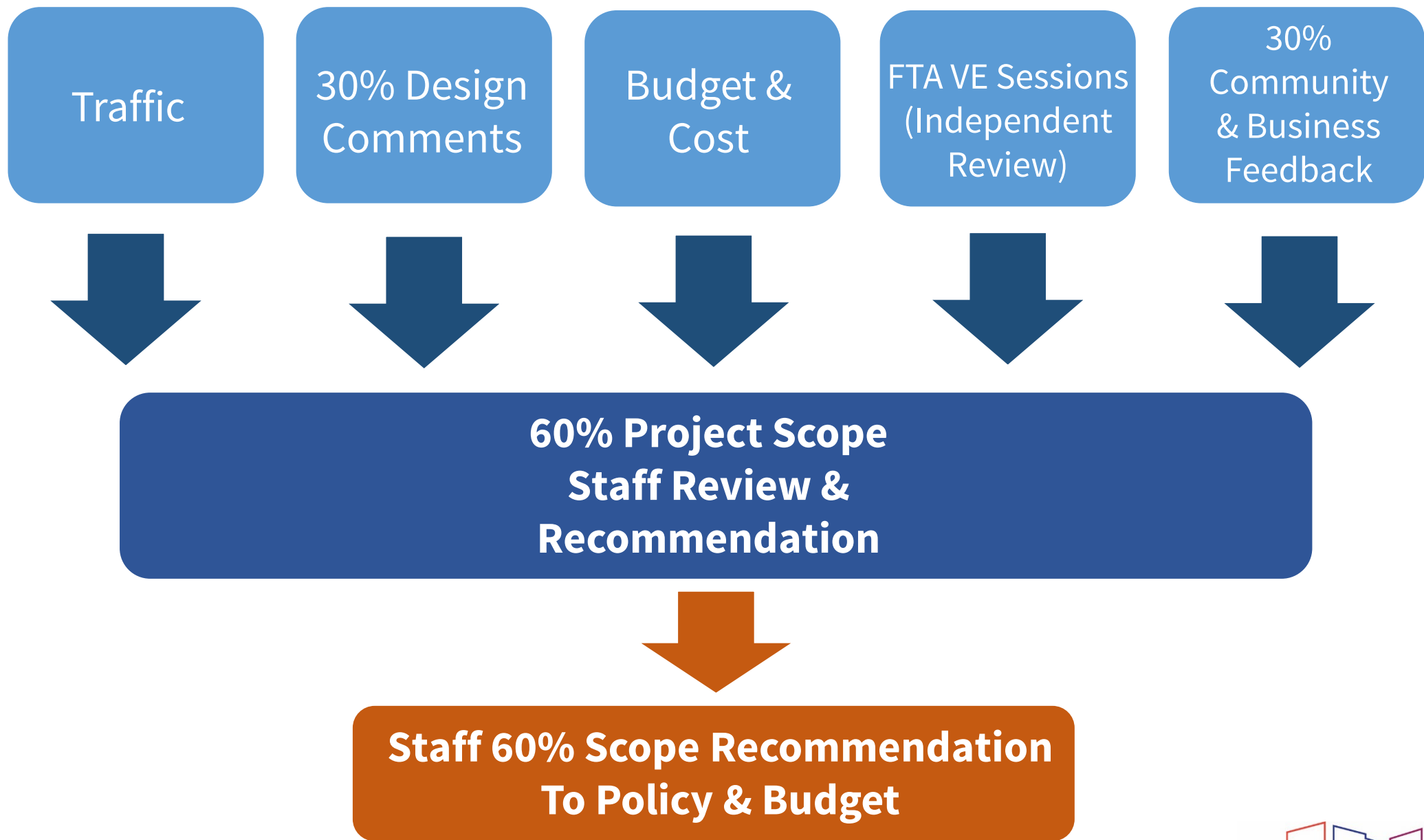
Map Key

- Business Access and Transit Lane under evaluation, full extents not yet determined
- Transit Station Platform
- Repaving
- Center Turn Lane
- Median Island
- Landscaped Median Island
- Sidewalk Widening
- Trees (For illustration purposes only. One dot does not equal one tree.)

Icons

- ADA Curb Ramps
- New/Reconstructed Signal
- New / Upgraded Crossing
- Tree Planting Opportunity

Design concepts are not drawn to scale and are subject to change.



Transit Project Scoping Principles

- Improve transit speed, capacity, and reliability
- Meet federal requirements and be competitive for Small Starts funding
- Provide safe and equitable access to transit
- Enhance service and safety for transit-dependent communities
- Align project scope with the identified budget
- Define a scope that meets project goals. Delivers the highest return on investment

30% Project Cost Estimate Summary

Current 30% Project Cost Estimate Is Under Review & Subject to Change. All costs are YOE.

Sidewalks, Crossings, ADA Ramps	\$47.3M
Station Platforms	\$145M
Signals & TSP	\$89.5M
Buses	\$42.8M
*Off-Street Cully Terminus	\$16M
TOTAL OF CORE TRANSIT	\$340.6M

OPTIONS	
More BAT (with widening at Stark/Washington)	\$10.8M
Some BAT	\$2.8M
Additional Options: <i>Foster Slip Lane Removal, Fiber Resiliency Loop</i>	\$2.8M

**Estimated cost savings between and on-street and off-street Cully terminus is ~\$3M*

Current Budget Assumptions

Project	Development	Partner	Source	Amount (\$)
		TriMet	General Fund	19,800,000
Construction	Development	Metro	Federal	6,000,000
		City of Portland	Federal	5,000,000
		Area of Persistent Poverty	Federal	630,000
		TriMet	General Fund/Bonds	45,200,000
		FTA	Federal (Low No Bus Grant)	23,800,000
		City of Portland	Federal	16,000,000
		Regional	Federal (RFFA)	28,000,000
		FTA	Federal (CIG)	149,900,000
		City of Portland	Local (PCEF Grant)	49,500,000
		Total		*\$343,830,000

**Funding amount is estimate only and subject to change until all funding sources secured*

Questions and Discussion

Staying connected

- Invite us to your meetings and events
- Call or email
 - 503-962-2150
 - communityaffairs@trimet.org