

Policy & Budget Committee

June 29, 2026



82ND AVE TRANSIT PROJECT

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 foreground. Buildings of various heights and styles line the street, including a prominent yellow and blue building. Trees and greenery are scattered throughout the scene. The overall tone is bright and clear.

Project Partner Updates CAC Report Out

Agenda

- **Introductions and Partner Updates**
- **Public Comment**
- **Project Updates**
- **Scope Evaluation & Alignment**
- **Feedback & Discussion**



An aerial photograph of a city street, likely in a suburban or urban area. The street is paved and has a double yellow line down the center. On the left side, there are several large, low-rise buildings with flat roofs. One building has a yellow sign that says "PARKING IN REAR". A utility pole with power lines is visible on the left. On the right side, there are more 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 text "Public Comment" is overlaid in the center of the image in a large, white, sans-serif font.

Public Comment

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 foreground. Buildings of various heights and styles line the street, including a prominent yellow and blue building. Trees and greenery are scattered throughout the scene. The overall tone is slightly desaturated with a greenish tint.

Project Updates

Federal Project Management Oversight

Launched risk and readiness efforts in collaboration with the federal partner, through their Project Management Oversight Contractor (PMOC). Regular coordination continues to assess project risk and readiness for federal funding.

Current Focus

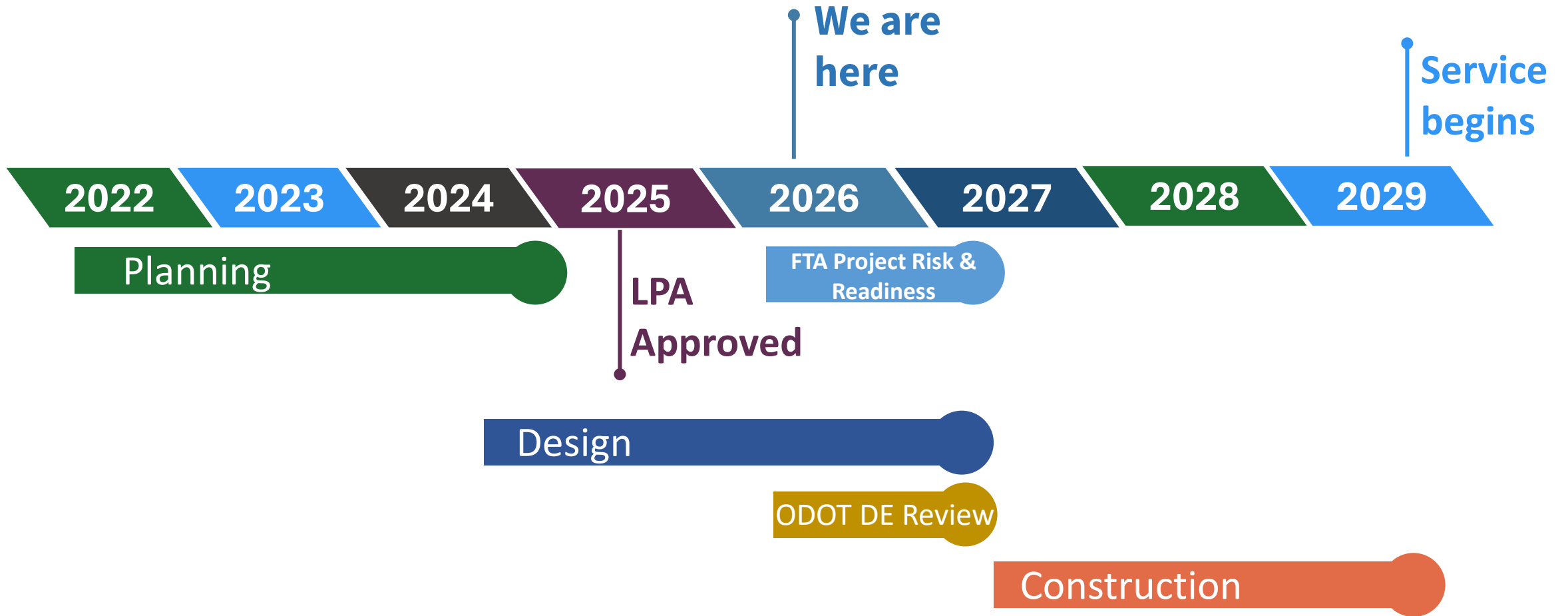
- Local funding commitments
- Critical third-party agreements
- Project management manuals and approach
- Schedule, Risk, and Cost

Upcoming Milestones

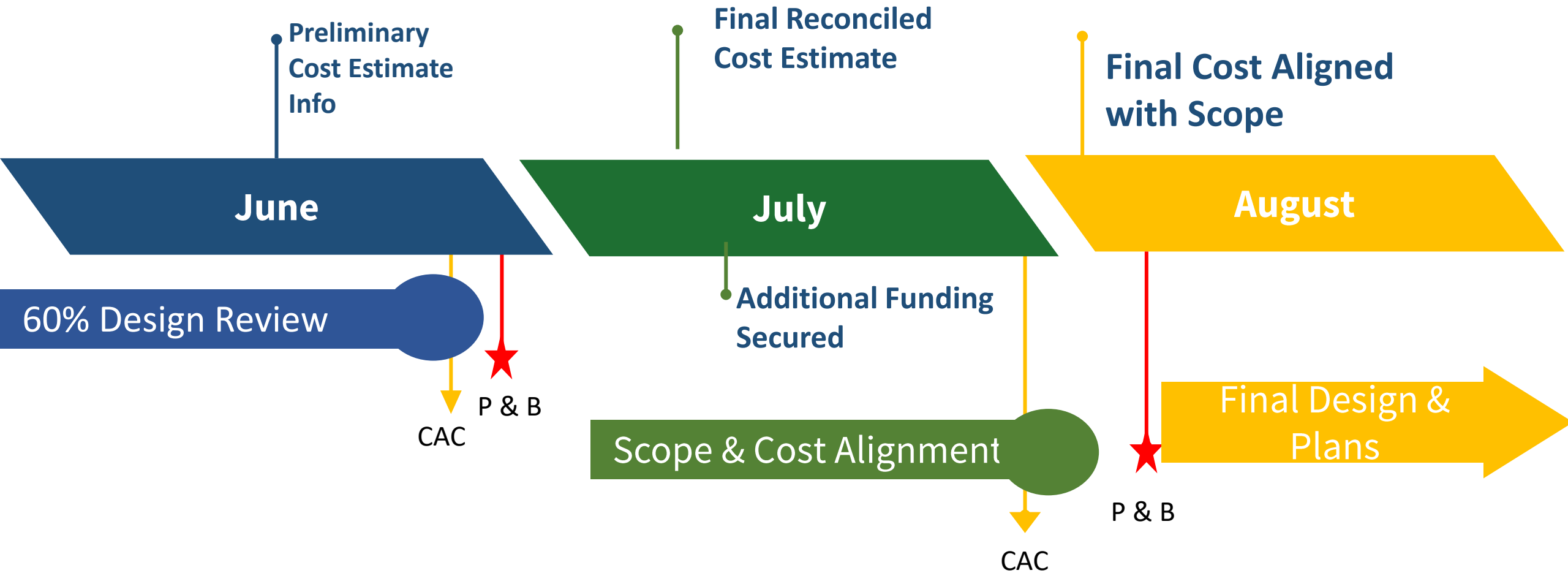
- June/July - Document uploads, coordination w/ PMOC
- August - Risk & Readiness Workshop
- September – Small starts grant application
- March - Targeted Small Starts Grant Funding



Project Schedule



Design and Cost Milestones



An aerial photograph of a city street, viewed from a high angle. The street runs vertically through the center of the frame. On the left side, there are several large, low-rise buildings with flat roofs. One building has a yellow sign that says "PARKING IN REAR". A utility pole with power lines is visible in the foreground on the left. On the right side, there are taller, modern buildings with large windows and balconies. A blue bus is driving on the street, moving away from the viewer. The background shows more buildings and a line of trees under a clear sky. The entire image has a green tint, and the text "Scope Evaluation & Alignment" is overlaid in white, bold, sans-serif font in the center.

Scope Evaluation & Alignment

Aligning Project Scope and Budget

Cost Update

Actively Addressing 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 access to transit
- Improve transit speed & reliability in constrained corridor
- Meeting federal, local agency and jurisdictional requirements
- Safety
- Community and business
- Reducing gas emissions
- Improving capacity, comfort, and access



Aligning Project Scope and Budget

Major Scope Elements	Consideration/Tradeoff	Cost Savings Potential
Cully Terminus: On-street Instead of Off-street	<i>Transit performance, community preference</i>	\$ - \$\$
Roadway Paving	<i>Rider comfort, long-term maintenance</i>	\$ - \$\$\$
Pedestrian Infrastructure	<i>Pedestrian comfort and access to transit</i>	\$ - \$\$
Station Amenities	<i>Pedestrian and rider comfort</i>	\$ - \$\$
Station Platform Height	<i>Transit performance, access to transit</i>	\$ - \$\$
Traffic Signals	<i>Transit performance</i>	\$ - \$\$
BAT Lane Extent	<i>Transit performance, pedestrian comfort</i>	\$\$ - \$\$\$\$

\$\$\$\$	\$5M - \$10M
\$\$\$	\$2M - \$5M
\$\$	\$500k - \$2M
\$	Up to \$500k

Rough order magnitude costs only. Based on 30% design. YOE

Aligning Project Scope and Budget

\$\$\$\$	\$5M - \$10M
\$\$\$	\$2M - \$5M
\$\$	\$500k - \$2M
\$	Up to \$500k

Major Scope Elements	Consideration Summary	Cost Savings Potential
Cully Terminus: On-street Instead of Off-street	Move Cully Terminus to an on-street option. Reduces property acquisition needs but would result in travel time implications. The Cully terminus evaluation group and community stakeholders previously deemed this option as acceptable but not their preferred option.	\$ - \$\$
Roadway Paving	Reduce extent of repaving and associated infrastructure requirements. This could accelerate wear and tear of current roadway.	\$ - \$\$\$
Pedestrian Infrastructure	Decrease the extent of some bordering pedestrian improvements near stations while retaining critical pedestrian upgrades at station locations and connections to nearest crossings. May reduce pedestrian comfort and ease of access to transit	\$ - \$\$
Station Amenities	Reduce shelter sizes and/or explore alternative shelter manufacturing approaches. This could reduce weather protection and affect overall rider comfort.	\$ - \$\$
Station Platform Height	Lower platform heights from 9 inches (near-level boarding) to 6 inches across the project which can cause increased travel time due to longer dwell time at stops. Ease of access to transit.	\$ - \$\$
Traffic Signals	Reduce traffic signal scope and pedestrian crossing upgrades, at select low traffic volume intersections. This could have some effect to travel times and reliability long-term.	\$ - \$\$
BAT Lane Extent	Decrease BAT lane extents. Increases peak end-to-end travel time and impact long-term reliability. Pedestrian comfort reduced in areas where walkways are no longer adjacent to BAT lanes.	\$\$ - \$\$\$\$

Upcoming Critical Milestones

- Finalized project cost estimate (July 17)
- Final project design scope determined (August 10)
- PMOC Risk and Readiness Workshop (August 24-28)
- Grant Applications Materials Submitted (Early September)
- Targeted Small Starts Grant Agreement Funding (March 2027)
- Construction Start (Spring 2027)

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Discussion

Questions for Discussion

- ▶ As we develop scope scenarios to match the project budget, what priorities should we keep in mind?
- ▶ When considering the criteria for evaluating project elements, what are your highest priorities?
- ▶ Are there any additional considerations or feedback?



Next meetings:

Staff & Partners– Updated Scope/Cost Briefings:
July 18 – 25th

Community Advisory Committee (CAC)
July 29th
6:00 p.m. – 7:30 p.m.

Policy & Budget - Final Design Scope Meeting:
August 10th
10:00 a.m. – 12:00 p.m.