

82nd Avenue Transit Project
Portland, Oregon
Small Starts Project Development
(Rating Assigned November 2025)

Summary Description	
Proposed Project:	BRT 10.0 Miles, 35 Stations
Total Capital Cost (\$YOE):	\$319.95 Million
Section 5309 CIG Share (\$YOE):	\$149.99 Million (46.9%)
Annual Operating Cost (opening year 2029):	\$13.43 Million
Existing Corridor Ridership :	11,100 Daily Linked Trips 3,632,500 Annual Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to implement a bus rapid transit (BRT) service from Clackamas Town Center in Clackamas County in the south to Cully in Multnomah County in the north (Project). The Project runs primarily along 82nd Avenue, which is a major north-south arterial located in the eastern part of in Portland Metropolitan area. The Project includes implementation of business access and transit (BAT) lanes, transit signal priority, station facilities, and purchase of 15 60-foot articulated hydrogen fuel cell buses with further refinement expected. The service is planned from 5:00 AM to 1:00 AM seven days a week with buses running every 10 minutes on Weekdays peak hours and every 10-30 minutes on weekends and evenings.

Project Purpose: The Project is anticipated to improve access for people who live, work, learn, shop, and travel within the corridor today and in the future. TriMet believes that the Project will deliver a faster, more frequent, higher capacity, and safer transit service for a more reliable and comfortable transit trip.

Project Development History, Status and Next Steps: The project entered PD in July 2024. TriMet selected a locally preferred alternative (LPA) in January 2025 and the LPA was adopted into the Regional Transportation Plan in July 2025. TriMet anticipates completing the environmental review process in early 2026, receiving a Small Starts Construction grant in early 2027, and initiating revenue service in 2029.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 CIG	\$149.99	46.9%
Metro Capital Grant Bonds backed by CMAQ/STBG Regional Federal Flexible funds	\$30.00	9.4%
FTA FY2024 Low or No-Emission Grant Program (Low/No)	\$23.80	7.4%
FHWA CMAQ & STBG funds to the City of Portland	\$16.00	5.0%
FHWA FY2024 Carbon Reduction Program (CRP) funds to Metro	\$6.00	1.9%
FHWA FY2024 Highway Safety Improvement Program and FHWA FY2024 CRP funds	\$5.00	1.6%
FTA FY2023 Areas of Persistent Poverty	\$0.63	0.2%
Local:		
City of Portland, Portland Clean Energy Funds	\$48.00	15.0%
TriMet General Funds	\$40.52	12.6%
Total:	\$319.95	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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ECONOMIC DEVELOPMENT RATING: Medium-High

Supportive Zoning in Station Areas: Medium-High

- The station areas have significant amounts of mixed-use and residential zones with strongly transit-supportive permitted densities. Density bonuses are available for residential uses and accessory dwelling units are permitted. Some areas do not have height limits or have density minimums. Outlying portions of station areas have some lower density residential zones.

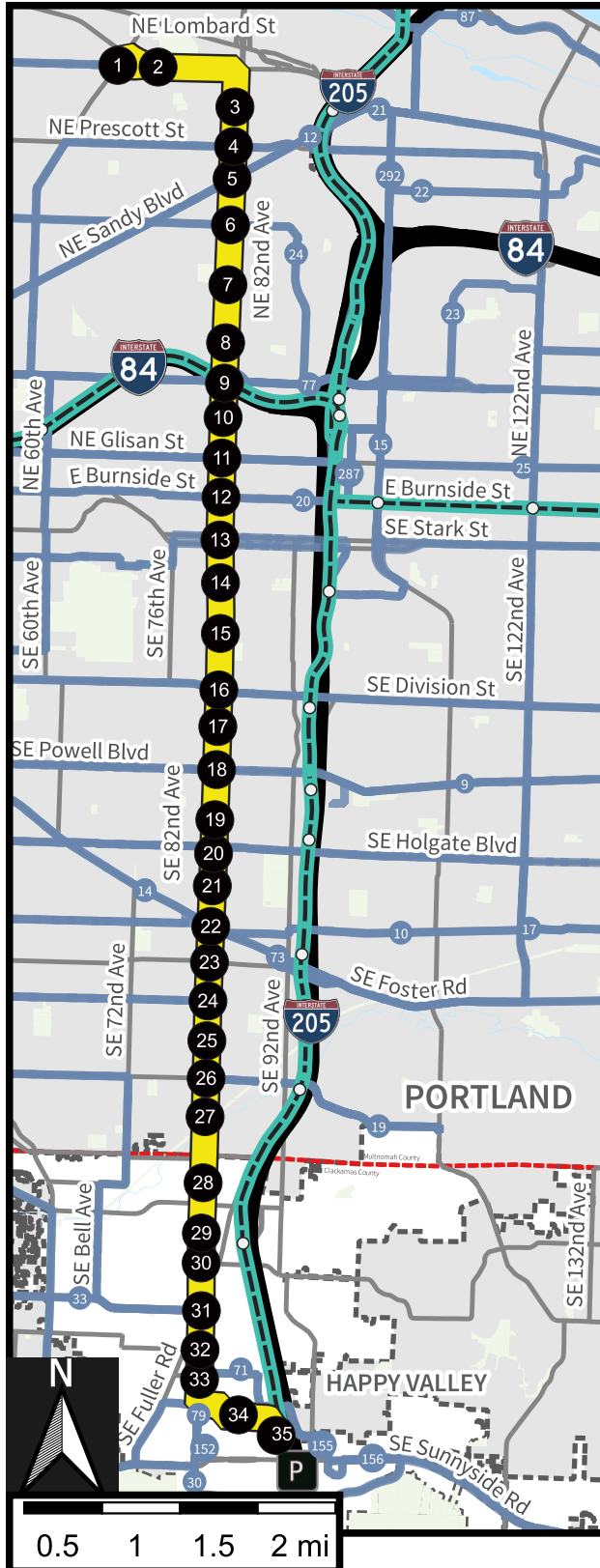
Performance and Impacts of Plans and Policies: Medium

- *Transit-Supportive Corridor Policies:* State, regional, and local plans encourage concentrating development including within station areas. Specific densities are generally not provided. Plans and policies also support transit-supportive design character and parking policies, especially within the City of Portland. The state requires localities to adopt plans to achieve a 10% reduction in parking spaces.
- *Tools to Implement Plans and Policies:* The City of Portland has conducted significant outreach related to multiple planning efforts along the corridor, but there is little evidence of Clackamas County doing the same. Regulatory and financial incentives include Metro's transit-oriented development funding, tax increment financing districts, tax abatements, impact fees, and density bonuses. TriMet has worked with developers to create transit-oriented development in the corridor.
- *Performance of Plans and Policies:* There is evidence of recent and proposed transit-supportive development in station areas, though it is not explicitly stated how these were facilitated by plans, policies, and tools.
- *Potential Impact of Transit Investment:* There are 201 acres of vacant land, 267 acres of land with high redevelopment potential, and 177 acres with medium-high redevelopment potential within the corridor. Significant employment growth is anticipated in the region and within the station areas. Population growth is expected to grow but at a lower rate than the region's population growth.

Tools to Maintain or Increase Share of Affordable Housing: Medium-High

- Assessments of affordable housing need and supply have been conducted regionally and within some station areas. Recent state legislation shows a strong desire to facilitate affordable housing conversion and construction, particularly within the City of Portland. Oregon, Metro, Portland, and Clackamas have over \$900 million in affordable housing bond measures, tax credits, and tax set-asides for affordable housing. There is evidence of recent developer activity to create affordable housing in station areas, though affordability at specific area median income (AMI) levels was not provided.

82nd Ave Transit Project Portland, Oregon



List of Stations

1. NE Cully Blvd & NE Killingsworth St
2. NE Lombard St & NE 72nd Ave
3. NE Alberta St
4. NE Prescott St
5. NE Sandy Blvd
6. NE Fremont St
7. McDaniel High School
8. NE Tillamook St
9. I-84 (MAX Station)
10. NE Holladay St
11. NE Glisan St
12. E Burnside St
13. SE Stark St / SE Washington St
14. SE Taylor Ct
15. SE Mill St
16. SE Division St
17. SE Woodward St
18. SE Powell Blvd
19. SE Boise St
20. SE Holgate Blvd
21. SE Raymond St
22. SE Foster Rd
23. SE Woodstock Blvd
24. SE Duke St
25. SE Bybee Blvd
26. SE Flavel St
27. SE Crystal Springs
28. SE Lindy St
29. SE Overland St
30. SE Otty Rd
31. SE King Rd
32. SE Boyer Dr (Winco)
33. SE Causey Ave
34. Clackamas Town Center
35. Clackamas Town Center Transit Center

Legend

- 82nd Avenue Transit Project Station Locations
- P Existing Park and Ride Location
- Project Alignment
- Arterials
- Existing Bus Lines
- County Boundaries
- Freeways with Logos
- City Boundaries
- Existing Light Rail Alignment
- Existing Light Rail Stations