

# Policy & Budget Committee

September 2, 2025



**82ND AVE TRANSIT PROJECT**

















# Agenda

- **Public Comment**
- **Project Readiness**
- **BAT Lanes**
  - Recap
  - Diversion update & preliminary findings
  - Timeline
- **Project Scope & Budget**
  - Value Engineering Process & Timeline
  - Scope & BAT Decision-making
- **Community Engagement**
  - Updates
  - Business & Community Next Steps

An aerial photograph of a city street, likely in a suburban or urban area. The street is paved and has yellow double lines down the center. On the left side, there are several large, low-rise buildings with flat roofs. One building has a sign that says "PARKING IN REAR". On the right side, there are taller, modern buildings with large windows and balconies. A blue bus is driving on the right side of the street. In the background, there are trees and hills under a clear sky. The entire image has a green tint.

# Project Readiness and Federal Funding

# Project Readiness & Federal Funding

FTA FISCAL YEAR (Oct-Sept)	FY25	FY26	FY27	FY28	FY29	FY30
	2025	2026	2027	2028	2029	
30% Design						
CM/GC PreCon						
Value Engineering Effort						
60% Design						
NEPA DCE Draft to FTA		 September 2025				
Bus Procurement NTP		 December 2025				
Internal Risk Assessment		 January 2026				
President's Budget Announced (FY27)		 February 2026				
NEPA FTA Concurrence		 April 2026				
90% Design						
PMOC Risk & Readiness Review						
FTA CIG Funding Recommendation (FY27)		 May 2026				
100% Design (IFC)						
CIG Grant Agreement			 January 2027			
Construction						
Revenue Service Date					 June 2029	

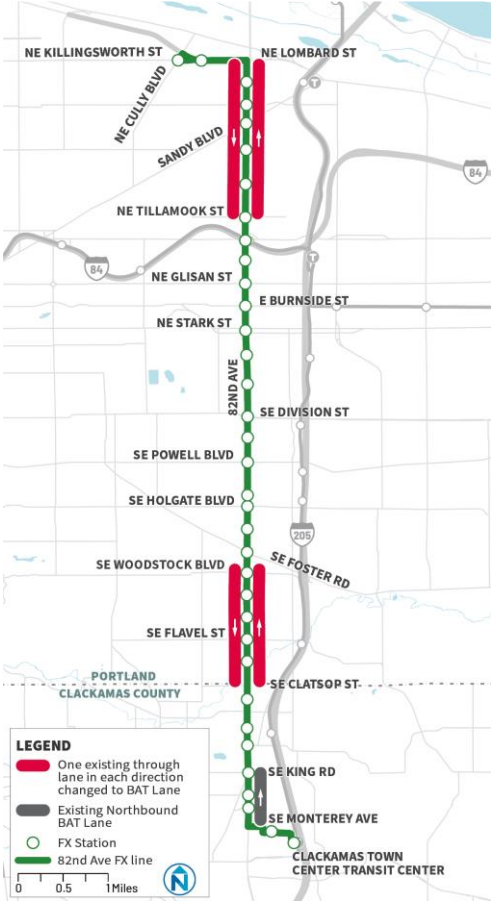
An aerial photograph of a city street, likely in a transit-oriented development area. The street features a dedicated bus lane on the right side, marked with a blue bus icon. A blue bus is traveling in this lane. To the left of the bus lane are transit lanes, also marked with a blue bus icon. The street is flanked by various buildings, including a large yellow and blue building on the right and several smaller commercial buildings on the left. A utility pole is visible on the left side of the street. The background shows a dense forest and hills under a clear sky. The text "Business Access & Transit Lanes" is overlaid in the center of the image in a large, white, sans-serif font.

# Business Access & Transit Lanes

# Business Access and Transit Lane Scenarios Studied

“Some BAT Lanes”

“More BAT Lanes”



# Summary of Benefits and Impacts

Scenarios	Benefits	Trade-offs
Current Project Design	<ul style="list-style-type: none"> <li>• 8–10 min faster bus trips</li> <li>• Better transit reliability</li> <li>• Zero-emission buses</li> </ul>	<ul style="list-style-type: none"> <li>• No lane reallocation</li> </ul>
Some BAT Lanes	<ul style="list-style-type: none"> <li>• Additional 1–2 min faster bus trips (one way Lombard to Clatsop)</li> <li>• Improved transit reliability</li> <li>• Improved pedestrian comfort along 3 miles</li> </ul>	<ul style="list-style-type: none"> <li>• 1–2 min slower car trips</li> <li>• 15% traffic diversion</li> </ul>
More BAT Lanes	<ul style="list-style-type: none"> <li>• Additional 3–4 min faster bus trips (one way Lombard to Clatsop)</li> <li>• Further improved transit reliability</li> <li>• Improved pedestrian comfort along 7 miles</li> </ul>	<ul style="list-style-type: none"> <li>• 3–4 min slower car trips</li> <li>• 20–25% traffic diversion</li> </ul>

# BAT Lane & Diversion Analysis Update

- Continued collaboration with partner leadership and technical to assess and manage potential traffic diversion
- Established evaluation framework with ODOT, including thresholds, performance measures, and methodology
- **Next Steps**
  - Complete diversion analysis by September including Clackamas County facilities
  - Identify and recommend potential treatments if needed

# Diversion Analysis Timeline

- Identify traffic diversion and treatments on PBOT facilities - complete
- Identify analysis locations on state facilities – August 2025
- Evaluate potential effects on state and county facilities – September 2025
- 2045 NEPA traffic analysis – Fall 2025

# BAT lane decision-making

May

June

July

Aug

Sept

Oct

Nov

Design and cost feasibility

Project scope



5/14  
CAC



6/3  
P&B



6/25  
CAC

**Feasibility (City of Portland)**



9/2  
P&B



9/24  
CAC



10/22  
CAC



11/7  
P&B

**Scope**



# Scope & Budget

# Value Engineering & Scope Evaluation

- Value Engineering – FTA process that analyzes project scope elements to optimize outcomes in the most cost-effective way. Defines 60% project scope.
- Some initial areas of focus:
  - *BAT lanes*
  - *Cully Terminus*
  - *Project wide systems, treatments, elements and approaches*
  - *High-cost areas (e.g., one-off conditions, specialized treatments, etc.)*
  - *Additional areas identified during VE analysis*

# Aligning Project Scope with Budget

- 30% Design & Cost Estimate Review (*September*)
- Value Analysis & Engineering Partner Sessions (*September & October*)
- CAC & Business Engagement (*September & October*)
- Staff Recommendation (*October*)
- Policy & Budget Recommendations (*November 7th*)

# QUESTIONS & DISCUSSION

*Any questions about Michael's presentation?*

*Our team is especially interested in what priorities are important to consider in determining BAT lane extents and project scope refinement?*

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# Community Engagement

# 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
- Responses to surveys and participation at open houses indicated support for BAT lanes, with “More BAT” lanes as the preferred option
- Some businesses raised concerns about BAT lanes and are seeking more information about impacts as we move through design



# BAT Lanes & Business Engagement

- Business engagement to date includes canvassing 312 businesses, mailings, surveys and coordination with the 82nd Avenue Business Association
- Heard concerns about how BAT lanes may impact auto-oriented businesses and properties
- One-on-one business and property owner engagement planned for September



Next meeting:  
November 7, 2025  
9:00 a.m. – 10:30 a.m.

Topic:  
**Project Scope Review &  
Recommendation**