82nd Avenue Transit Project Community Advisory Committee

June 24, 2026

82ND AVE TRANSIT PROJECT

Agenda

- Welcome
- Housekeeping
- Public Comments
- Economic Study Update
- Bus Update
- Project Update
- Adjourn

82ND AVE TRANSIT PROJECT

Housekeeping

Public Comment

Economic Study

- Elevate the challenges and needs of 82nd Ave businesses
- Goal to support funding advocacy
- Held workshop with 82nd Avenue Coalition, Portland Metro Chamber, jurisdictional partners
- Draft scope under review

Discussion

Bus Update

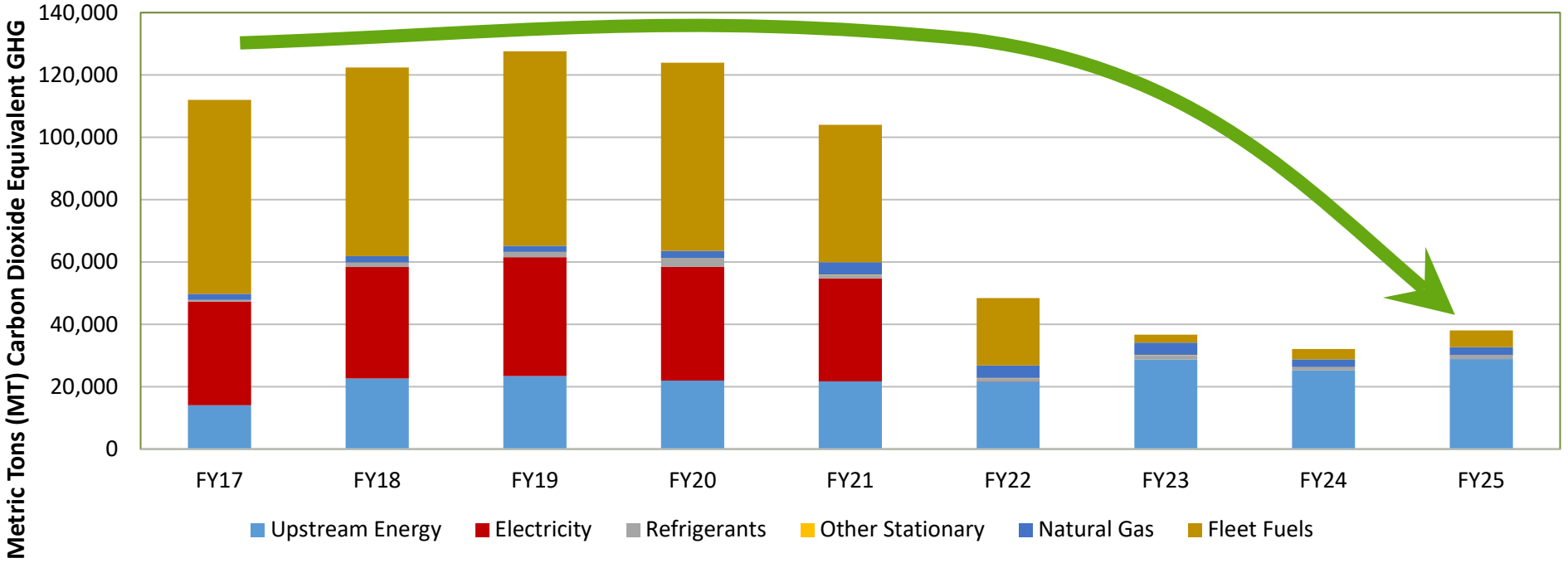
Why is TriMet pursuing Hydrogen Fuel Cell Electric Buses? (FCEBs)?

- 82nd Ave project was awarded funding specifically for FCEBs:
  - The buses are consistent with TriMet's 2018 Non-Diesel Bus Plan and Climate Action Plan
  - FCEBs have a longer range than battery-electric buses
- The grant funding cannot be used for anything else

Photo credit: CTE

TriMet Has Reduced Operational Emissions

TriMet Operational Emissions, FY2017 - FY2025
(Including upstream emissions from fleet fuels and natural gas production)



~70.2% reduction since 2019

… and in FY2025, nearly 23 million boardings were on MAX (about 35% of our system total) a fully-electric transit mode

Industry Knowledge

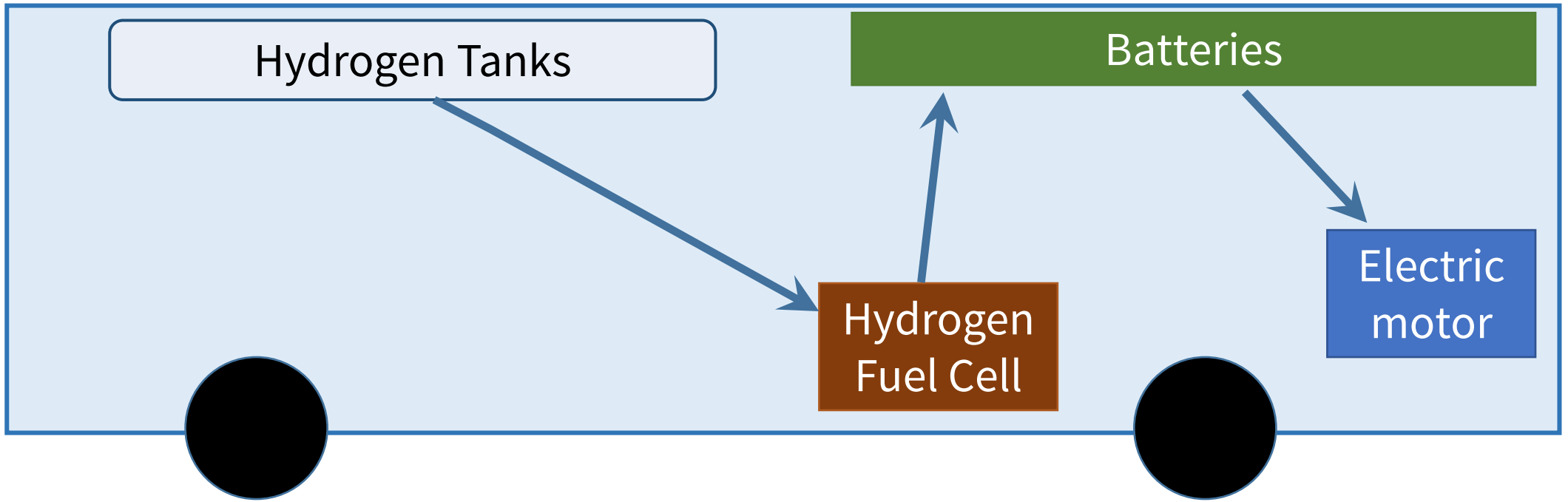
- TriMet leads Zero Emissions Bus Resource Alliance (ZEBRA), a coalition of transit agencies sharing knowledge about zero emissions buses, chaired by Young Park
- FCEBs are widely used, there are currently 300 in service in North America
- Neighboring agencies have experience and are currently using FCEBs including: **Intercity Transit in Olympia**, **WA**, and **Lewis County Transit in Chehalis, WA are also deploying FCEBs**

ZEBRA
ZERO EMISSION BUS RESOURCE ALLIANCE

Buses and Fuel: 3 Main Project Components

1. **Fifteen 60-foot Articulated Fuel Cell Electric Buses (FCEBs)**
    - On-board hydrogen powers fuel cells that generate electricity for electric motor
    - Longer range and lighter weight than battery electric bus
    - Funded by grants **for purchase of FCEBs specifically**
2. **Hydrogen Fuel**
    - Delivered to TriMet on specialized trucks; stored as a gas
    - Primary source is waste-to-gas facility in Arlington, Oregon; backup in California
    - Initial five-year contract
3. **Modifications to Powell Operations Facility to accommodate FCEBs**
    - Safety enhancements
    - Hydrogen fueling station

Hydrogen Fuel Cell Electric Buses are like Battery Electric Buses - Hydrogen Recharges the Batteries



Buses: Size and Features

Space for more people: 60-foot, articulated bus

- More seats and standing room
- 3 spaces for people using mobility devices

Faster boarding, serving near-level platforms:

- Three doors
- Bikes on board

Features being explored – improving on the interior design of the FX2-Division

- Ramp at multiple doors
- Optimal maneuverability, position, securement for people using mobility devices
- Multiple stop announcements

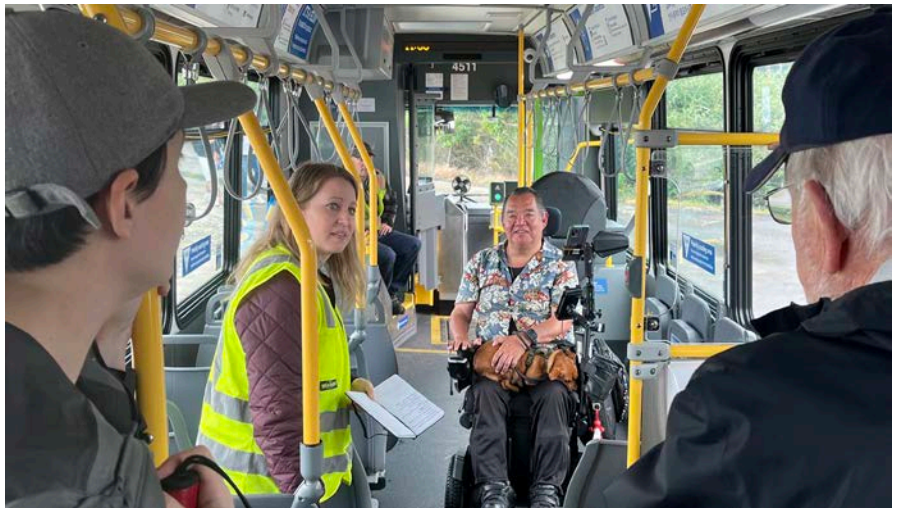
Buses: Accessibility

What we heard from CAT

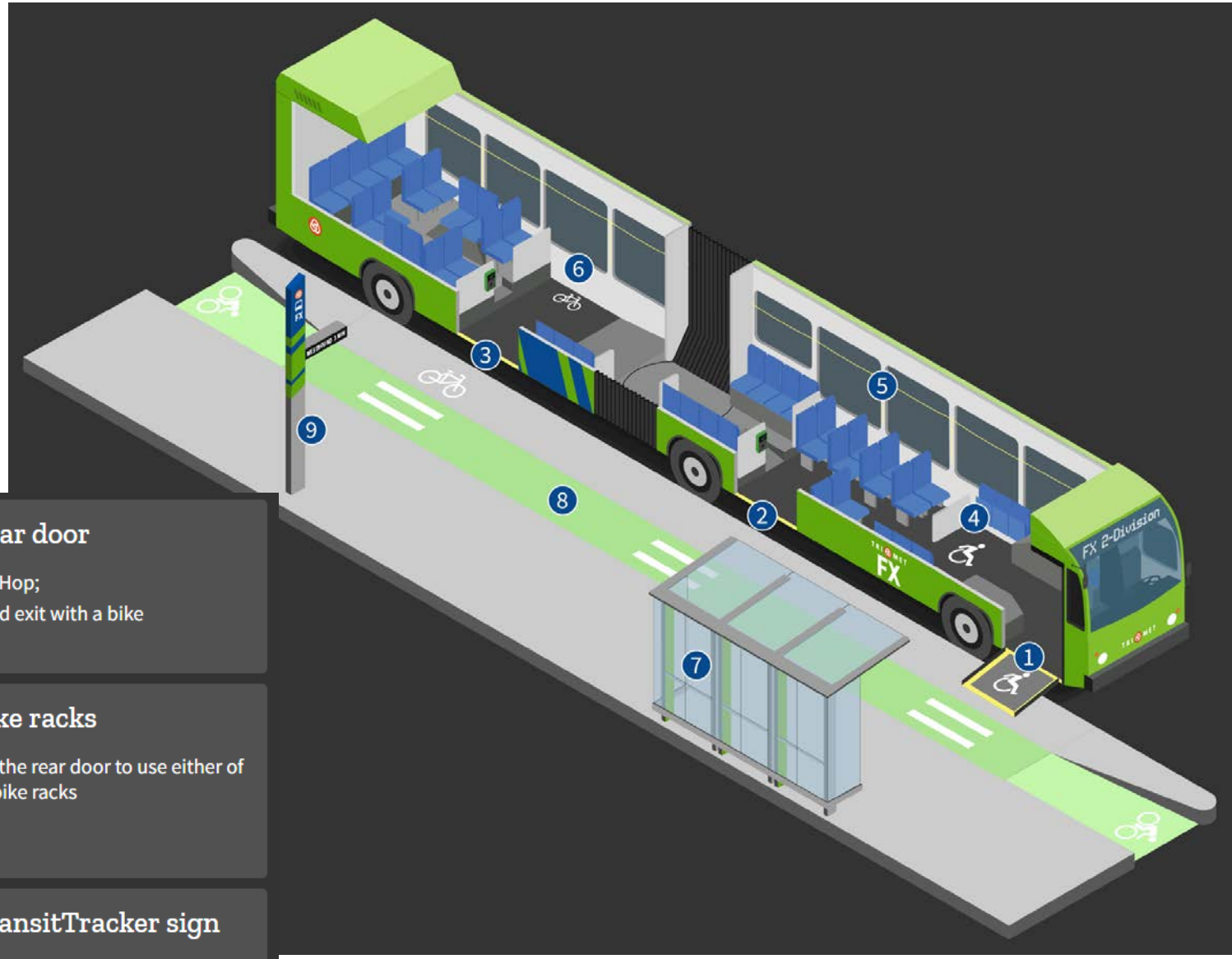
- People using mobility devices
  - o Space for more people and caregivers
  - o Problems with automatic securement
  - o Preference for front-facing securement
- Conflict/competition for space (people with strollers, mobility devices, large loads)
- Seat design: better hand holds and comfort

What are we doing with this information?

- Developing understanding of priorities, safety concerns
- Analyze with manufacturer to understand design options above standard



Buses: Comparison of Division to 82nd



1 Front door

Cash fare box and Hop reader;
Board and exit with mobility devices;
Ramp for mobility devices

2 Middle door

Pay with Hop

3 Rear door

Pay with Hop;
Board and exit with a bike

4 Priority seating

For seniors and people with disabilities

5 Getting off the bus

Touch strip/pull cord to tell operator to stop at the next station;
Overhead sign and speaker announce the next station

6 Bike racks

Board at the rear door to use either of the two bike racks

7 Shelter

Featuring weather protection, a bench and nighttime lighting (most stations)

8 Bike lane

Bicyclists must yield to pedestrians

9 TransitTracker sign

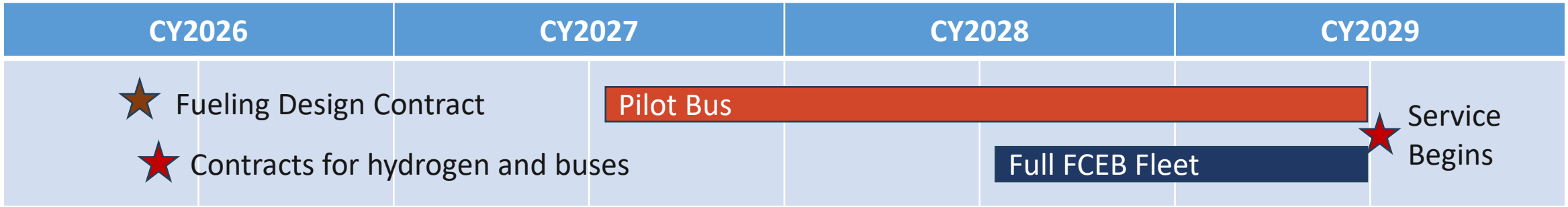
Shows next bus arrivals in real-time

Powell Garage Modifications

New hydrogen fueling station

Safety upgrades to interior of garage building

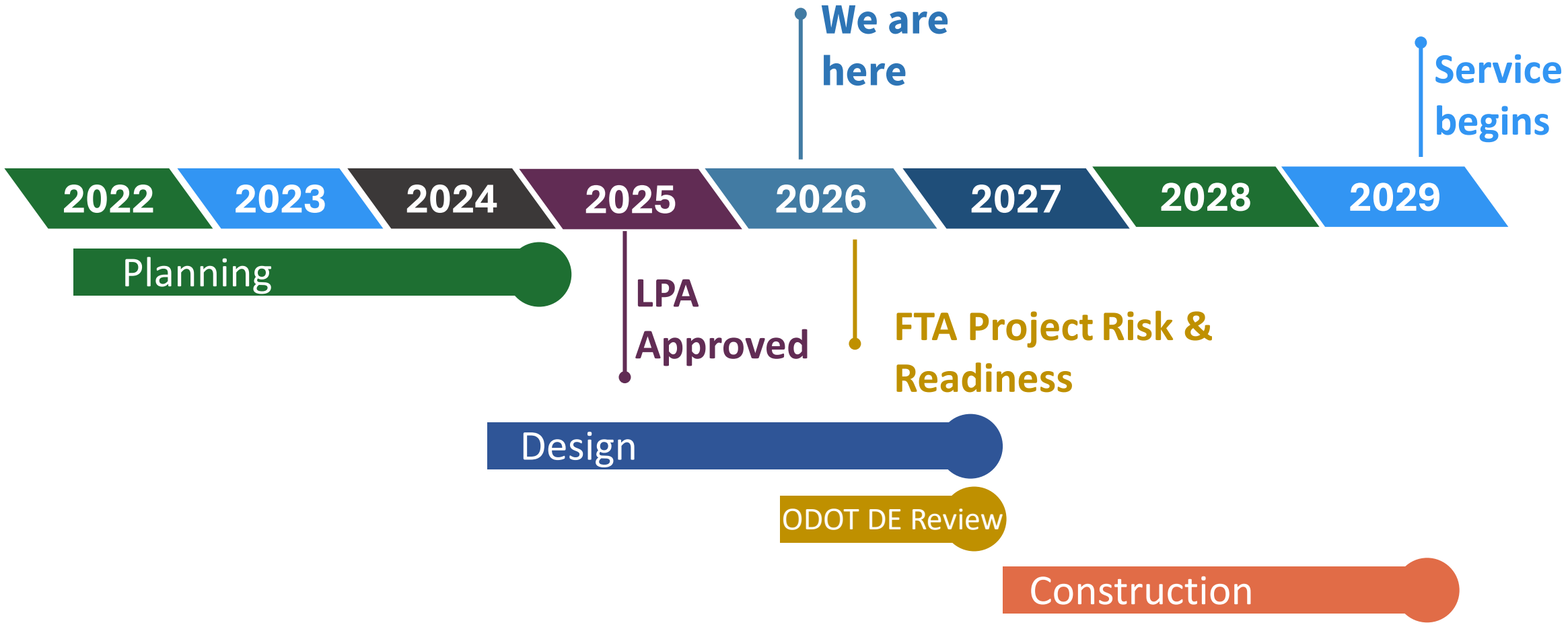
High Level Schedule for Hydrogen and Buses



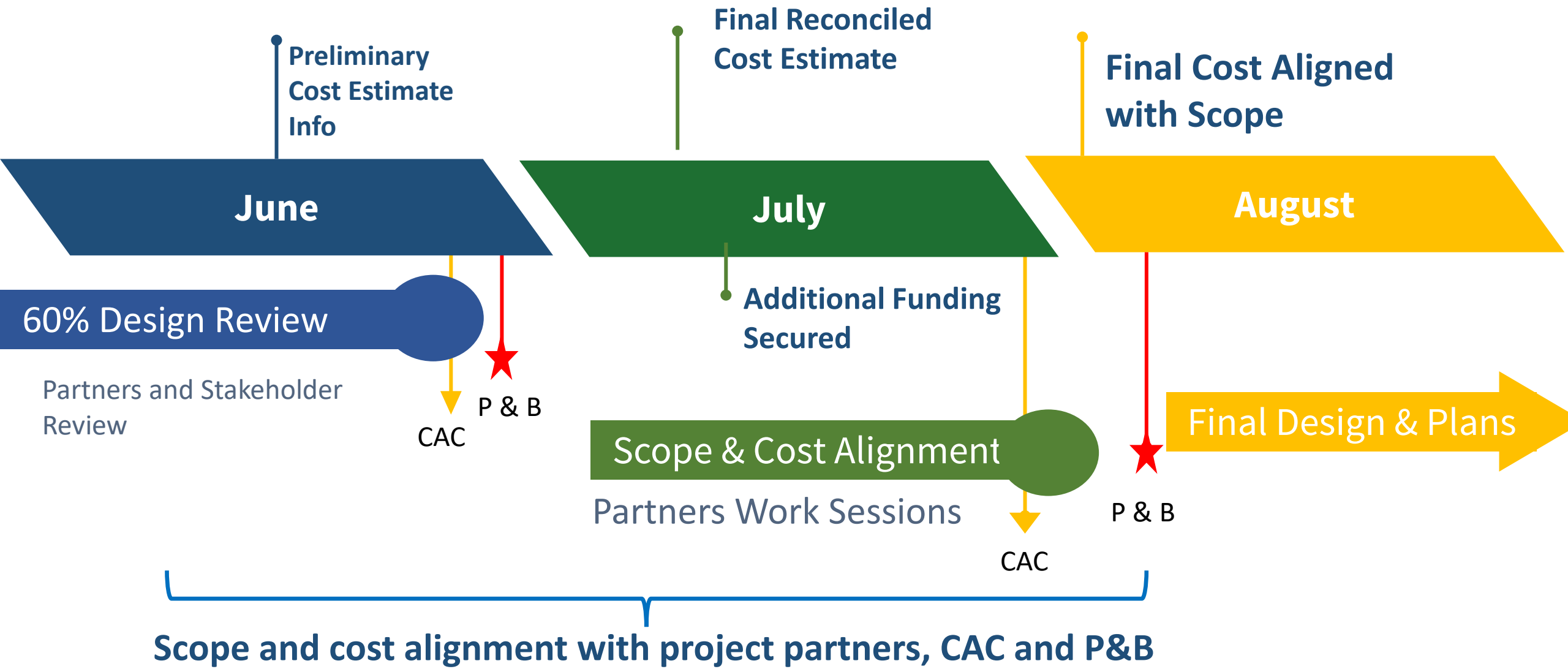
Discussion

Project Update

Project Schedule



Designs and Cost Milestones



Aligning Project Scope and Budget

Cost Update and Pressures

Actively Address Cost Pressures

- Value engineering in design (cabinets, overlapping scope, minimize ROW, etc.)
- Identifying potential scope reduction & tradeoffs
- Additional funding efforts by partners

Considerations in Evaluating Project Elements:

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

82ND AVE TRANSIT PROJECT

Discussion

Upcoming Topics

- Design & Cost Update
- Ongoing community engagement
- Discussion on scope and budget alignment

Staying Connected

- **Next CAC Meeting**

  Wednesday, July 29

  Call or email

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