

Policy & Budget Committee

April 3, 2025



82ND AVE TRANSIT PROJECT

Agenda

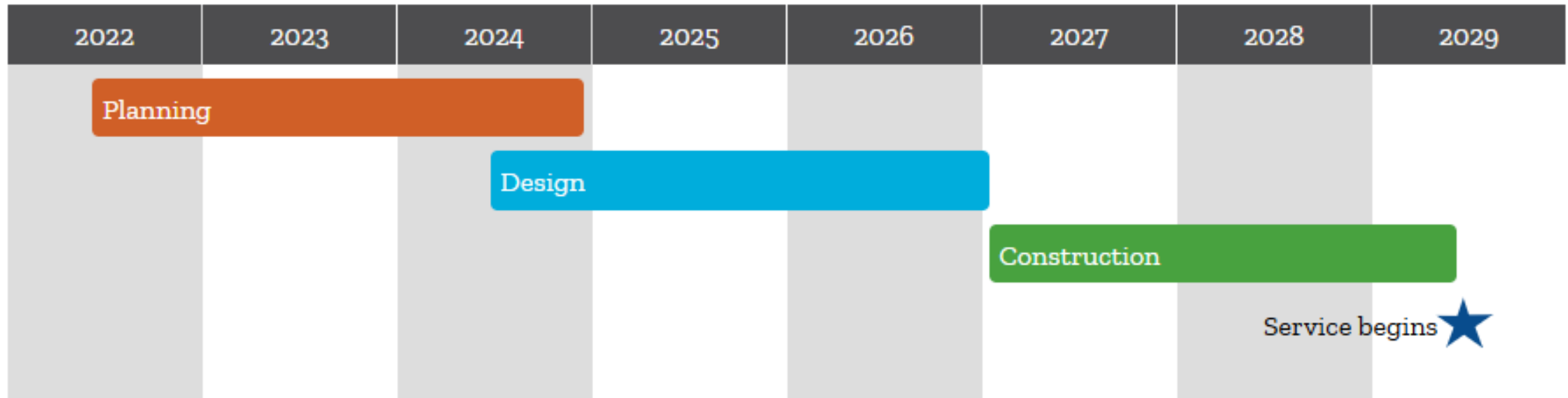
- **Welcome, intros, protocols**
- **Public comment**
- **Project timeline and committee role**
 - **What's already defined, what we'll define sooner, what we'll define later**
- **Current cost and funding assumptions**
- **BAT lanes and intersection widening**
 - **Overview to prep for next meeting**

Committee role & protocols

- **Guidance and recommendations**
- **Collaborative discussion (not Robert's Rules)**
- **Begin meetings with public comment**
- **Hold questions until end of presentations**
- **Raise hand or tip name card when ready to speak**
- **Non-committee members: use public comment time and talk with staff**

Timeline and committee role

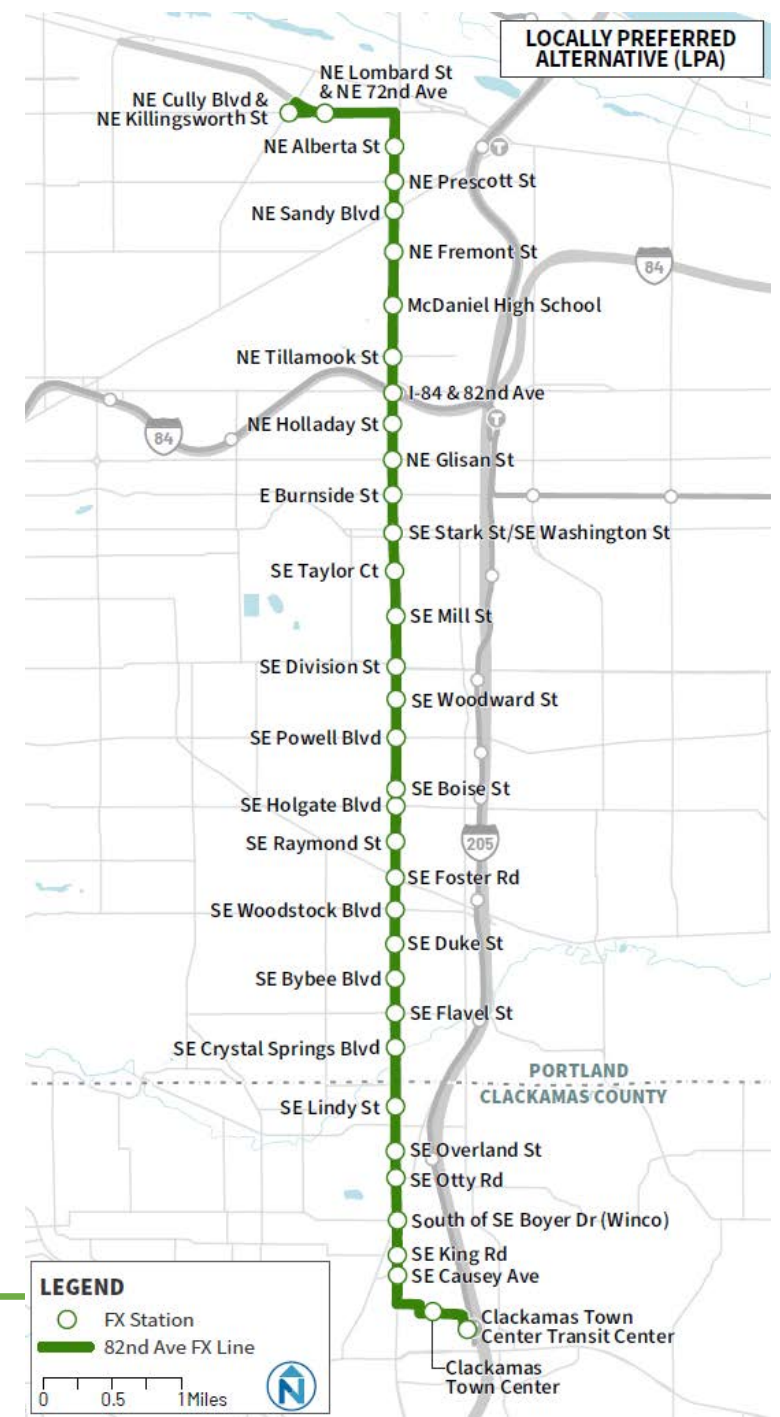
Estimated timeline



What's already defined

LPA – Locally Preferred Alternative

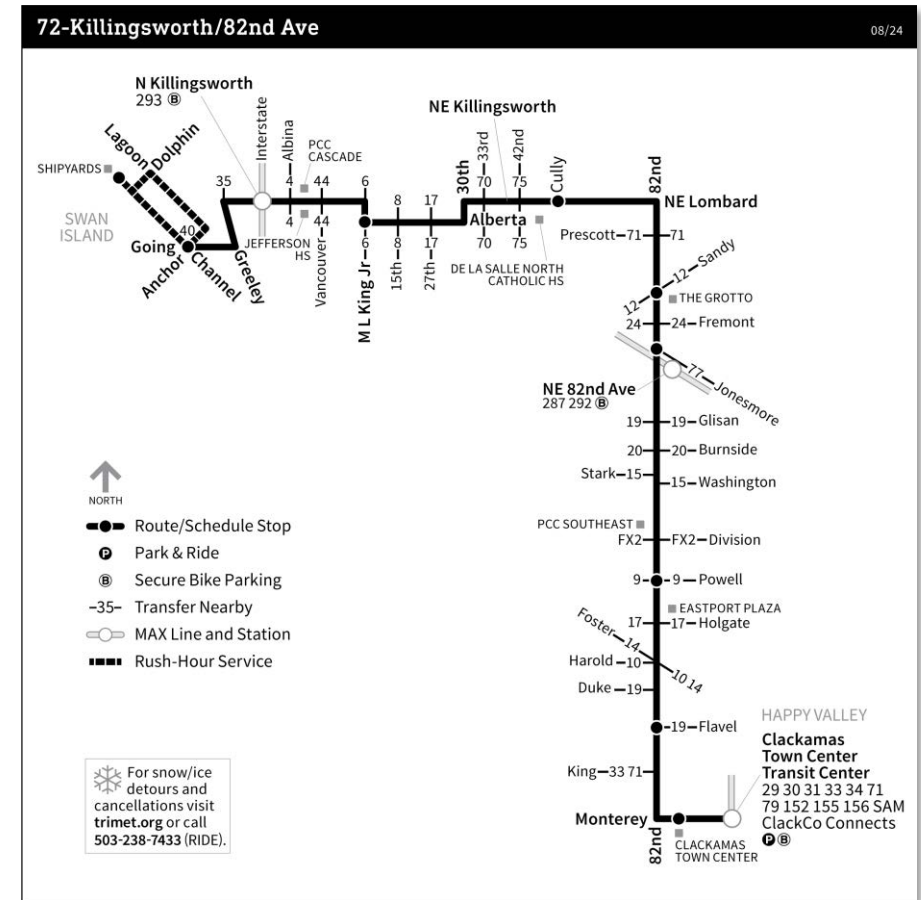
- Mode: TriMet FX[®] – Frequent Express
- Route
- General station locations



What's already defined

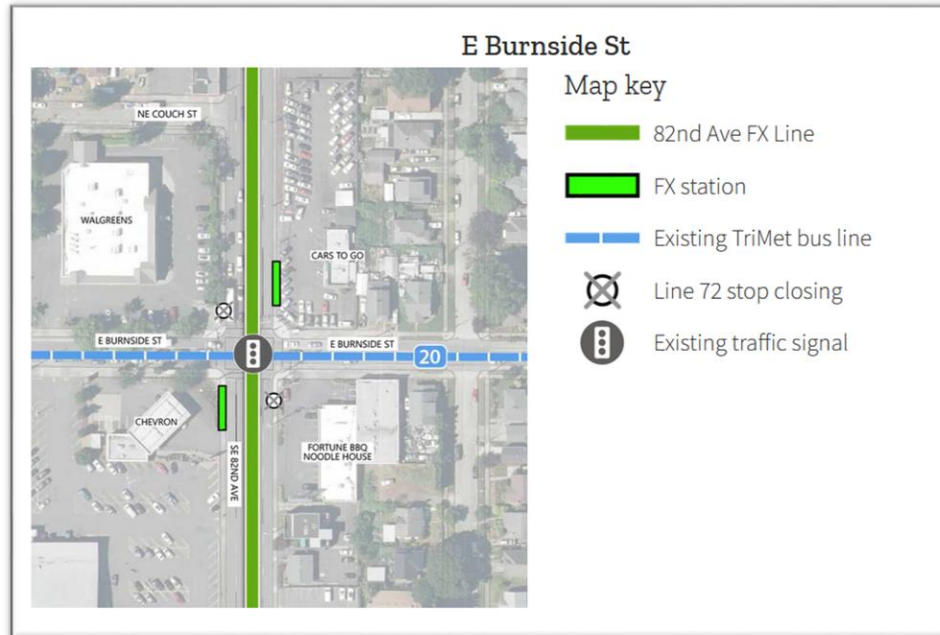
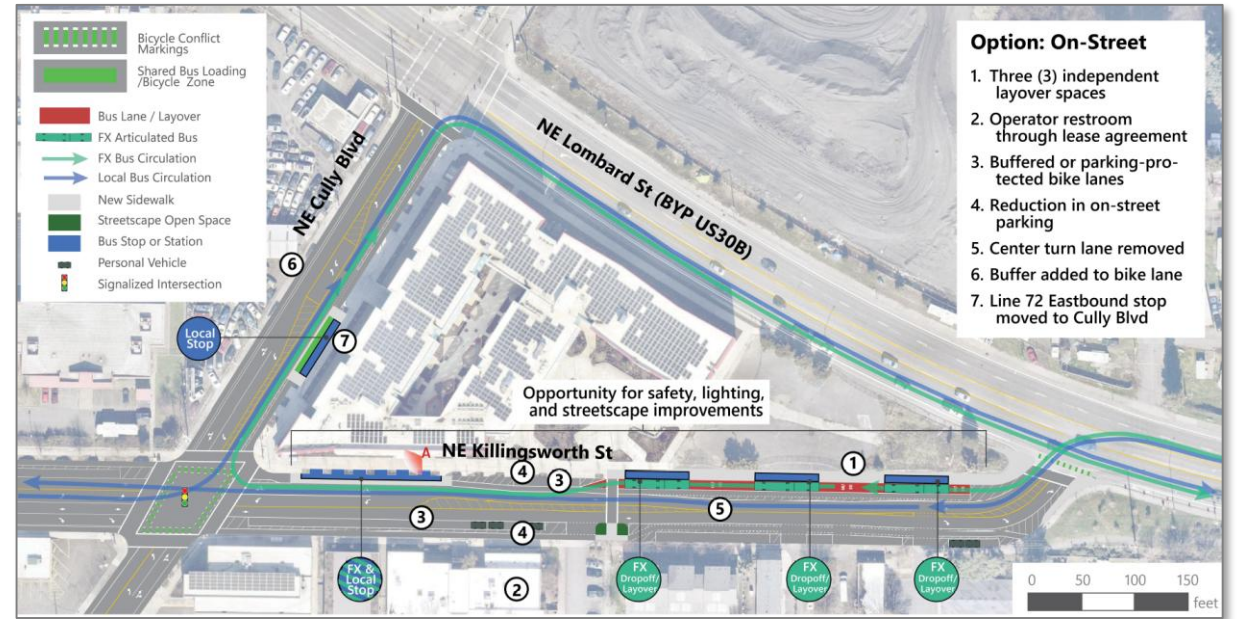
Other assumptions

- FX replaces Line 72 on 82nd Ave
- Line 72 continues to operate between Swan Island and Parkrose Transit Center (with trips to McDaniel High School around bell times)
- FX and Line 72 share some stops for easy transfers
- Project includes sidewalks, crossings, curb ramps and pavement improvements at stations



What we're defining sooner

- Placement of station platforms
- BAT lanes and intersection widening
- Cully terminus: on-street or off-street



What we're defining later

- Refinements to previous topics
- Station designs
- Bus interior



Questions & discussion

Current funding assumptions

		Partner	Source	Amount (\$)
Project Development		TriMet	General Fund	19,800,000
		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
Construction		FTA	Federal (Low No Bus Grant)	23,800,000
		City of Portland	Federal	16,000,000
		Regional	Federal (RFFA)	30,000,000
		FTA	Federal (CIG)	149,900,000
		City of Portland	Local (PCEF Grant)	48,000,000
		Total		*\$344,330,000

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

Preliminary 30% cost estimate

Scope Element	Estimated amount
On-street elements identified in 15% design (platforms, crossings, sidewalks, curb ramps, TSP, etc.)	\$268.7M
15 buses (60-ft fuel cell electric buses)	\$36.0M
Concrete bus pads and updated platform depths	\$6.1M
Updated signal, sidewalk, and curb ramp improvements	\$21.5M
Design placeholders:	
Cully terminus off-street	\$9.1M
Some BAT lanes	\$8.4M
Updated platform designs in ODOT jurisdiction	\$1.6M
TOTAL	~\$351.4M

**Cost estimate is a snapshot in time; amounts will change as designs are refined*

30% design goals

- Refine scope of on-street elements identified in 15% design
- Define additional transit priority treatments
- Increase cost certainty
- **Define scope that aligns with budget**

Questions & discussion

Transit priority tools

Included:

- Stop balancing / consolidation
- In-lane stops
- TSP (transit signal priority)
- Queue jumps
- High capacity buses with multiple door boarding at higher curbs

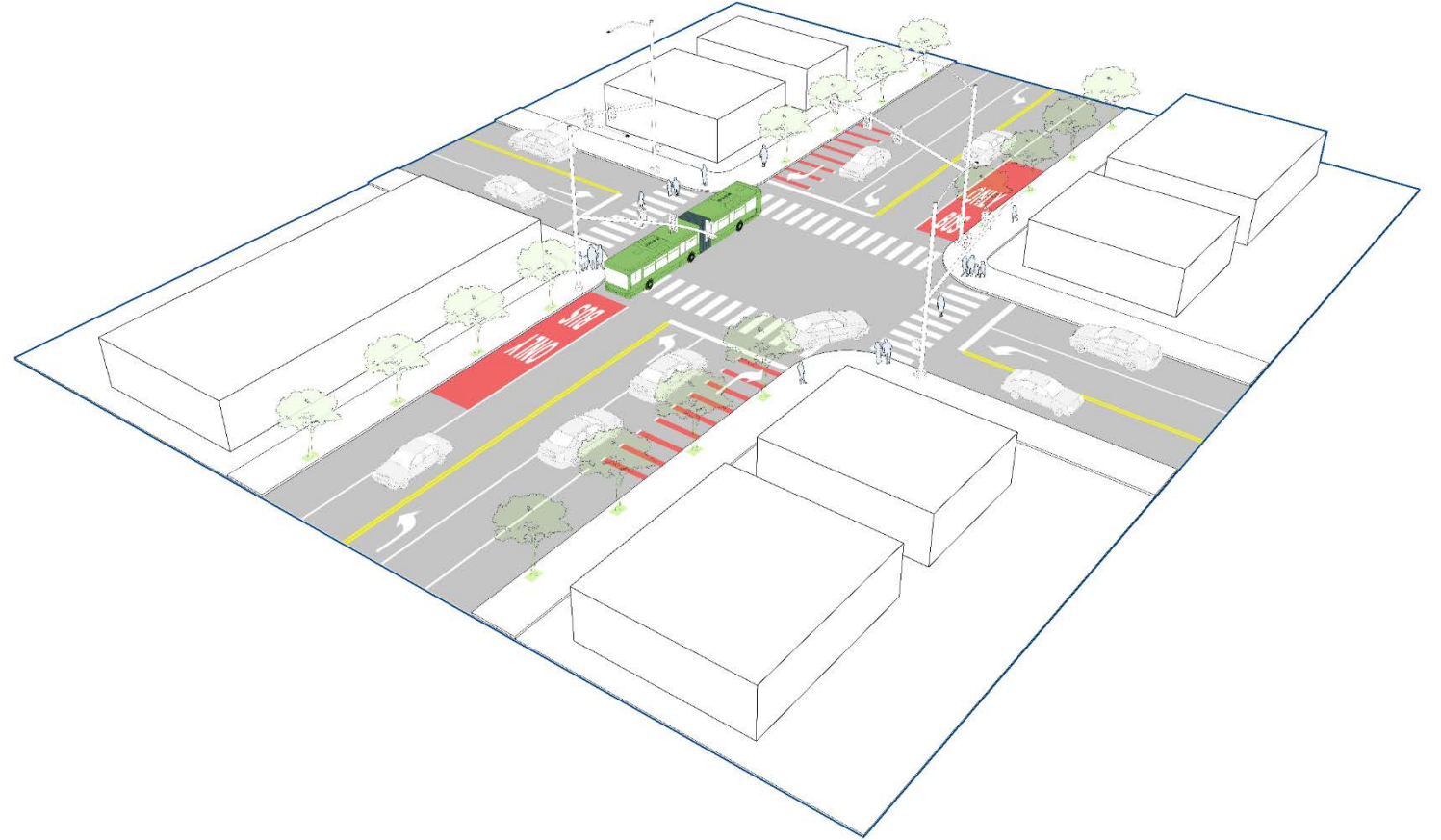
Under consideration:

- BAT lanes (business access and transit lanes)
- Road widening for BAT lanes



BAT lanes: what

- Converts existing curbside lane into BAT lane, reserved for buses and right-turning vehicles, emergency vehicles
- Through auto traffic stays in inner travel lanes
- Business entrances are accessed from curbside lane, like today
- A BAT lane adjacent to the sidewalk puts pedestrians near less traffic
- Adds cost



BAT lanes: outcomes

- Can make trips faster and more reliable for people riding the bus
- Can makes trips slower for people driving; some drivers could reroute to other streets
- Studying these outcomes; will share preliminary data and ask for community input



BAT lanes: where

- Clackamas County: BAT lane already exists (northbound between Monterey Ave and King Rd); no additional proposed
- Portland: studying BAT lane scenarios between Clatsop and Lombard streets; will share preliminary data and ask for community input



Intersection widening for BAT

- Concept: make space for BAT lanes at congested intersections, while maintaining existing lanes for people driving
- Studying widening 82nd Avenue for a few blocks near SE Powell Boulevard, Holgate Boulevard and Foster Road
- Requires purchase of private property, business relocation
- Longer distance for pedestrians crossing 82nd Ave
- Will share preliminary data and ask for community input
- Adds cost



Questions & discussion

BAT lanes: community input

Extensive outreach planned April 7-25

Getting the word out

- Mailing to properties fronting 82nd Ave
- Canvassing to businesses fronting 82nd Ave
- Email, social media
- On-board surveyors
- CAC members' networks

Ways to comment

- Information and survey at trimet.org/82nd
- Conversations with Community Affairs Coordinators
- Discussion groups with limited English communities (Spanish, Vietnamese, Chinese and Russian)
- In-person open house paired with April 23 CAC meeting



Next meeting: May 22, 2025

Potential BAT lanes in Portland:

- Technical findings
- Community feedback