

82nd Avenue Transit Project Community Advisory Committee

October 28, 2026



82ND AVE TRANSIT PROJECT

Agenda

- Welcome
- Housekeeping
- Public Comments
- Transit Champions
- Construction Update
- Project Update
- Adjourn



An aerial photograph of a city street, likely in Seattle, showing a mix of urban architecture, greenery, and transportation. The street is a multi-lane thoroughfare with a blue bus and several cars. To the left are older, lower-rise buildings, while to the right is a modern building with a distinctive glass and metal facade. The background features a dense forest and distant hills under a clear sky. The word "Housekeeping" is overlaid in large white text across the center of the image.

Housekeeping

An aerial photograph of a city street, likely in Seattle, showing a mix of urban development. On the left, there are older, lower-rise buildings with flat roofs and some industrial-looking structures. A yellow sign on one of these buildings reads "PARKING IN REAR". In the center, a multi-lane road with yellow double lines runs towards the horizon. A blue bus is visible in the lower right lane, and a dark car is in the middle lane. On the right side of the road, there are modern, multi-story buildings with large windows and balconies, some with colorful accents. Lush green trees line the sidewalks and fill the background. In the far distance, a forested hill is visible under a clear sky. The overall scene depicts a blend of old and new urban architecture.

Public Comment

An aerial photograph of a city street, likely in Seattle, showing a blue bus and several cars. The street is lined with modern buildings and trees. In the background, a hill with a forest is visible. The text "Transit Champions" is overlaid in large white letters.

Transit Champions

Public transit connects us

- ▶ TriMet provides 1.3 million rides per week
- ▶ 41% of riders are transit dependent
- ▶ Portland area ranks 23rd in population; 12th in transit ridership
- ▶ **TriMet keeps communities connected, reduces traffic congestion, improves air quality, keeps our economy moving and growing**



Current status: our region

- ▶ Layoffs continue
- ▶ High office vacancy rate
- ▶ High teleworking rate
- ▶ Concerns around community public safety
- ▶ Inflation and affordability



A public service in crisis

\$158m annual deficit

- ▶ If no new funding, hit fiscal cliff in 2030
- ▶ Operating costs increased 56% from 2019 to 2025
- ▶ Skyrocketing fuel prices
- ▶ Maintenance backlog: repairs needed to keep service reliable
- ▶ Record investments in security



Revenue isn't keeping up

- ▶ **2/3 of TriMet revenue is from payroll taxes, affected by sluggish economy**
 - Oregon has 6th highest unemployment in the nation
 - 2025 state transportation bill included rate increase but rejected by voters
- ▶ **Less fare revenue**
 - Ridership remains 30% below pre-pandemic; fare revenue down \$50 million from 2019
 - Changes in commute patterns, rise of remote work

Steps taken to address the crisis

- ▶ Reduced spending by \$80 million per year through administrative and service cuts
 - Reduced staffing by over 500 positions since May 2025
 - Froze executive salaries
 - Reduced bus service by 4.3% and MAX service by 8.7%



What's next

- ▶ Leadership working on package of service reductions and administrative cuts
- ▶ Outreach to begin in January on next round of cuts
- ▶ Working with lawmakers to find additional funding
- ▶ Need your help

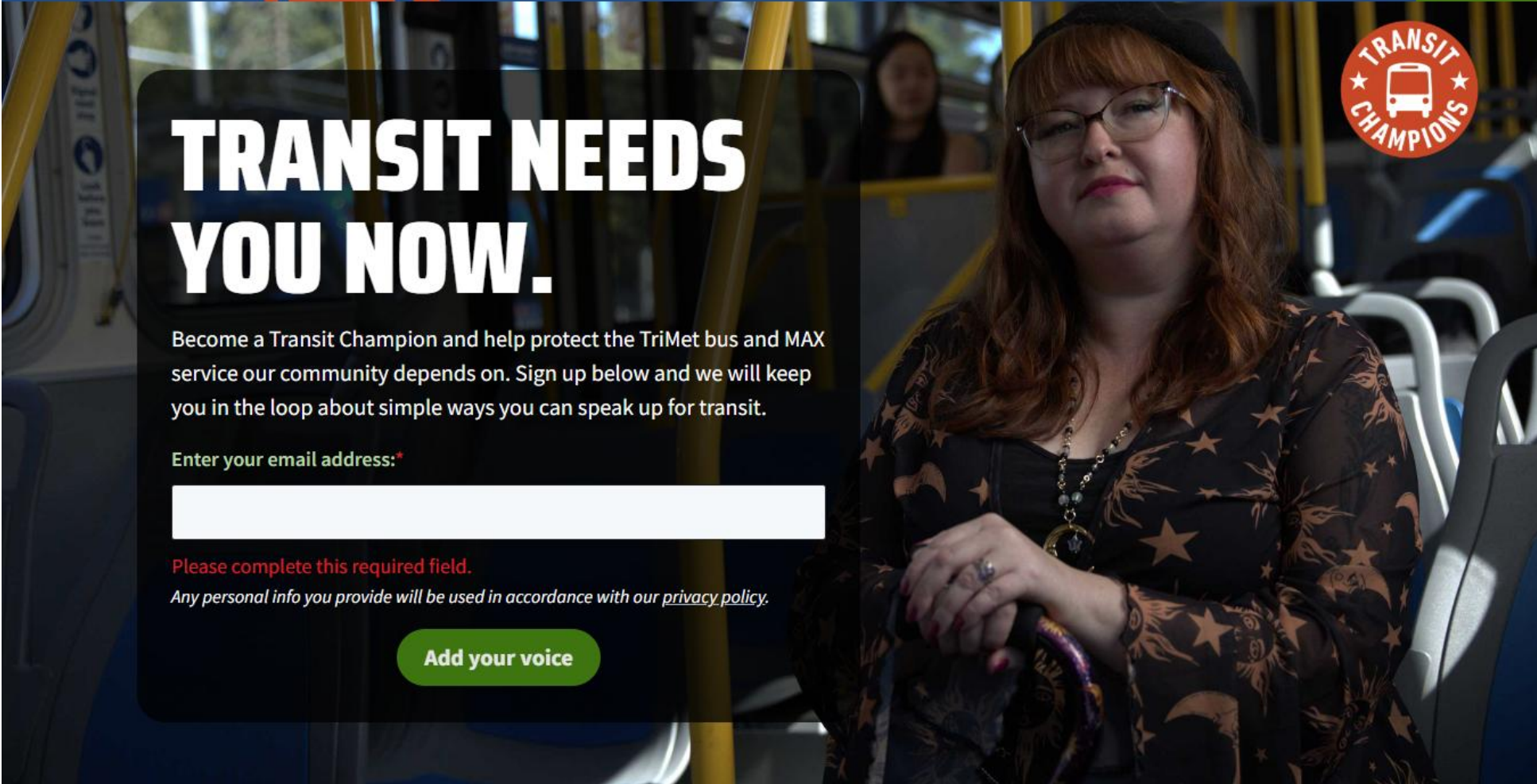


Help tell the story of the value of transit

TRI MET

Language

MENU



TRANSIT NEEDS YOU NOW.

Become a Transit Champion and help protect the TriMet bus and MAX service our community depends on. Sign up below and we will keep you in the loop about simple ways you can speak up for transit.

Enter your email address:*

Please complete this required field.
Any personal info you provide will be used in accordance with our [privacy policy](#).

Add your voice

Affordability and accessibility

- ▶ High School Pass Program with 15 school districts; Youth Summer Pass to 30,000 students
- ▶ 9,500 paratransit trips per week; 20% are to dialysis or chemotherapy
- ▶ Honored Citizen Program: since 2018, more than 94,500 riders signed up based on income, saving them \$29 million

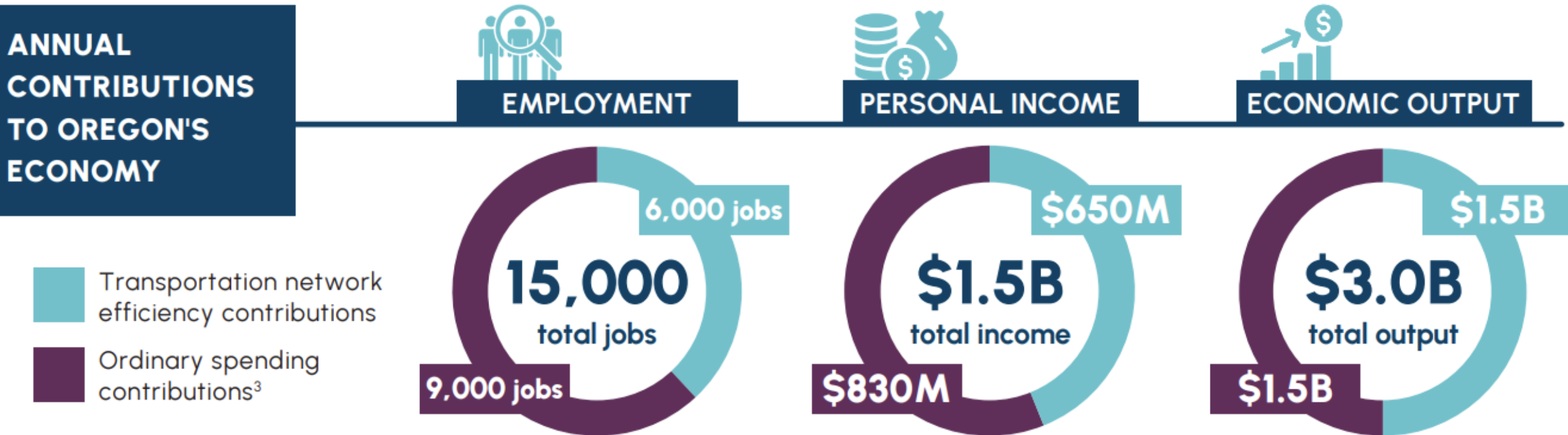


Livability and climate

- ▶ Housing and businesses cluster near public transit: more than \$29 billion in development within walking distance of MAX stations
- ▶ TriMet service eliminates 117,000 metric tons of greenhouse gas emissions per year — the equivalent of nearly 23 million car trips



Contribution to Oregon's economy



If TriMet service stopped today, Oregon's economy would grow 10% less by 2030

Saves Oregonians Money

TriMet benefits **ALL** tri-county residents—even those who don't use public transit.

Transit saves tri-county residents **\$489.4 million** annually



\$163 million
in vehicle operating
costs saved per year



\$323 million
in time value
saved per year



\$3 million
saved in avoided
crashes per year

Over 90%
of the employer transit
payroll tax is recouped
in direct benefits

\$645
SAVED²
PER HOUSEHOLD



TriMet generates \$90.2 million annually in tax revenue for Oregon — almost twice the amount of state funding that TriMet received in FY2025 (\$51 million)

Become a Transit Champion



trimet.org/champions

An aerial photograph of a city street, likely in Seattle, showing a mix of urban development. On the left, there are older, lower-rise buildings with flat roofs and utility poles. On the right, there are more modern, multi-story buildings with large windows and balconies. A blue and yellow bus is driving on the right side of the road, and a car is on the left. The street is lined with trees, and the background shows a hilly landscape under a clear sky.

Discussion

Construction Update

An aerial photograph of a city street, likely in Seattle, showing a construction project. The street is a multi-lane road with a double yellow line down the center. On the left side of the street, there are several commercial buildings, including a large white building with a flat roof and a yellow building with a sign that says "PARKING IN REAR". 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, and a car is driving on the left. In the background, there are trees and hills. The text "Construction Update" is overlaid in the center of the image in a large, white, sans-serif font.

Agenda

- Purpose & Approach
- Contracting Objectives
- Work Packaging & Phasing
- Procurement Strategy
- DBE & Local Business Participation
- Workforce & Appreniceship
- Schedule Overview



Purpose & Approach

Purpose: RSJV's contracting approach is designed to deliver the project efficiently while creating meaningful opportunities for DBE firms, local businesses, suppliers, and the surrounding community.

- ▶ The plan supports TriMet's equity, diversity, and inclusion goals.
- ▶ Scopes intentionally packaged to encourage competition and maximize participation.
- ▶ Procurement methods will be selected based on the type of work, project risk, schedule, and desired community outcomes
- ▶ Participation managed throughout procurement & construction.



trimet.org/82nd

Contracting Objectives

- ▶ Scope Packages broken into manageable & competitive opportunities.
- ▶ Maximize Local & DBE Firms participation.
- ▶ Selecting appropriate procurement method for each opportunity.
- ▶ Meet apprenticeship and workforce requirements across all tiers

The plan is intended to balance three priorities: competitive pricing, qualified execution, and measurable participation.



Scope Packages & Phasing

► 4 Phases of Construction

1. Advanced utilities and private utility relocations
2. Civil and streetscape improvements outside the roadway
3. Civil and streetscape improvements inside the roadway
4. Landscaping, signal finishes, shelters, signage, and operational readiness

- Early work packages allow RSJV to address utilities, permits, survey, and traffic control before the major civil work begins. This reduces risk and helps limit public impacts in the corridor.

Self-Perform Scope

- ▶ Underground storm work
- ▶ Traffic signal and communications conduit
- ▶ Demolition
- ▶ Excavation
- ▶ Roadway and sidewalk concrete



Subcontract Opportunities

Asphalt Paving
Commercial Building

Removal of Existing Transit Amenities

Platform Electrical
Communications
Chain Link Fence & Gates
Handrail - Pedestrian
Guardrail - Roadway
Directional Drilling
Landscaping
Quality Control Testing
Rebar
Saw cutting
Security Services
GIS Modeling

Install Shelters & Amenities
Furnish Shelters & Amenities

Street Signs
Survey
Pavement Markings
Street Sweeping
Traffic Control
Traffic Signals
Storm Drain Video
Storm Maintenance Sumps
Permeant Materials
Various Permenant Materials
Construction Materials
Various Construction Materials
Trucking & Hauling



Procurement Strategy

Competitive Best Value:

- ▶ Cully Terminus commercial building
- ▶ Platform electrical
- ▶ Furnishings, shelters, and amenities

Direct Solicitation:

- ▶ Removal of existing transit amenities
- ▶ Shelter and amenity installation
- ▶ Saw cutting
- ▶ Traffic control
- ▶ GIS modeling
- ▶ Trucking and hauling

Low Bid w/ Quals:

- ▶ Asphalt paving
- ▶ Communications
- ▶ Fencing and gates
- ▶ Landscaping
- ▶ Quality control testing
- ▶ Rebar
- ▶ Security services
- ▶ Pavement markings
- ▶ Traffic signals
- ▶ Storm drain work

Local & DBE Participation Game Plan

- ▶ Open houses and corridor outreach
- ▶ 1on1 meetings with interested firms
- ▶ Engagement with community organizations such as APANO
- ▶ Technical assistance / Support for first-time public works contractors / Right Sized Contracts
- ▶ Local businesses considered even when certification is not required



Workforce & Apprenticeship

- ▶ Apprenticeship requirements will apply across all applicable trades.
- ▶ Flow down goals.
- ▶ Subcontractors will receive support in establishing apprenticeship participation.
 - ▶ The plan currently forecasts approximately 500,000 trade hours across all tiers.
 - ▶ Approximately 100,000 hours are projected to be performed by certified apprentices.



Schedule – Key Dates

FEDERAL / SSGA

FTA / PMOC risk assessment workshops & report	Aug 26 – Sep 15, 2026
Begin early SSGA application process	Sep 2, 2026
Project recommended for federal funding	December 2026
FTA issues SSGA (congressional notification)	Mar 9, 2027

DESIGN & REAL ESTATE

60% design review & cost estimate complete (actual)	Jun 26, 2026
90% design package ready (in progress)	Feb 15, 2027
100% IFC design package complete	Jul 19, 2027
ROW acquisition period complete	October 1, 2028

CONSTRUCTION & DELIVERY

NTP to start construction (early permit/work package)	Mar 15, 2027
All 15 hydrogen FCEBs delivered	Sep 25, 2028
Powell maintenance & fueling upgrade complete	June 30, 2028
Construction substantial completion / readiness	Sep 19, 2029
FX service opens for revenue service (RSD)	Sep 19, 2029

PROJECT STATUS

- Schedule remains on target to a September 19, 2029 revenue service date; no change to the opening-day commitment.
- 60% design completed; 90% design is now in progress toward the February 15, 2027 package.
- Rev. 5 resolves PMOC comments.
- Corridor sequence reversed to south-to-north to reduce ROW and TCE release risk.

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Discussion

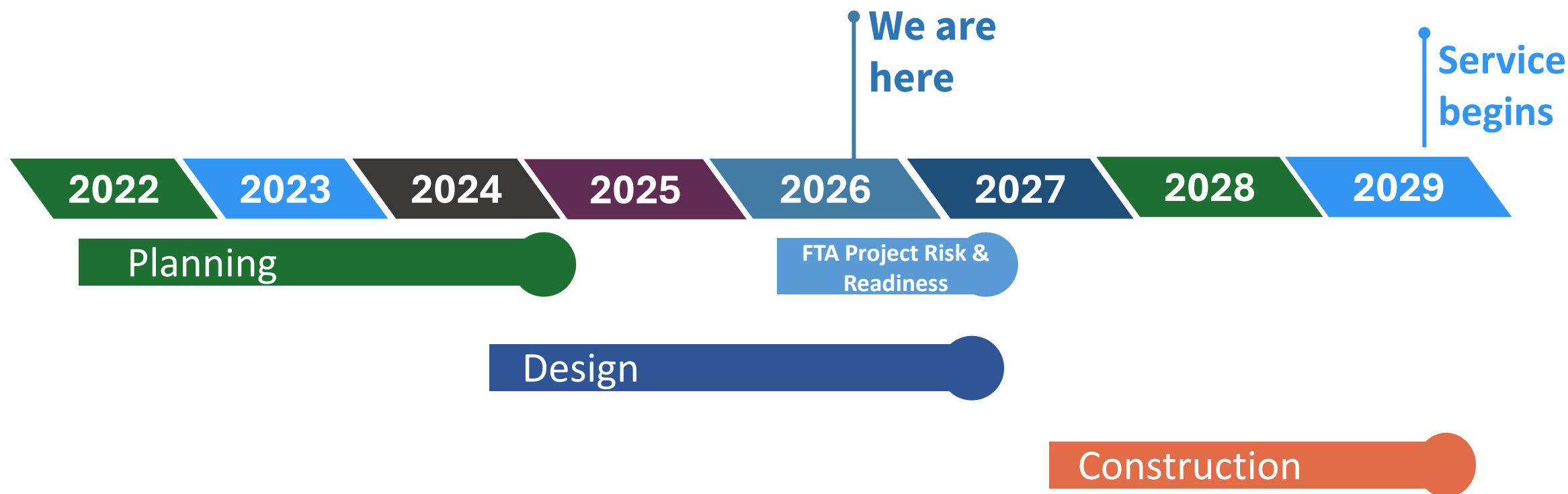
Project Update

An aerial photograph of a city street, likely in Seattle, showing a blue bus and several cars. The street is lined with buildings, including a large yellow and blue building on the right. The text "Project Update" is overlaid in large white letters across the center of the image. The background shows a forested hillside under a clear sky.

Project Updates



Project Schedule



An aerial photograph of a city street, likely in Seattle, showing a mix of urban development. On the left, there are several low-rise commercial buildings with flat roofs and rooftop HVAC units. A yellow sign on one of the buildings reads "PARKING IN REAR". In the center, a multi-lane road with yellow double lines runs towards the horizon. A dark car is driving in the left lane, and a blue and yellow bus is in the right lane. On the right side of the road, there are modern, multi-story buildings with large glass windows and some greenery. In the background, a forested hill is visible under a clear sky. The text "Open House" is overlaid in the center of the image.

Open House

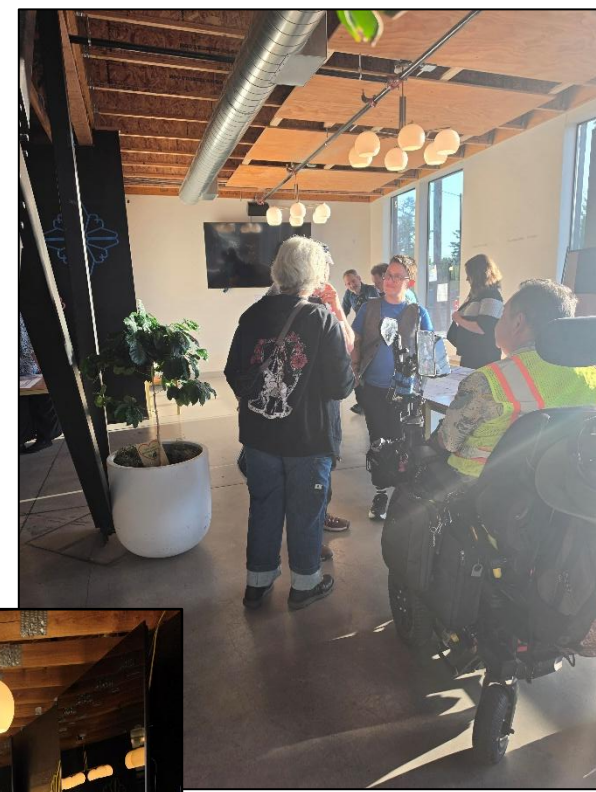
Open House and Survey Results

We used the survey to gauge public awareness, usage patterns, information needs, and design feedback for the 82nd Avenue corridor project.

What the survey asked

- Use of the 82nd Avenue corridor
- Project awareness and information needs
- Reactions to design and expectations
- Demographic information

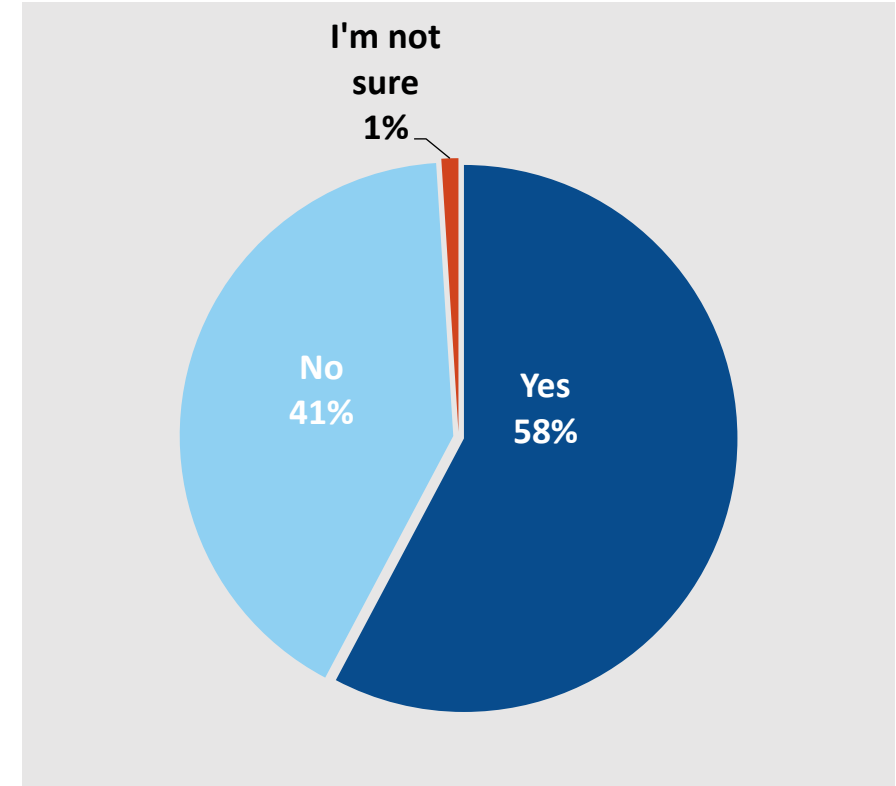
Shared through the project listserv, TriMet email newsletters, the project webpage, and in person at the open house.



Transportation Modes Used Most Often

- **Public Transit:** TriMet bus (79%), MAX light rail (59%), and other transit (12%)
- **Driving:** Drive myself (59%) or ride with a friend/family member (16%)
- **Bicycling:** 47%
- **Walking or rolling** 67%
- **Other modes:** Rideshare (8%), carpool/vanpool (5%), scooters (4%), and other/paratransit services (1-2%)

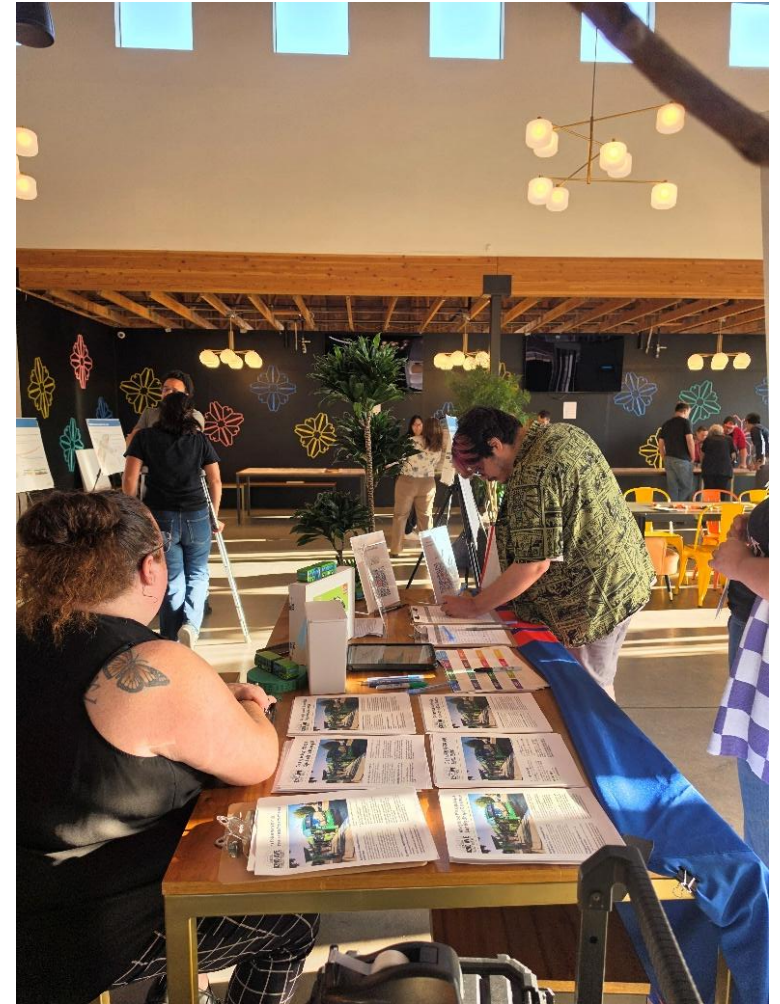
Do you ride TriMet bus Line 72 (service along 82nd Avenue)?



How Often People Visit 82nd Avenue

- Occasionally (several times a month): 35%
- Regularly (several times a week): 24%
- Infrequently (less than once a month): 22%
- Frequently (almost every day): 11%
- Daily: 8%

Key takeaway: Most respondents visit 82nd Avenue occasionally (35%), while 43% visit frequently or daily.



Top Reasons People Visit 82nd Avenue

- **Shopping and dining:** Grocery shopping (58%), restaurant dining (58%), and retail shopping (47%).
- **Travel and convenience:** Through travel to other destinations (51%).
- **Entertainment and services:** Entertainment (32%), other activities (19%), and healthcare (15%).
- **Work and daily needs:** Work (13%), banking and personal services (12% each), and car repair (10%).
- **Other reasons:** School (9%), religious services (2%), and car buying (1%).

***Key takeaway:** Grocery shopping and restaurant dining are the top reasons people visit 82nd Avenue, followed closely by traveling through the corridor to reach other destinations.*



How do you think the 82nd Avenue Transit Project will improve 82nd Avenue?

Messages tested:	Yes	No	I'm not sure
Improve the appearance/appeal of the area.	78.3%	9.0%	12.7%
Improve sidewalk safety.	76.3%	5.8%	17.9%
Improve road safety.	69.1%	11.5%	19.4%
Improve travel times.	66.5%	14.1%	19.4%



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Discussion

Upcoming Topics

- Update on outreach efforts
- “Open for Business” support

Staying Connected

- **Next CAC Meeting**
TBD
Call or email
503-962-2150
communityaffairs@trimet.org