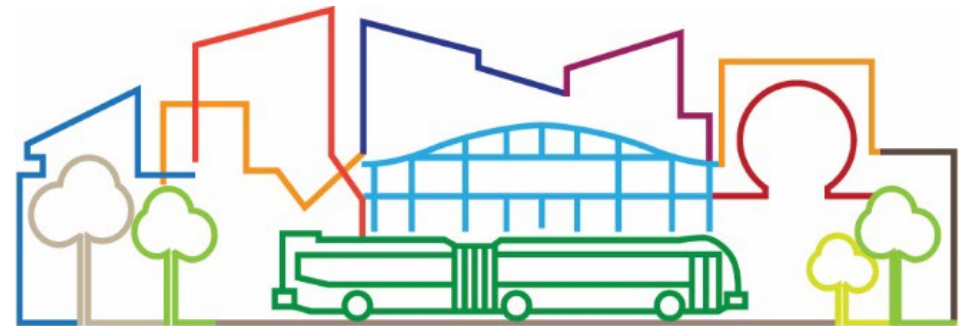


82nd Avenue Transit Project Community Advisory Committee

June 24, 2026



82ND AVE TRANSIT PROJECT

Agenda

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



An aerial photograph of a city street, likely in a university town, showing a mix of modern and older buildings, trees, and a blue bus on the road. 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 downtown area. The street is paved and has yellow double lines down the center. On the left side, there are several large, light-colored commercial buildings with flat roofs. A yellow utility vehicle is parked on the left side of the street. On the right side, there are modern, multi-story buildings with large windows and balconies. A blue bus is driving on the right side of the street. The background shows a line of trees and a hillside under a clear sky. The text "Public Comment" is overlaid in the center of the image in a large, white, sans-serif font.

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



An aerial photograph of a city street, likely in a university or campus area. The street is wide with multiple lanes, including a dedicated bus lane on the right. A blue bus is driving in the bus lane, and a dark car is in the adjacent lane. On the left side of the street, there are several large, low-rise buildings with flat roofs. One building has a yellow sign that says "PARKING IN REAR". On the right side, there are taller, modern buildings with large windows and balconies. The background shows a line of trees and a hillside under a clear sky. The word "Discussion" is overlaid in large white text across the center of the image.

Discussion

An aerial photograph of a city street, likely in a university or campus area. The street is paved and has yellow double lines down the center. A blue bus is driving away from the camera in the right lane. A silver car is driving towards the camera in the left lane. On the left side of the street, there are several large, light-colored buildings with flat roofs. One building has 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 line of trees and a hillside under a clear sky. The text "Bus Update" is overlaid in the center of the image in a large, white, sans-serif font.

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

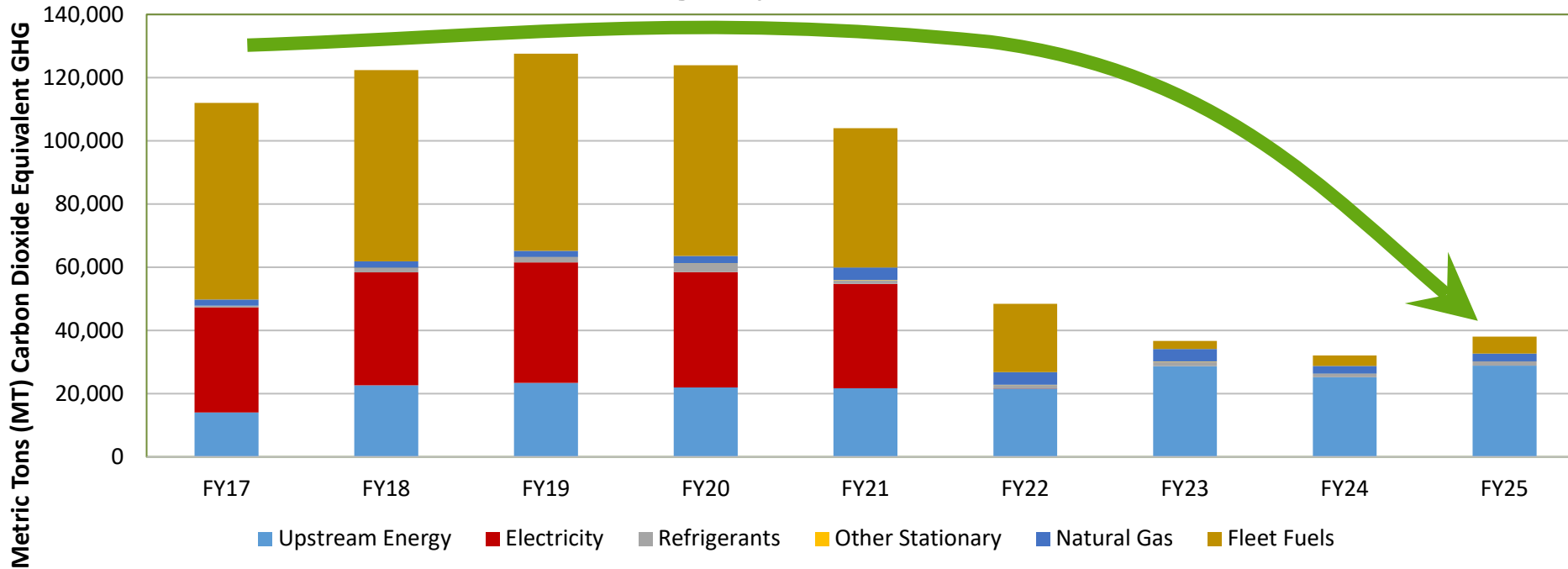


Photo credit: CTE

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



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**

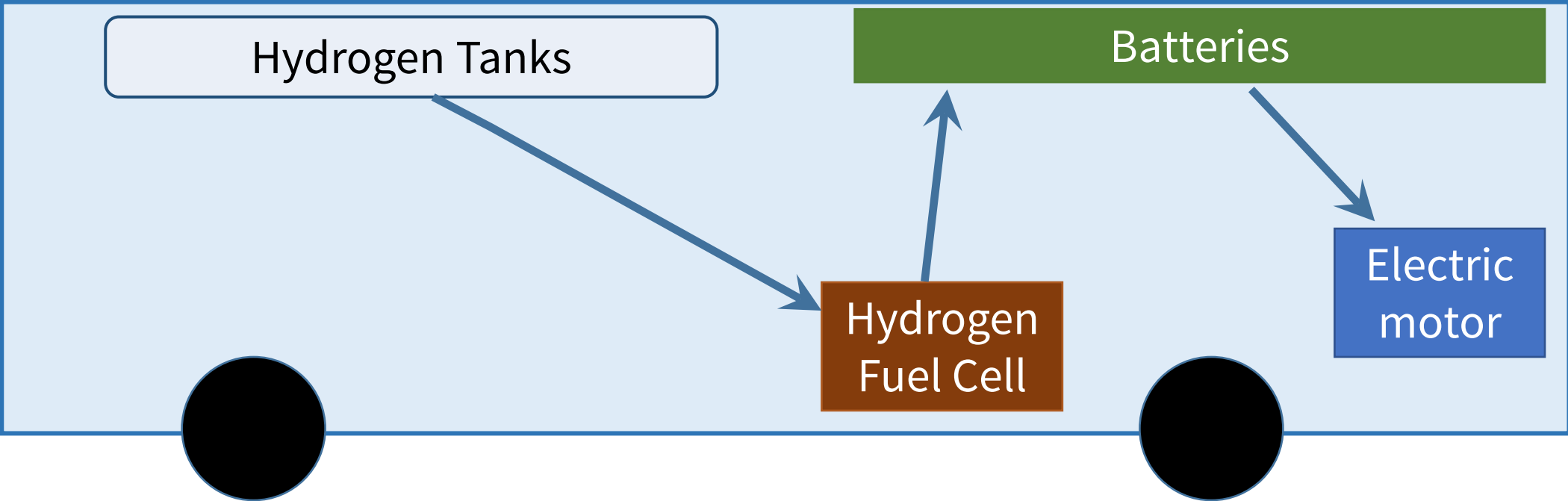
2. Hydrogen Fuel

- 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

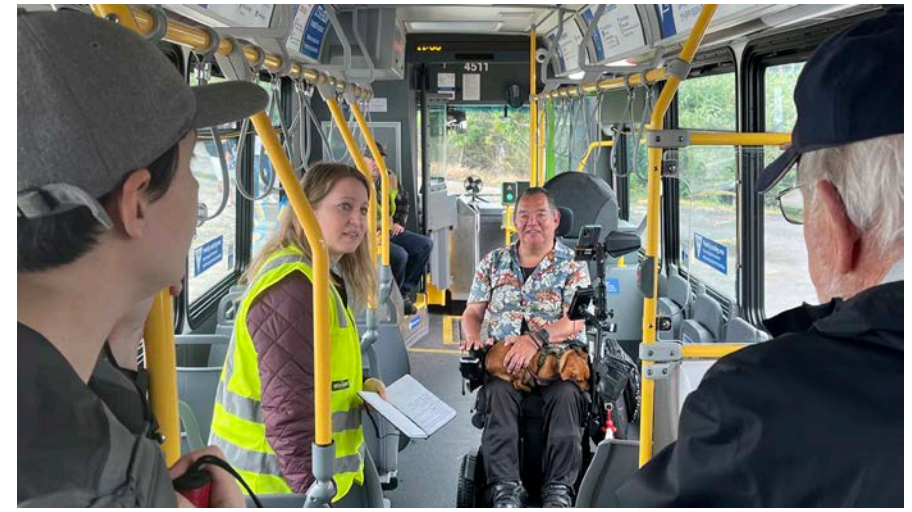
Buses: Accessibility

What we heard from CAT

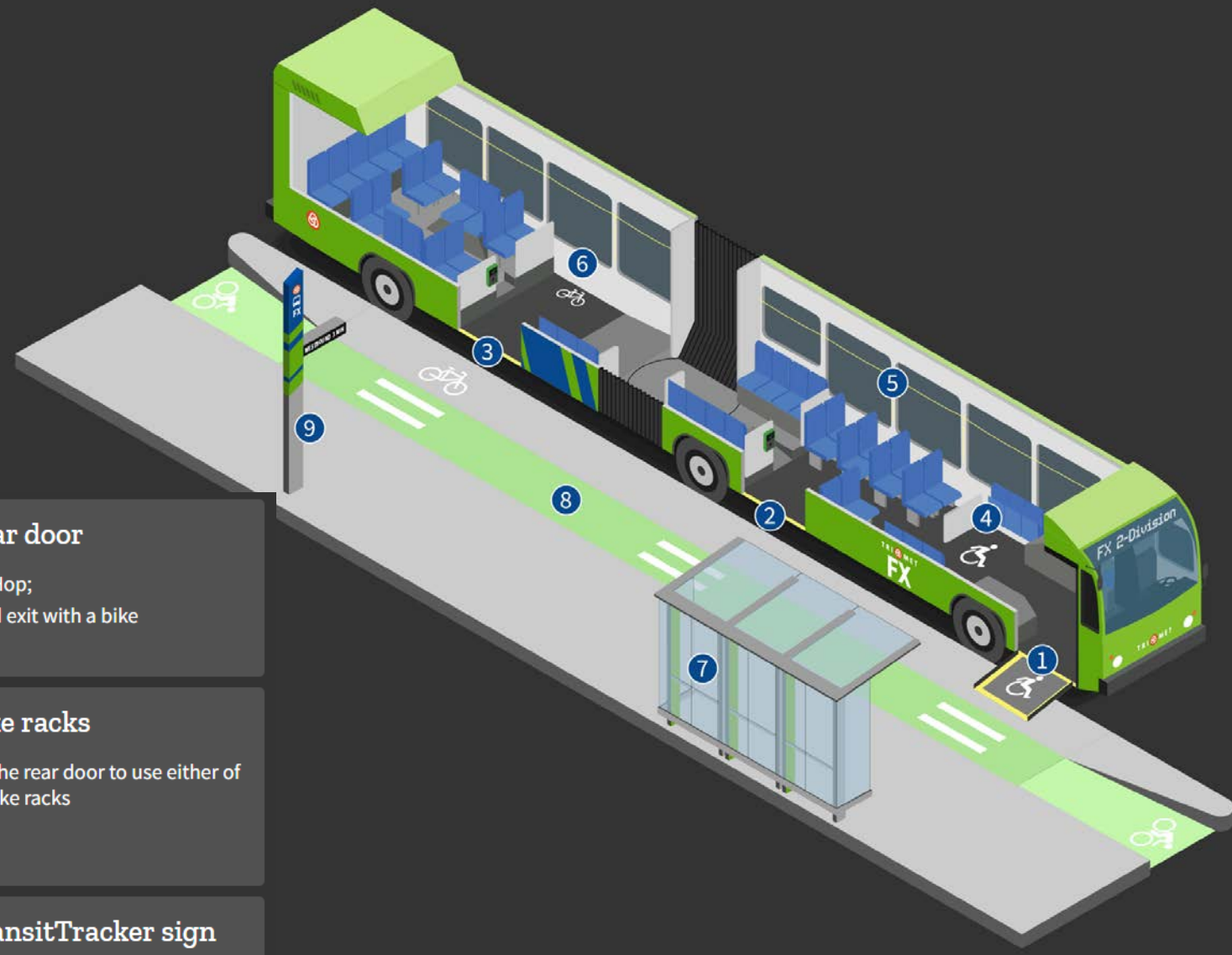
- People using mobility devices
 - Space for more people and caregivers
 - Problems with automatic securement
 - Preference for front-facing securement
- Conflict/competition for space (people with strollers, mobility devices, large loads)
- Seat design: better hand holds and comfort

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

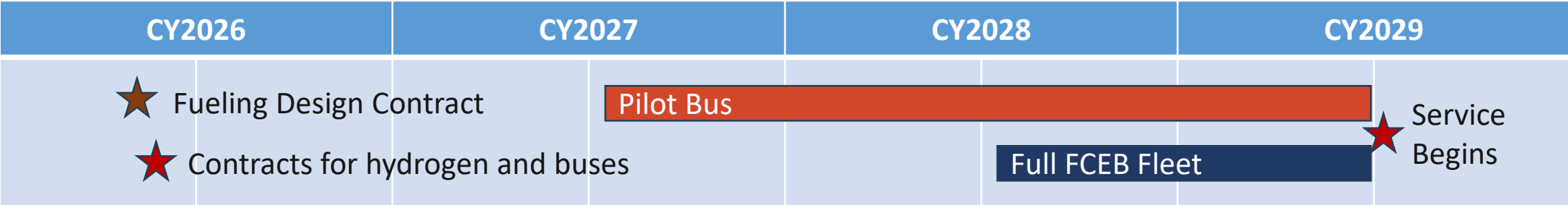
Powell Garage Modifications



New hydrogen fueling station

Safety upgrades to interior of garage building

High Level Schedule for Hydrogen and Buses



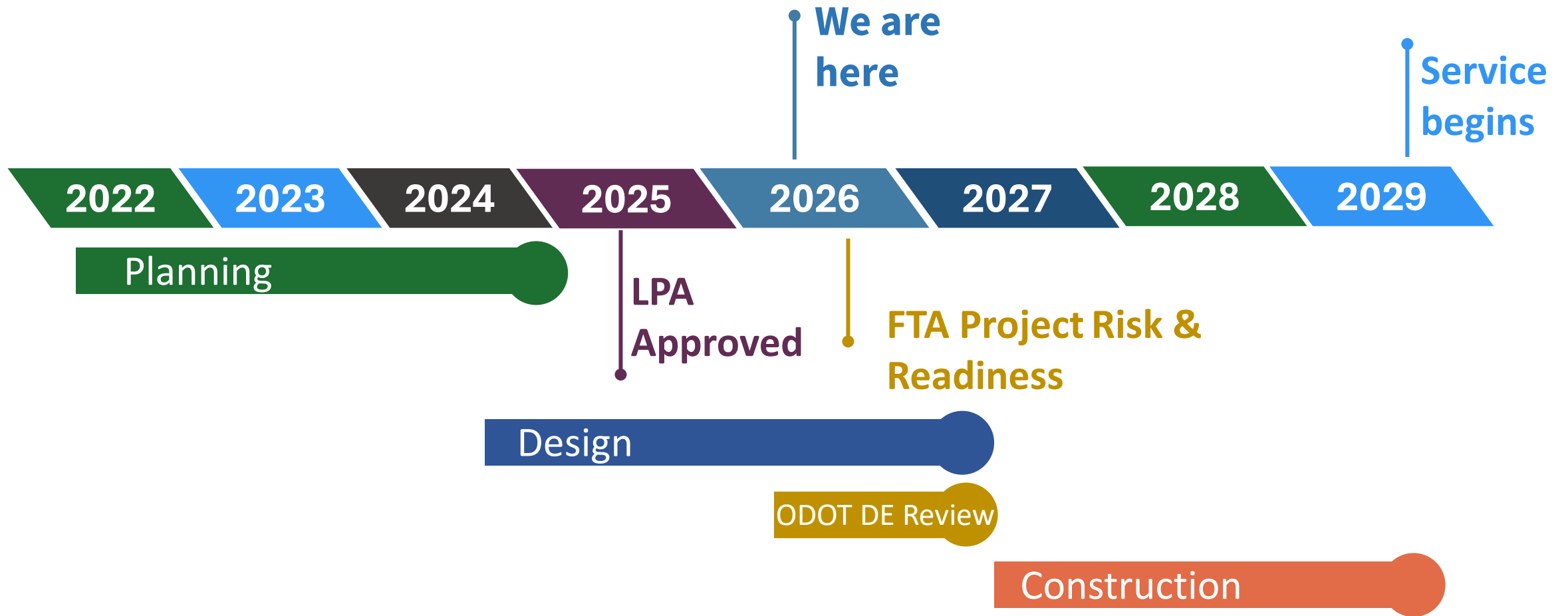
An aerial photograph of a city street, likely in a university or campus area. The street is wide with multiple lanes, including a dedicated bus lane on the right. A blue bus is driving in the bus lane, and a dark car is in the adjacent lane. On the left, there are several large, light-colored industrial or commercial buildings with flat roofs and utility equipment. On the right, there are modern, multi-story buildings with large windows and balconies, some with yellow accents. The background shows a line of trees and a hillside under a clear sky. The word "Discussion" is overlaid in large white text across the center of the image.

Discussion

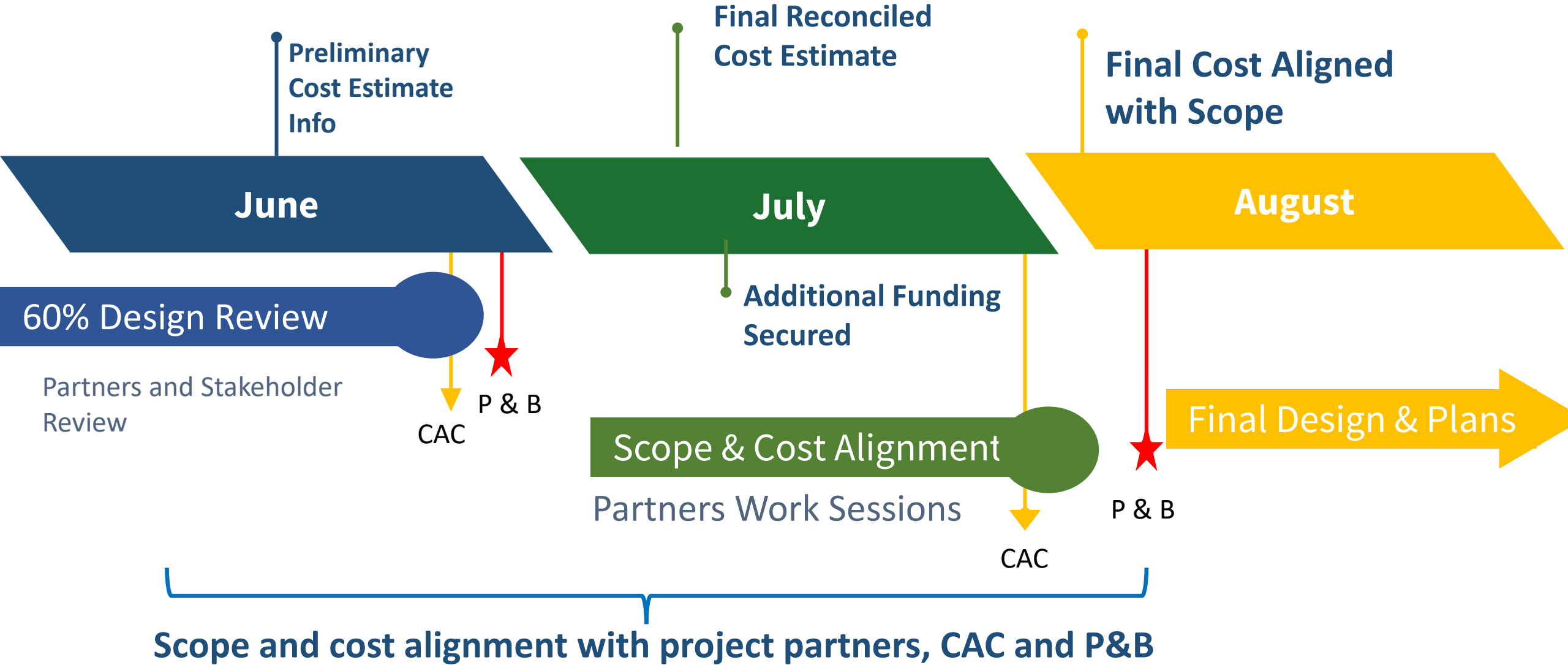
An aerial photograph of a city street, likely in a downtown area. The street is wide with multiple lanes, and a blue bus is visible in the right lane. Buildings of various heights and styles line the street, including a prominent yellow and blue building on the right. Trees and greenery are scattered throughout the scene. The overall image has a green tint. The text "Project Update" is overlaid in the center in a large, white, sans-serif font.

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



An aerial photograph of a city street, likely in a university or campus area. The street is wide with multiple lanes, including a dedicated bus lane on the right. A blue bus is driving in the bus lane, and a dark car is in the adjacent lane. On the left side of the street, there are several large, low-rise buildings with flat roofs. One building has a yellow sign that says "PARKING IN REAR". On the right side, there are taller, modern buildings with large windows and balconies. The background shows a line of trees and a hillside under a clear sky. The word "Discussion" is overlaid in large white text across the center of the image.

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
503-962-2150
communityaffairs@trimet.org