

**Date:** February 25, 2026

**To:** Board of Directors

**From:** Sam Desue, Jr. 

**Subject:** **RESOLUTION NO. 26-02-05 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A MODIFICATION TO THE DESIGN SERVICES CONTRACT WITH KPFF, INC. FOR THE 82nd AVENUE TRANSIT PROJECT**

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**1. Purpose of Item**

This Resolution requests the TriMet Board of Directors (Board) authorize the General Manager or his designee to execute a modification (Modification) to the design contract (Contract) with KPFF, Inc. for the 82nd Avenue Transit Project (Project).

**2. Type of Agenda Item**

- Initial Contract
- Contract Modification
- Other

**3. Type of Contract Procurement**

- Low Bid / Invitation to Bid (ITB)
- Request for Proposals (RFP) (inc. CM/GC)
- Request for Qualifications (RFQ) (Personal Services)
- Other (inc. sole source)

**4. Reason for Board Action**

Board authorization is required for all contract modifications causing contract amounts to exceed amounts previously authorized by the Board.

**5. Type of Action**

- Resolution
- Ordinance 1<sup>st</sup> Reading
- Ordinance 2<sup>nd</sup> Reading
- Other

**6. Background**

The 82nd Avenue Transit Project will provide high-capacity transit service to the 10-mile long corridor between Clackamas Town Center in Clackamas County and the Cully neighborhood in the City of Portland. It will be TriMet’s second FX Bus Rapid Transit (BRT) line following the FX2-Division line. The Project budget is approximately \$346 million, \$150 million of which is anticipated to come from the Federal Transit

Administration (FTA). It is anticipated that the Project will be completed in the summer of 2029.

At its June 26, 2024 meeting, the Board approved Resolution No. 24-06-25, authorizing award of a contract to KPFF for the design services for the Project. The “not to exceed” amount of the contract was \$17,500,000, over a six-year contract term.

The Project is currently in the 60% design phase, with completion of this design phase anticipated by the end of June 2026. The scope of design services needed for the Project has increased from what was identified in the original Request for Proposal (RFP) due to a number of factors outlined below.

### 1. PBOT Betterments

Starting in 30% design, TriMet agreed to include separate PBOT Major Maintenance Project scope as a betterment to the KPFF Contract. Per the Betterment IGA with the City of Portland (the City), TriMet will manage the design and construction of this additional scope and the City will reimburse TriMet for our costs. This will include design through 100%, as well as design services during construction.

### 2. TriMet Betterments

TriMet is currently reviewing opportunities to add scope from other planned TriMet projects where they interface or overlap with improvements planned on the Project. These would be internal TriMet Betterments that are funded internally, separate from the Project.

### 3. Expanded Transit Design Efforts

As design has progressed, additional design efforts are required beyond the level of those originally assumed in the RFP. These efforts focus on meeting project readiness for federal funding, and addressing partner agencies’ and the community’s interests in leveraging more Business Access and Transit (BAT) lanes from this Project. These include, but are not limited to, the following:

- Additional design efforts are necessary to capture project scope that aligns with project funding. The original RFP for the Design Contract indicated a total project cost between \$284 million to \$315 million. Through 15-30% design, the project scoping and cost estimate has now increased to a level that matches the established budget for the project (\$346 million). This increase in scope has required additional design effort and related cost.
- Additional design efforts related to traffic modeling, cost estimating, and FTA oversight procedures have also been required to facilitate larger project decisions and help ensure the success in securing federal funding.

The cost impact of these additional design efforts are as follows:

Description of Additional Cost Elements	Projected Cost
PBOT Betterments ( <i>reimbursed by PBOT</i> )	\$7,550,000
TriMet Betterments	\$450,000
Expanded Transit Design Efforts	\$4,500,000
<b>Total increase</b>	<b>\$12,500,000</b>

TriMet is now seeking Board approval for a Modification to increase the authorized amount by \$12,500,000, bringing the total contract amount to \$30,000,000.

**7. Description of Procurement Process**

The original contract was procured through a competitive Request for Proposals (RFP) process.

**8. Financial/Budget Impact**

The funds needed for these design services are included in the current approved FY 2026 Capital Improvement Program (CIP) budget for the Engineering & Construction Division, as well as the proposed FY 2027 CIP budget, and will continue to be included in future proposed FY budgets.

The original funding for this Design Contract comes from multiple committed funding sources for project development. These include committed project development funding contributions from TriMet, City of Portland, and Metro, as well as secured grants from the Area of Persistent Poverty (AOPP) program, and the Portland Clean Energy Community Benefits Fund (PCEF) program. The additional funding needed for Expanded Transit Design Efforts will continue to utilize those same available funding sources. The PBOT Betterments will be directly reimbursed by the City. Any TriMet Betterments will utilize funding from the sponsoring Project's approved FY CIP budgets.

There are no planned changes to TriMet's financial share of the 82nd Avenue Transit Project. TriMet's funding contribution commitments to the overall project remain unchanged.

**9. Impact if Not Approved**

If the Board does not approve this Resolution, TriMet could obtain bids for the additional design services; however, KPFF has performed well on the Project so far, and the completion of these additional design efforts by the same consultant will help the Project avoid delays and manage overall project risk.

**RESOLUTION NO. 26-02-05**

**RESOLUTION NO. 26-02-05 OF THE TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON (TRIMET) AUTHORIZING A  
MODIFICATION TO THE DESIGN SERVICES CONTRACT WITH KPFF, INC.  
FOR THE 82nd AVENUE TRANSIT PROJECT**

**WHEREAS**, TriMet has authority under ORS 267.200 to enter into a contract modification (Modification) with KPFF, Inc. (KPFF) for the 82nd Avenue Transit Project (Project); and

**WHEREAS**, by Resolution No. 24-06-25 dated June 26, 2024, the TriMet Board of Directors (Board) authorized a contract with KPFF in the amount of \$17,500,000 for design services for 82nd Avenue Transit Project; and

**WHEREAS**, TriMet now seeks a Modification in the amount of \$12,500,000; and

**WHEREAS**, by Resolution No. 25-06-29 dated June 25, 2025, the Board adopted a Statement of Policies requiring it to authorize contract modifications which exceed the authority previously granted by the Board; and

**NOW, THEREFORE, BE IT RESOLVED:**

1. That the Modification shall conform with applicable law.
2. That the General Manager or his designee is authorized to execute the Modification of an amount of \$12,500,000, for a total contract amount of \$30,000,000, over the six-year Contract term.

Dated: February 25, 2026

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Presiding Officer

Attest:

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Recording Secretary

Approved as to Legal Sufficiency:



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Legal Department