

82nd Avenue Transit Project

Location: 82nd Avenue from Clackamas Town Center to Portland's Cully neighborhood

Transit project category: Capital Investment Grant

Bond proceeds support: Construction

Project sponsor: TriMet

Description: The project will upgrade TriMet Line 72 bus service on 82nd Avenue to zero-emission FX Frequent Express service. This will bring more service reliability and faster travel times to the corridor along with safety and accessibility improvements. Investments include enhanced pedestrian crossings or traffic signals at all stations and new, accessible stations with shelters/weather protection, lighting, seating and real time arrival information.

[Learn more about this project](#)

Project Funding – Current Assumptions Regarding Sources and Commitment

- **Total project cost:** Approximately \$342 million
- **Proposed regional flexible funding bond allocation:** \$28 million

Capital Funding Sources

Sources, type of funds	Dollar amount	Level of commitment	Committed Date* (MM/YY)	Phase Applicable
Areas of Persistent Poverty	\$630,000	Committed	06/24	Project Development
Regional Carbon Reduction Program flexed to 5307	\$6,000,000	Committed	02/24	Project Development
City of Portland Carbon Reduction Program/Highway Safety Improvement Program	\$5,000,000	Committed	02/25	Project Development
TriMet General Funds	\$19,600,000	Committed	03/24	Project Development
Portland Clean Energy Fund	\$48,000,000	Committed	12/24	Construction
FTA Low or No-Emission Grant Program	\$23,797,200	Committed	05/25	Construction
TriMet General Funds	\$45,400,000	Budgeted	07/26	Construction
Regional Flexible Fund Bonds	\$28,000,000			Construction
City of Portland funding from Jurisdiction Transfer	\$16,000,000	Budgeted	07/26	Construction
FTA CIG - 5309 Small Starts	\$149,999,999	Planned	01/27	Construction
Total	\$342,427,199			

*If not committed, anticipated date of commitment

Funding Level of Commitment

	Percentage of total project cost
Committed	30%
Budgeted	18 %
Planned	44%
Uncertain	0 %
Unspecified	0 %

Funding Level of Commitment definitions

Committed: Committed sources are programmed capital funds that have all the necessary approvals (legislative or referendum) to be used to fund, and finance, the proposed project without any additional action. These capital funds have been formally programmed in the MPO's TIP and/or any related local, regional, or state CIP or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the transit agency to the proposed project.

Budgeted: This category is for funds that have been budgeted and/or programmed for use on the proposed project, but remain uncommitted, i.e., the funds have not yet received statutory or municipal approval. Examples include debt financing in an agency-adopted CIP that has yet to receive final legislative approval, or state capital grants that have been included in the state budget, but are still awaiting legislative approval. These funds are almost certain to be committed in the near future.

Planned: This category is for funds that are identified and have a reasonable chance of being committed, and are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, reasonable requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.

Uncertain: This category is applied when it is unclear from the agency's submission whether or not a funding source is committed, budgeted, or unavailable. Instances where the plan to secure committed funds is deemed to be unreasonable may be classified as uncertain. This category applies to funding sources that the agency describes as committed or budgeted but for which no supporting documentation is provided. Also, funding proposals that have repeatedly failed (more than once), such as failed local referendums or repeated denial of state grants, will be classified as uncertain.

Unspecified: This category is applied when the proposed non-federal funding sources are not sufficient to cover the proposed local share or have not been clearly identified

Proposed Programming

Sources, type of funds	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY 31/32	FY 32/33	Total
<i>Project Development</i>									
Areas of Persistent Poverty	\$630,000								\$630,000
Carbon Reduction Program	\$3,000,000	\$3,000,000							\$6,000,000
City of Portland CRP/HSIP funding	\$2,000,000	\$3,000,000							\$5,000,000
TriMet General Fund	\$3,021,074	\$8,358,990	\$8,219,936						\$19,600,000
<i>Construction</i>									
Portland Clean Energy Fund		\$1,636,219	\$8,451,613	\$13,295,941	\$22,256,227	\$2,000,000	\$360,000		\$48,000,000
FTA Low or No-Emission Grant Program			\$469,001	\$2,716,093	\$20,612,106				\$23,797,200
TriMet General Fund			\$365,143	\$10,813,676	\$24,813,988	\$9,407,193			\$45,400,000
Regional Flexible Fund Bonds			\$2,165,860	10,916,130	\$14,918,010				\$28,000,000
City of Portland funding from Jurisdiction Transfer			\$1,804,884	\$10,763,441	\$3,431,675				\$16,000,000
FTA CIG Small Starts			\$30,719,534	\$52,553,767	\$63,130,622	\$3,596,076			\$149,999,999
Totals	\$8,651,074	\$15,995,209	\$52,195,971	\$101,059,048	\$149,162,628	\$15,003,269	\$360,000		\$342,427,199

Proposed Programming Notes:

- Anticipated Small Starts Grant Agreement Date: January 2027
- Preferred Regional Flexible Fund Bond Programming at \$28M.
 - 2027 - \$2,165,860
 - 2028 – \$10,916,130
 - 2029 - \$14,918,010
- All non-CIG funds need to be committed (no further action required) by August 2026. And the RFFA funding will be used for construction. Construction starts March 2027.

Project Schedule by Phase

Project Phases	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	FY31/32	Key Milestone Dates (MM/YY) in Phase w/Description
Project Development	X	X	X					30% (09/25), 60%(03/26), 90% (09/26), 100% (03/27)
Right-of-Way			X	X	X			
Bus Procurement		X	X	X				NTP (12/25), Pilot Bus Delivery (06/27), Full Fleet Delivery Completion (05/28)
Construction		X	X	X	X	X	X	Start of Construction (03/27), Start of Revenue Service (06/29)
Other								

