

# 82nd Avenue Transit Project Community Advisory Committee

February 25, 2026



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**82ND AVE TRANSIT PROJECT**

# Agenda

- Welcome and review agenda
- Housekeeping
- Public Comments
- Policy and Budget Report Out
- Project Update

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.

# Public Comment

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 text 'Policy and Budget Report Out' is overlaid in large white font.

# Policy and Budget Report Out

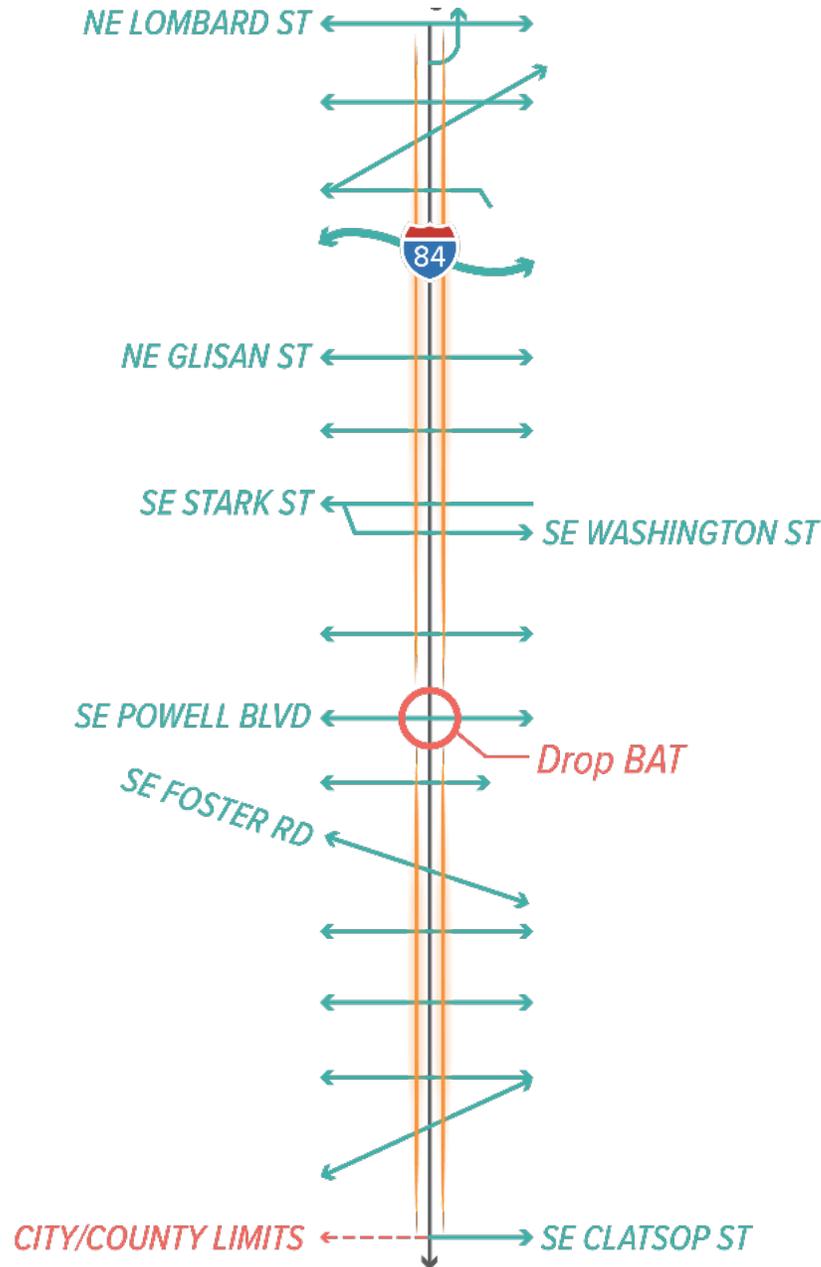
# Policy & Budget Committee – Report Out

- GM Direction to the project team (~14 miles of BAT lanes excluding 82nd/Powell). Some ongoing concerns noted related to traffic diversion and business impact.
- Shared commitment to keep the project moving forward to demonstrate readiness, secure federal funding and deliver project
- Commitment to close the BAT lane funding gap (estimated between \$8M - \$10M).
- Recognition of need to retain flexibility in BAT lane implementation.
- Importance of supporting local businesses (economic analysis led by the 82nd Ave Coalition and supported by Metro).

**Public testimony:** Feedback strongly supported BAT lanes, with questions about ODOT regulations. Reducing vehicle emissions was emphasized as vital for Oregon’s climate resilience, with an urgent call to protect the 82nd Avenue community by prioritizing pedestrian safety and public transit over car convenience.

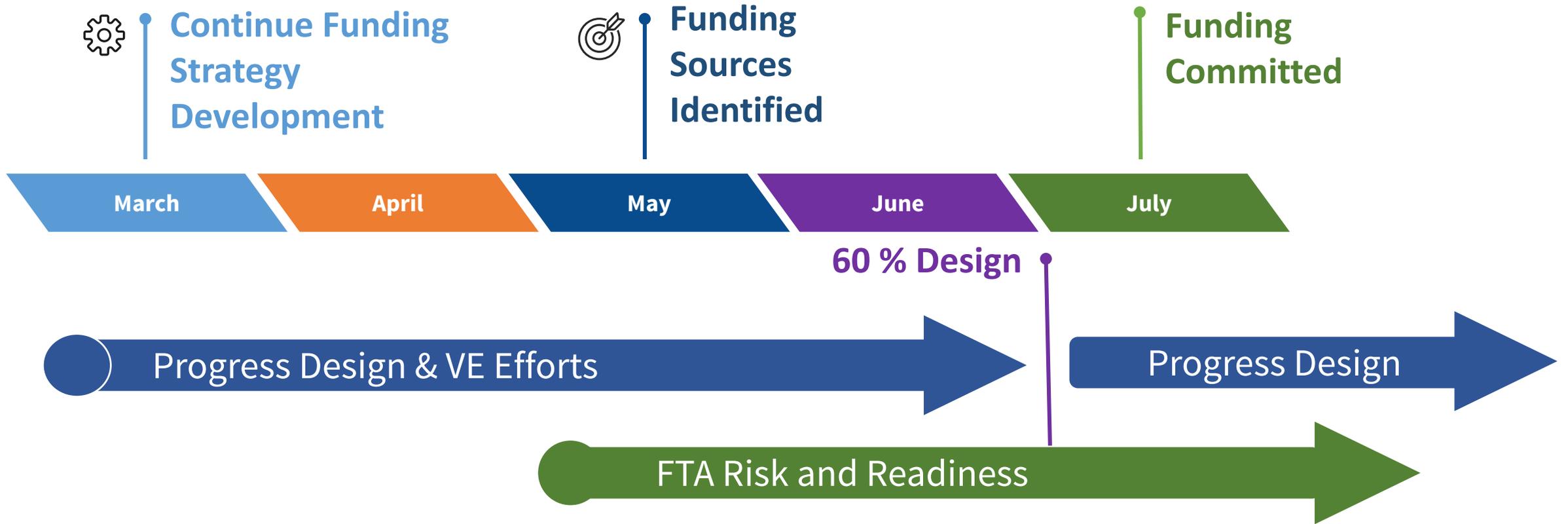


# BAT Lanes: Design Direction



- **Maximize BAT lanes to the to greatest extent possible**
- **Include minor widening between Stark and Washington for operational needs.**
- **Reduce BAT lanes in vicinity of Powell due to high regulatory risk, cost, and potential need to widen**
- Seek ODOT design exceptions where necessary
- Further reduction of BAT lanes between NE Glisan–SE Foster *if exceptions are denied, additional widening is required, or a significant funding gap remains*
- BAT lane reduction triggered by ODOT regulations will be determined through an *ODOT technical process in direct response to regulatory requirements*

# BAT Lane Funding & Design Timeline



An aerial photograph of a city street, likely in a university or institutional area. The street is wide with multiple lanes, marked with yellow and white lines. A blue bus is driving in the right lane, and a dark car is in the left lane. On the left side of the street, there are several large, light-colored buildings with flat roofs. 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 "Project Update" is overlaid in the center of the image in a large, white, sans-serif font.

# Project Update

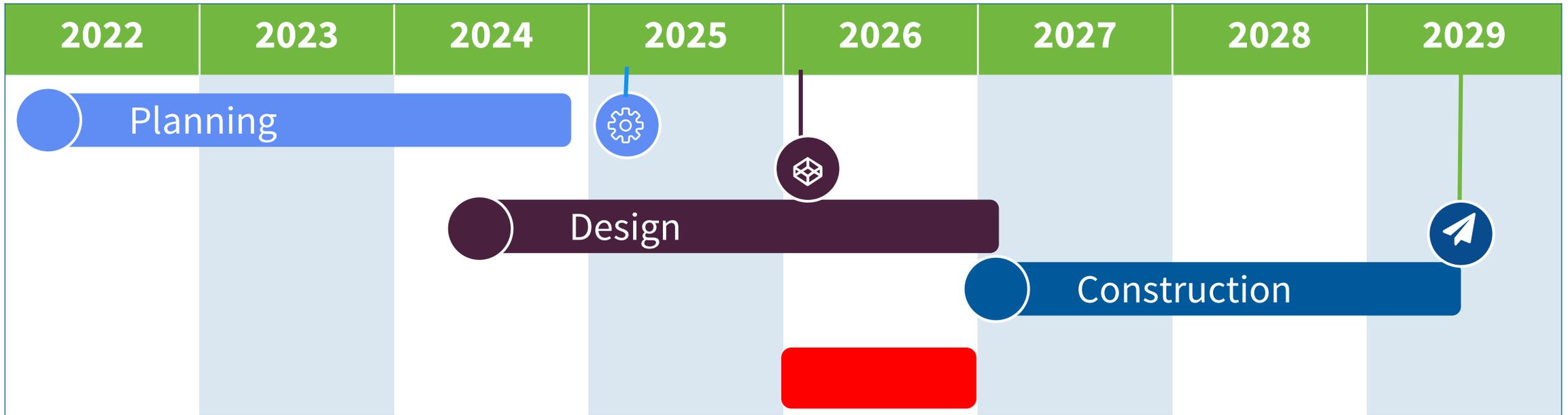
# Project Schedule

Estimated timeline

 LPA Approved

 We are here

 Service begins



FTA Project Risk & Readiness Analysis

# What does 60% design mean?

- **Design phases:**
  - 30% - Conceptual
  - **60% - Detailed**
  - 90% - Pre-construction
  - 100% - Construction set

## Includes:

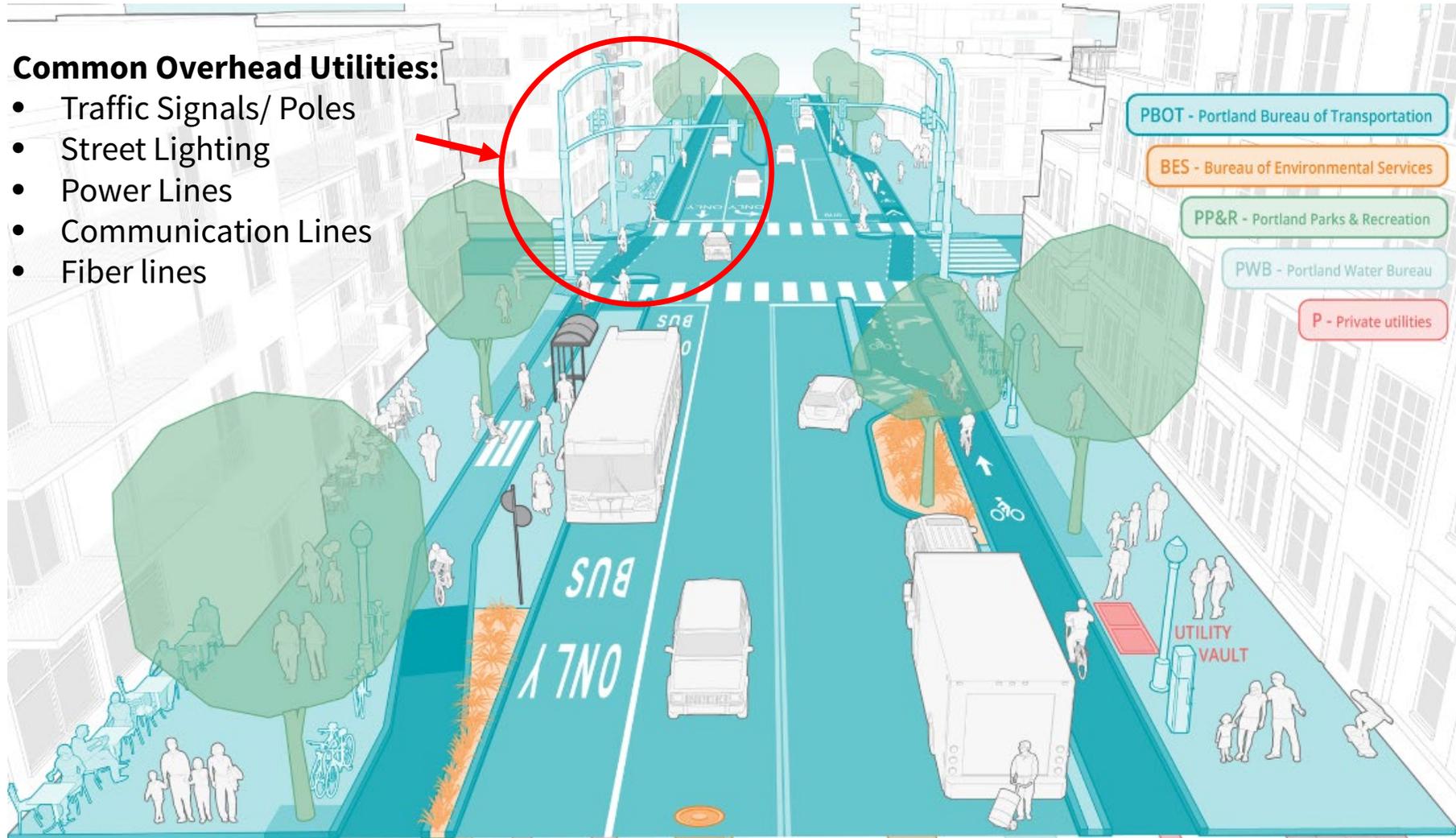
- Utility conflict and coordination
- Solidify station locations
- Refine station platform layouts and amenities
- Bus and fuel procurement
- Prepare intergovernmental agreements
- Identify right-of-way and construction easement needs
- Coordinate with adjacent businesses and property owners
- Coordinate with internal TriMet divisions (facility, maintenance, operations, etc.)
- Update project cost estimates

# Utilities Conflict and Coordination

- **What we're doing:** Working with the design team and utility providers to identify, relocate, or protect existing utilities so construction can move forward safely and efficiently.
- **Why it Matters:**
  - **Safety:** Protects the construction crew and the community
  - **Service Continuity:** Homes and businesses stay connected during construction or allows planned and communicated short-term outages.
  - **Accurate Project Design:** Engineering team help identify locations of existing utilities to prevent conflicts and damage.
  - **Cost and Time Savings:** Reduces surprises and delays

**Common Overhead Utilities:**

- Traffic Signals/ Poles
- Street Lighting
- Power Lines
- Communication Lines
- Fiber lines



**Common Underground Utilities:**



Example image courtesy of PBOT, not a project rendering

# Project Investments Along the Corridor

- 1 Shelter & Lighting
- 2 Bench Seating
- 3 Trash Receptacle
- 4 Digital Display & Lighting
- 5 Power & Network Cabinet
- 6 Directional Tactile Tile
- 7 Warning Tactile Tile
- 8 Mobility Loading Zone
- 9 Signage



# Project Investments Along the Corridor

- 1 Signalize Intersections
- 2 Pedestrian Ramps
- 3 Pavement Striping
- 4 Pedestrian Refuge\*
- 5 Landscaping\*
- 6 Fiber Network



\*Where roadway width allows

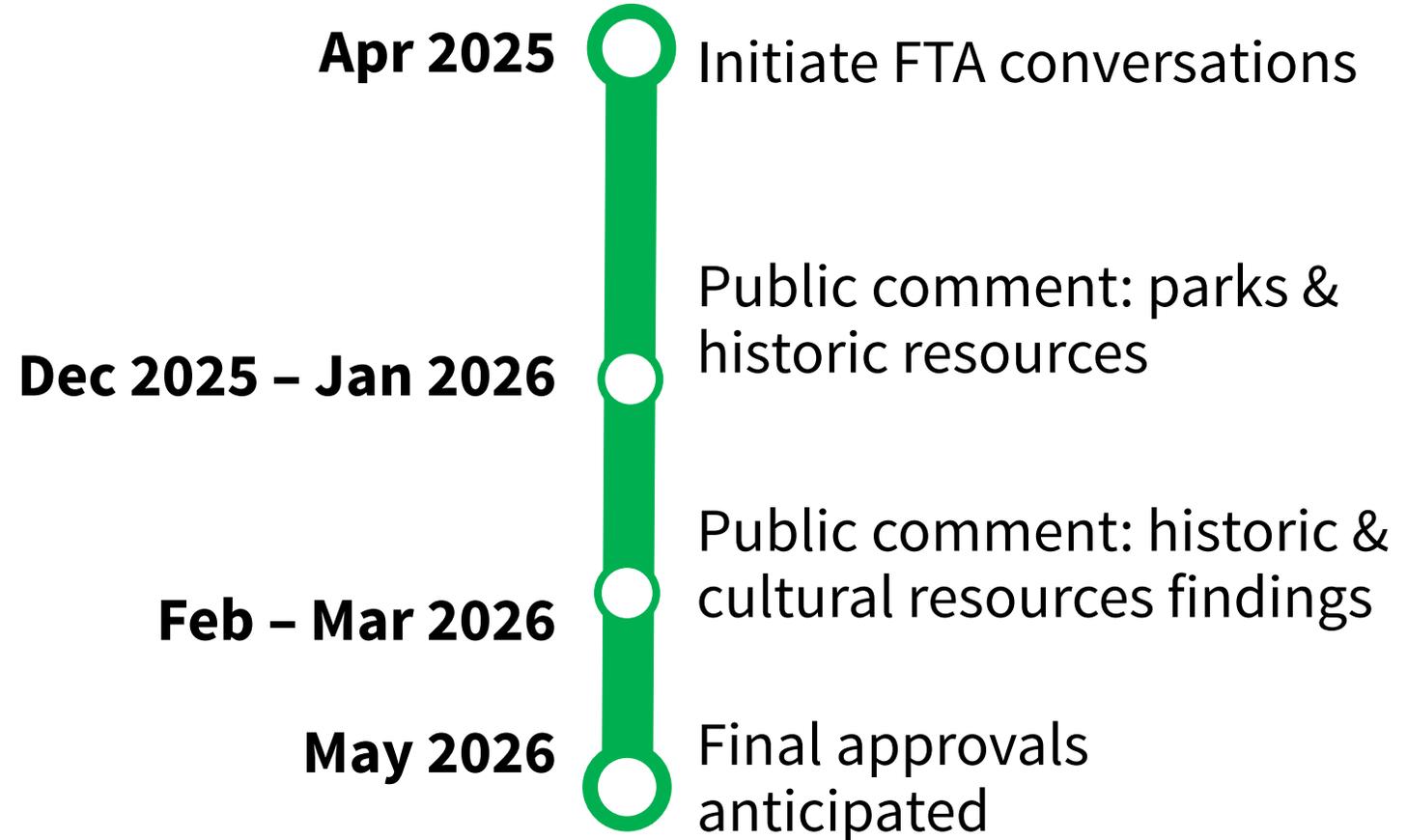
# 60' Articulated Hydrogen Fuel Cell Buses

- Hydrogen Fuel Cell Electric
- 60' High Capacity Vehicles
- Received FTA “Low No” Grant
- Funding of \$24M towards (14) artic buses & upgrade infrastructure, workforce development
- Anticipated Notice to Proceed – spring 2026



# NEPA (National Environmental Policy Act)

- Required process to assess environmental effects
- FTA led, with local support
- Covers natural/physical and human environment
- Level of documentation depends on project scale/intensity



# Community and Property Owner Outreach

- Meeting with Property owners with a planned station adjacent to property
  - Discussions around driveway access and configuration, station footprint, visibility
  - Document concerns and coordinate with project and design team
- Continued coordination on CAC and Policy and Budget Meetings
- Neighborhood and Business Association Meetings
- Corridor tours with TriMet Board and Policy and Budget Committee members
- McDaniel High School Youth Infrastructure Fair 2/26



# PBOT Phase 2 Improvements

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- Adjusted Scope to Align with Budget
  - ADA Curb Ramps
    - Ph 2 + Transit = ~300 ramps
  - Paving – Targeted Locations
    - Mostly north of I-84
  - Access Control Medians
  - Sidewalk



An aerial photograph of a city street, likely in a university or campus area. The street is lined with various buildings, including a large, modern building with a yellow and blue facade on the right. A blue bus is driving down the street, and a car is visible further ahead. The scene is overlaid with a semi-transparent green filter. The text "Questions and Discussion" is centered in the image in a large, white, sans-serif font.

# Questions and Discussion

# Upcoming Topics

- Value Engineering & Constructability (Areas of Focus during 60% design)
- Workforce Development
- Stations and Station Area Design
- Bus Procurement and Layout Update

# Staying Connected

- **Next CAC Meeting**

Wednesday, March 18 - **Canceled**

**Call or email**

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