TV Highway Transit & Safety Project

Community Advisory Committee Meeting #6

November 16, 2026

TV HIGHWAY
TRANSIT & SAFETY
PROJECT

TRIMET

Agenda

- Introductions/Icebreaker & Community Agreements
- Transit Champions
- CAC VE Workshop
  - P&B Recap
  - Additional Context & Discussion
- Legislative Session Follow Up



Icebreaker

- Do you have a favorite warm beverage?









Community Agreements

- Assume Positive Intentions
- Lean In & Engage
- Be Conscious of Pace & Volume of Speech
- Prepare in Advance
- Share the Roadway
- Keep the Goal in Mind





Transit Champions

Public transit connects us

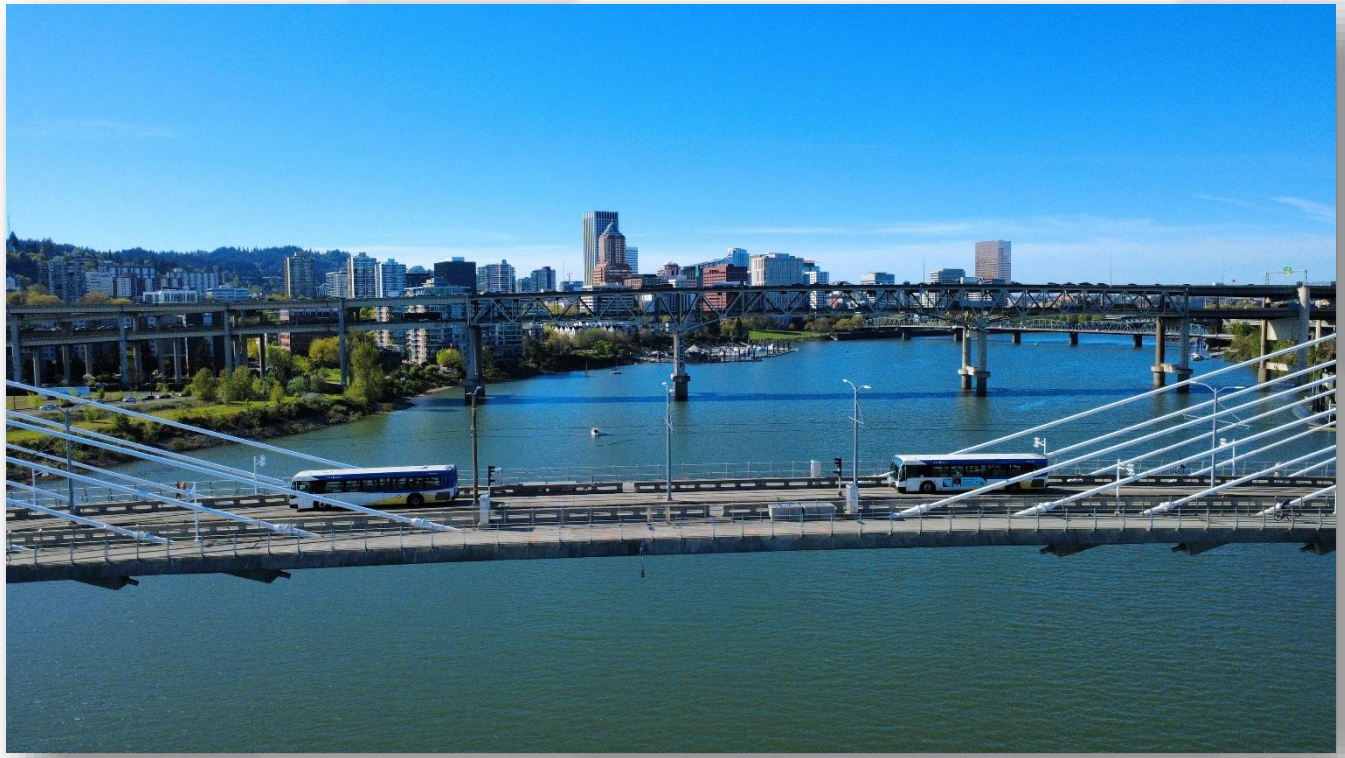
- TriMet provides 1.3 million rides per week
- 41% of riders are transit dependent
- Portland area ranks 23rd in population; 12th in transit ridership
- **TriMet keeps communities connected, reduces traffic congestion, improves air quality, keeps our economy moving and growing**



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Current status: our region

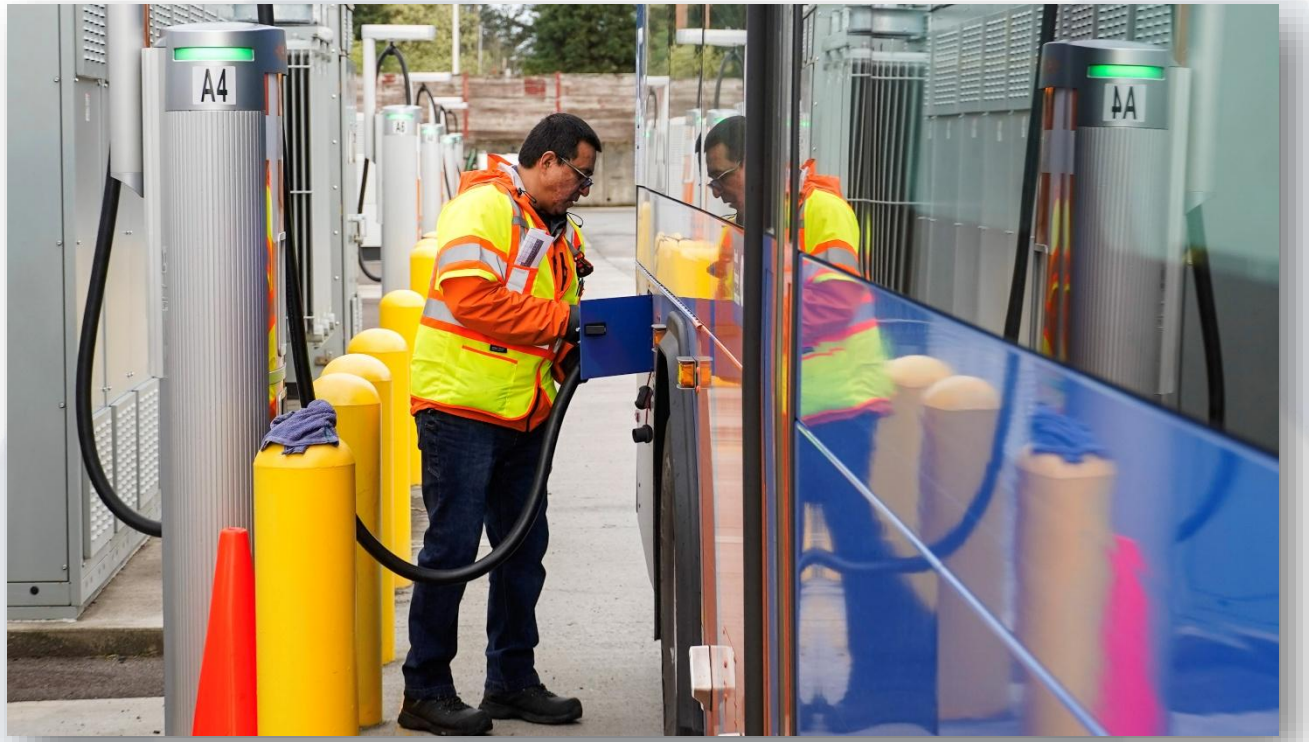
- Layoffs continue
- High office vacancy rate
- High teleworking rate
- Concerns around community public safety
- Inflation and affordability



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



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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 $60 million
  - 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%

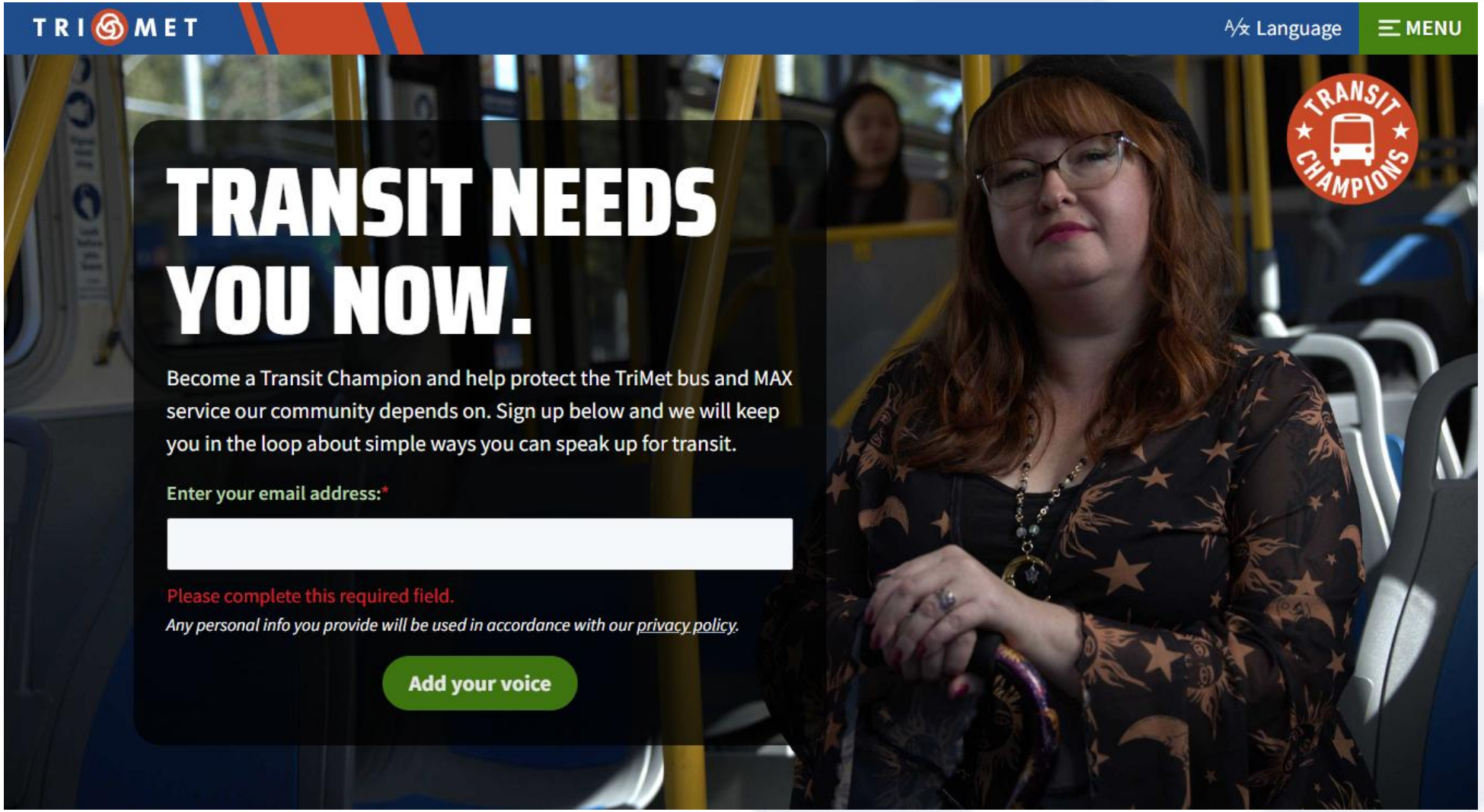


What's next

- 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



DELIVERING INDEPENDENCE



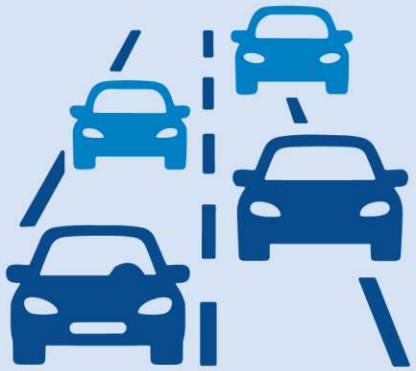
9.9 million trips are taken by older adults and people with disabilities each year.

PROVIDING ACCESS TO JOBS



94% of jobs are within a half mile of a TriMet stop or station.

PROTECTING QUALITY OF LIFE



Thanks to TriMet, we enjoy cleaner air and less traffic, with emissions savings equivalent to nearly **23 million** car trips a year.

UNLOCKING HOUSING GROWTH



86% of affordable housing production is enabled by TriMet with better access.

TRIMET

SAVING RIDERS MONEY



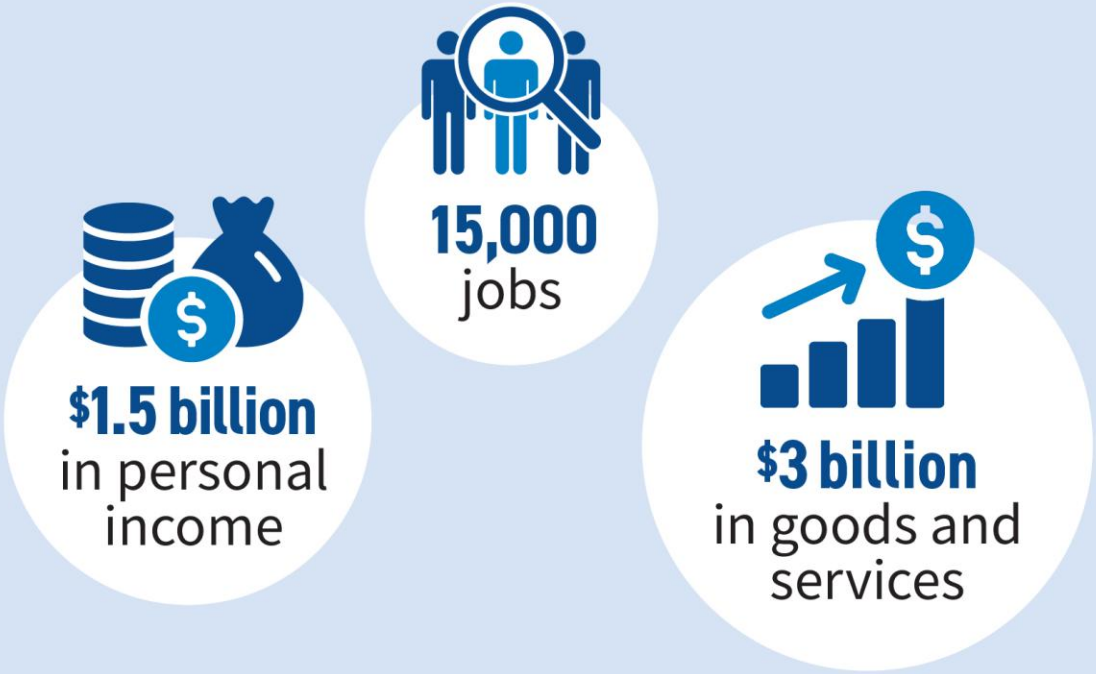
You can save up to **$1,257/month** (**$15,089/year**) by switching to TriMet.

SAVING HOUSEHOLDS MONEY

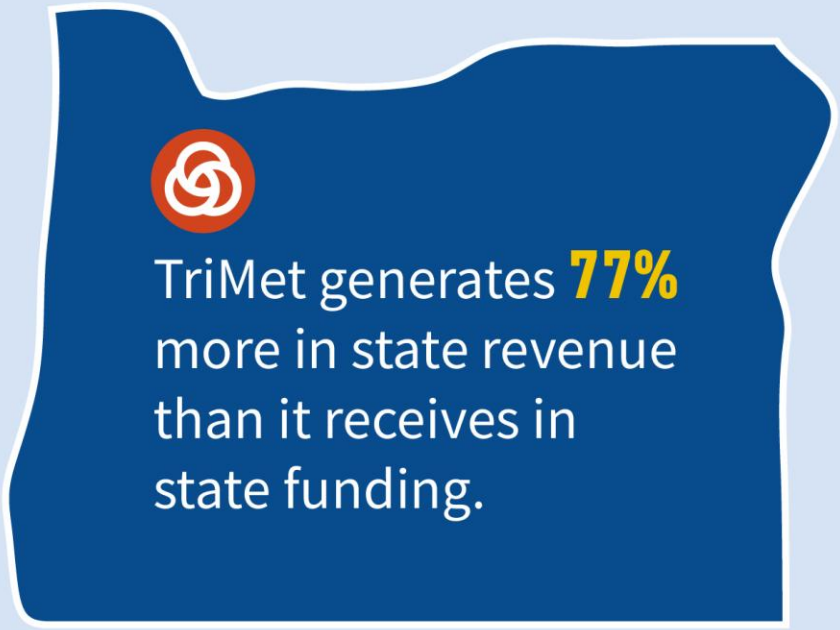


Portland-area households save an average of **$645/year** in reduced vehicle operating costs, travel time savings and avoided crashes — whether they ride TriMet or not.

ANNUAL ECONOMIC IMPACT



OREGON REVENUE GENERATOR



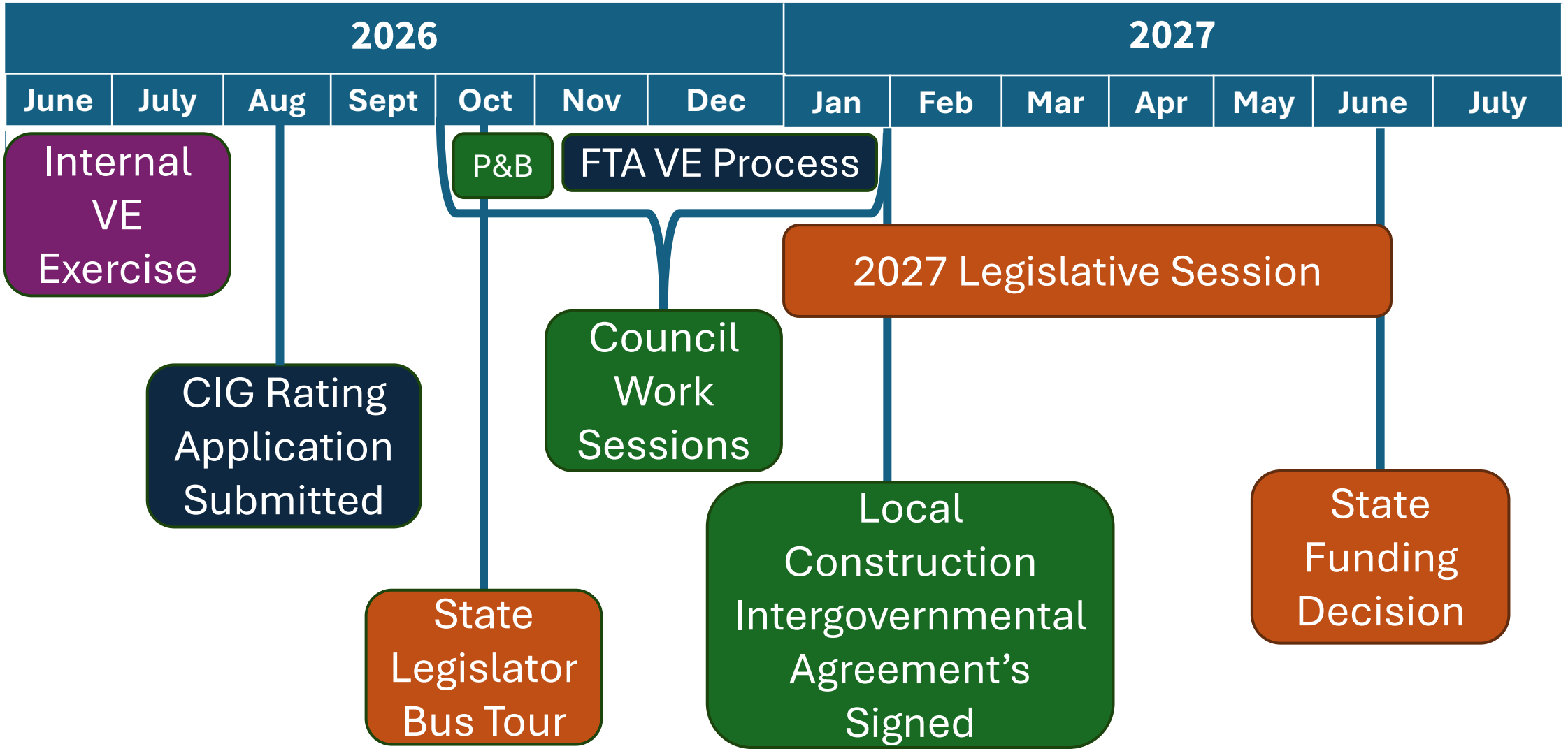
Become a Transit Champion

trimet.org/champions



CAC Value Engineering Workshop

Value Engineering & Funding Timeline



What is Value Engineering (VE)?

- **A systematic method used to lower the cost of a project, product, or service while maintaining or improving its core performance and quality**
  - Refining the project without losing sight of overall goals of safety, reliability and safety
  - Standard part of all capital projects
  - Goal is to increase efficiency and maximize overall investment while right-sizing the budget to align with legislative ask

Core Elements Not Impacted

- **Stations and Station Amenities**
  - 41 station pairs
  - Stops at Beaverton Transit Center and Hillsboro Transit Center
  - Amenity package including pylon, shelter, seating, lighting, real-time arrival information
- **New or Enhanced Crossings**
  - 1 New Signal
  - 6 RRFBs/PHBs
- **Fiber and Transit Signal Priority**
- **Getting out of UPRR Right-Of-Way**
- **Travel Time Benefit**

VE Items

Project Refinement	In Conflict with Project Goals	Up for Consideration *(if $40M ask is not successful)*
• ~$11M • Items we already anticipate moving forward with • Included in 30% Design – currently being reviewed and discussed	• ~$21M in this bucket • Items we do not believe align with project goals	• Up to an additional $33M • Items still on the table • Some more feasible or appealing than others • Some outside of TriMet control

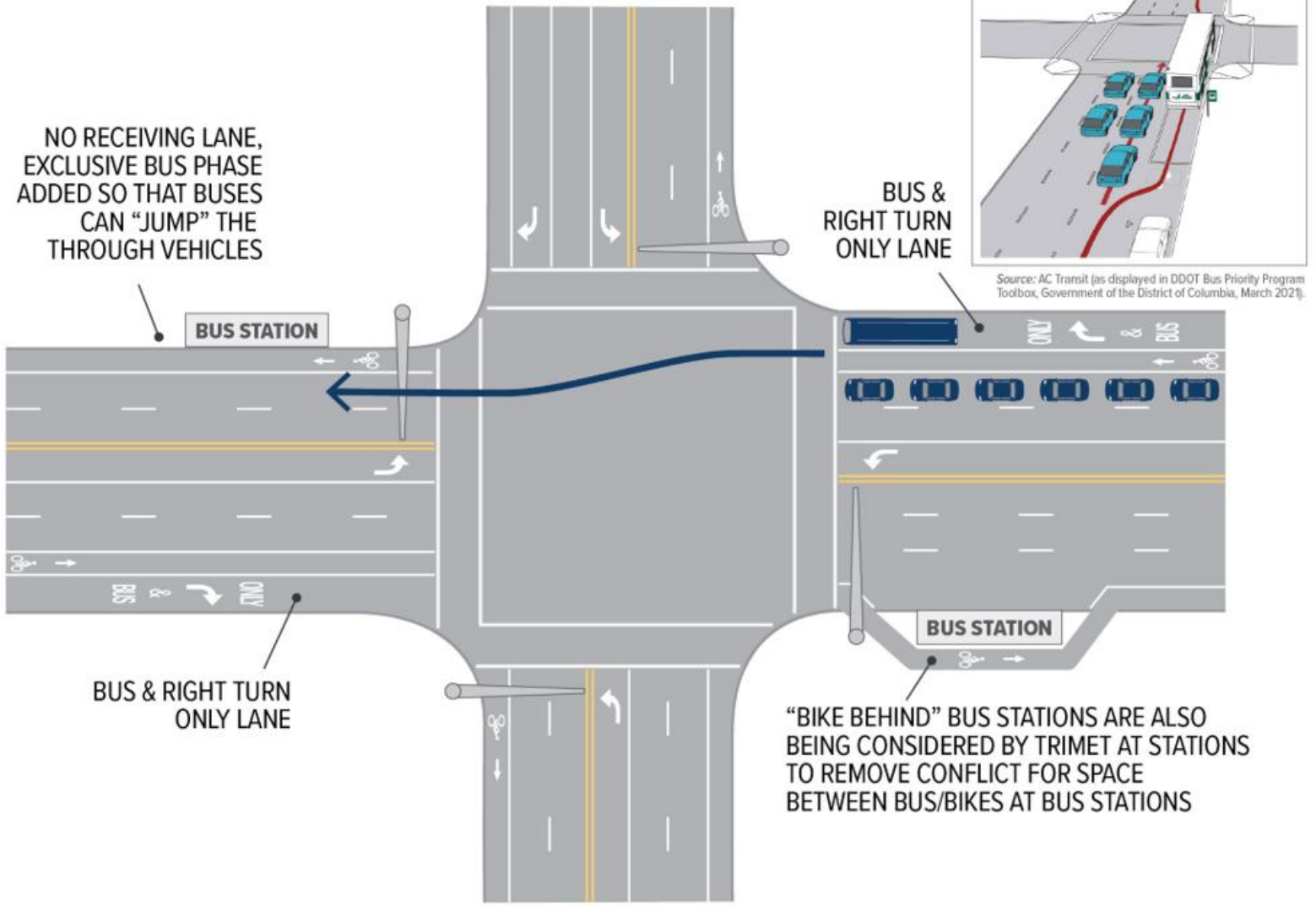
VE Items

Project Refinement

- Use simplified shelter footing to reduce cost and avoid utility conflicts - **$$**
- Reduce number of stations getting 9” curbs following TriMet FX Standards - **$**
- Adjust station placements to minimize ADA curbs added by project - **$**
  - Coordinating with ODOT ADA program installing ramps by 2030
- Refine design at Murray Blvd - **$**
  - Shorter right turn except bus lane based on preliminary findings and approvability feedback
- Eliminate queue jump signal improvements, advancing only queue bypass - **$**
  - See exhibits on next slides

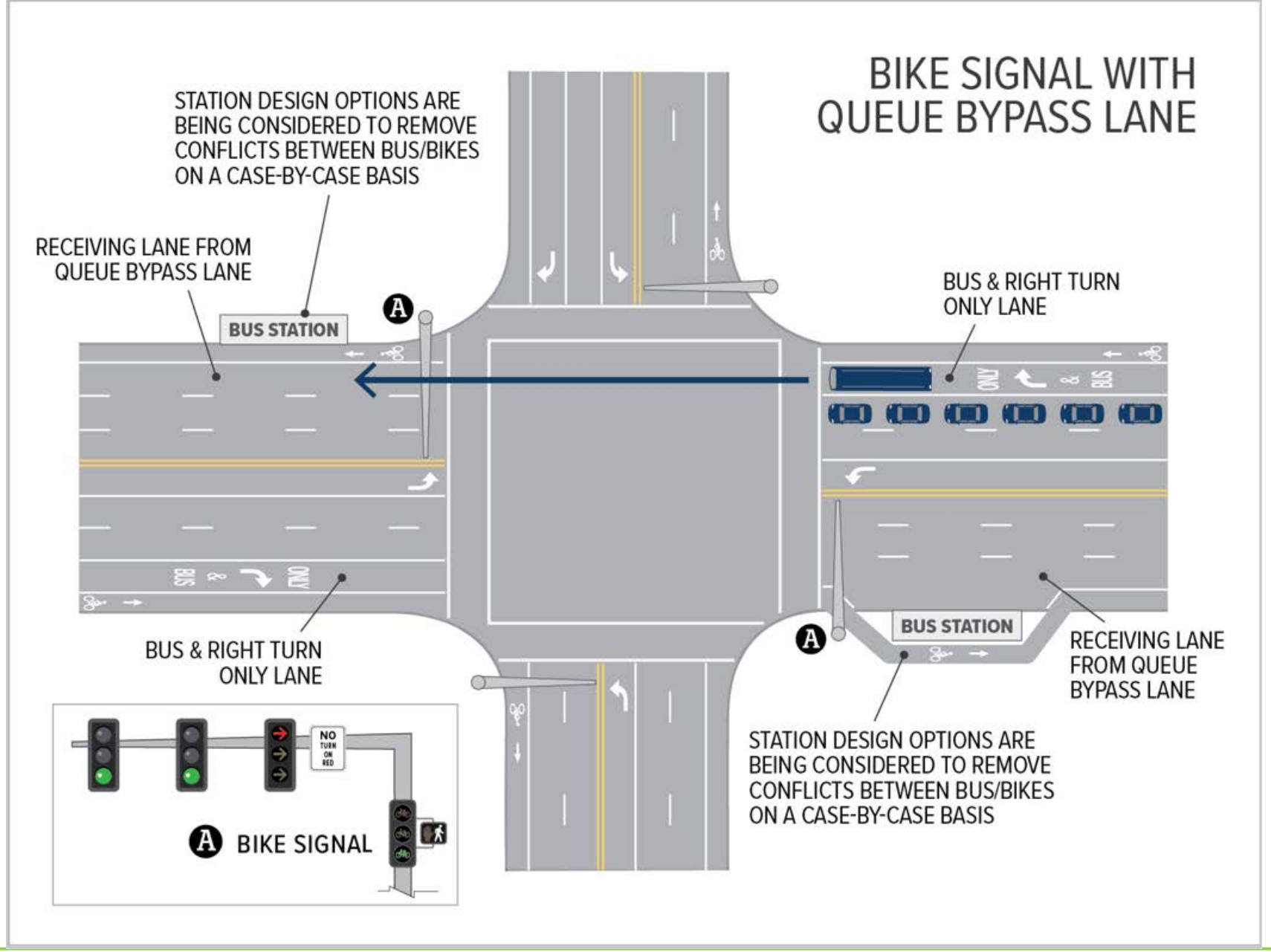
- *List continues slide 26*

QUEUE JUMP



QUEUE JUMP EXAMPLE

Source: AC Transit (as displayed in DDOT Bus Priority Program Toolbox, Government of the District of Columbia, March 2021).


BIKE SIGNAL WITH QUEUE BYPASS LANE
STATION DESIGN OPTIONS ARE BEING CONSIDERED TO REMOVE CONFLICTS BETWEEN BUS/BIKES ON A CASE-BY-CASE BASIS
RECEIVING LANE FROM QUEUE BYPASS LANE
BUS STATION
A
BUS & RIGHT TURN ONLY LANE
BUS & RIGHT TURN ONLY LANE
BUS STATION
RECEIVING LANE FROM QUEUE BYPASS LANE
STATION DESIGN OPTIONS ARE BEING CONSIDERED TO REMOVE CONFLICTS BETWEEN BUS/BIKES ON A CASE-BY-CASE BASIS
NO TURN ON RED
A BIKE SIGNAL

VE Items

Project Refinement

- Change electrical cabinets from custom design to off-the-shelf model - **$$$$**
- Refine amenity package cost based on new vendors in the market - **$**
- Refine fiber network cost - **$$**
  - 15% estimate assumed worst case scenario
  - 30% design has already informed opportunities to provide the same fiber network with lower cost methodologies

Relevant Background

The 15% Cost Estimate is heavily informed by the known costs of the Division Transit Project, with the intent to be refined as design advances.

The items on this slide are ones we believe were over estimated.

VE Items

In Conflict with Project Goals

- Repurpose existing full fleet of 40-foot buses, modify branding, add hop reader - **$$$$$**
  - Compromises travel time savings and potentially challenging to accommodate 3rd mobility device position
- Design stations for 40-foot buses - **$$**
  - Compromises opportunity to future proof line for 60 ft buses
- Assume Rectangular Rapid Flashing Beacons instead of Pedestrian Hybrid Beacons at locations where they are proposed - **$**
  - Pedestrian access trade-off

Rectangular Rapid Flashing Beacons (RRFB) on TV Highway

East Lane, Cornelius
5 lane segment



12th and Adair, Cornelius
2 lane segment



Pedestrian Hybrid Beacon (PHB) in Washington County



Hall Blvd at Fanno Creek Trail crossing
5 lane segment

VE Items

Up for Consideration
If more than $10M in cuts is needed

- Use E-paper readers instead of the Digital Information Display (DID) at a number of stations - **$$**
- Eliminate garbage cans at a number of stations - **$**
- Remove station platform at 30th and 67th station pair in Hillsboro - **$$**
- Repurpose existing 40-foot buses to use as spares for new service - **$$$**
- Refine operator facility upgrades at Beaverton Transit Center and in Forest Grove - **$$$$**
- Adjust intersection rebuilds and/or eliminate bike signals currently planned at the following intersections: Minter Bridge, 198th, 170th, and Murray Blvd - **$$$$$**

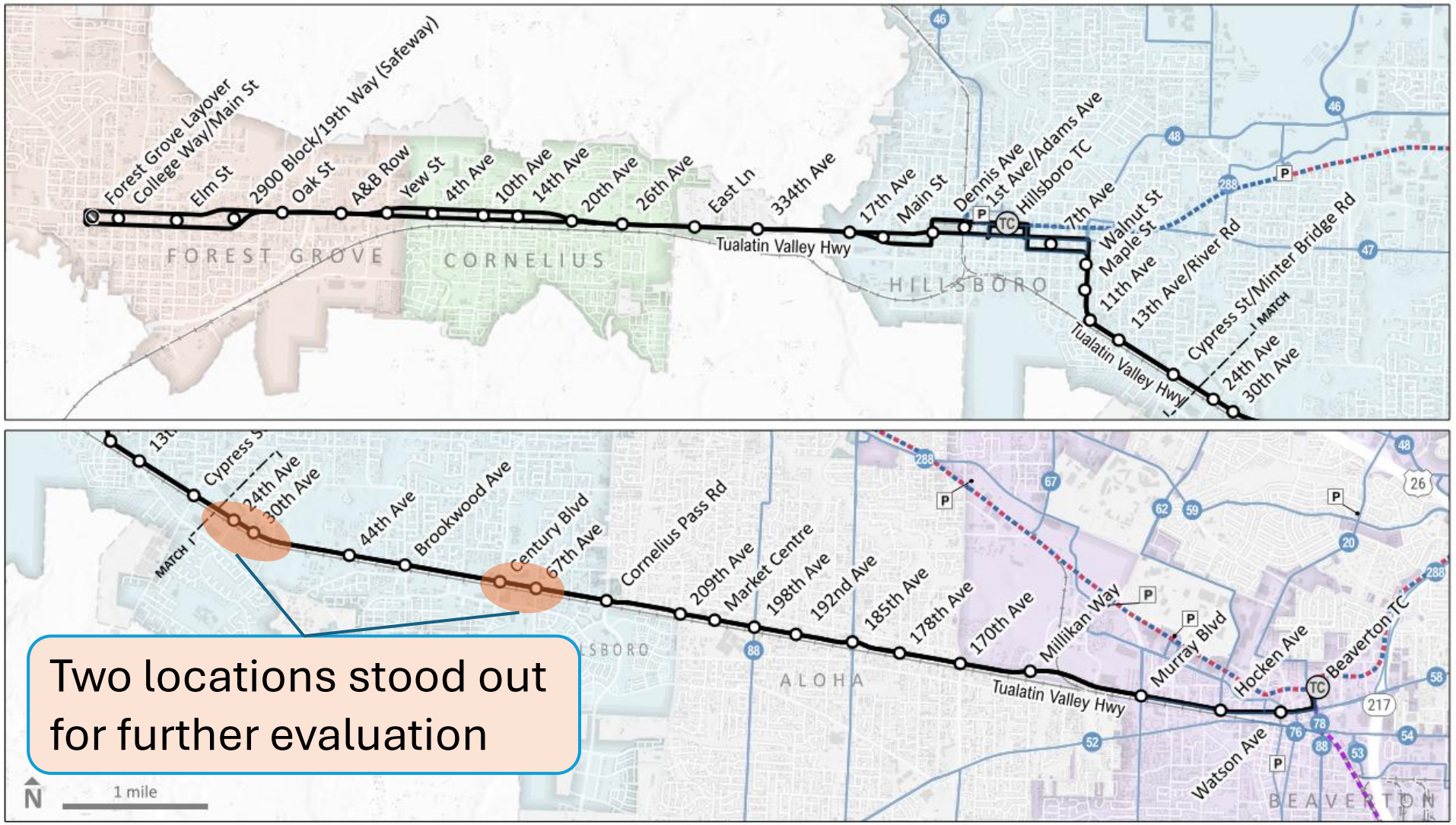
E-paper Reader



Digital Information Display (DID)



Are there locations that could be removed?



Tualatin Valley Highway Transit and Safety Project

Washington County
Greater Portland, Oregon

Data source: Metro Data Resource Center
Exported 6/18/26 10:44

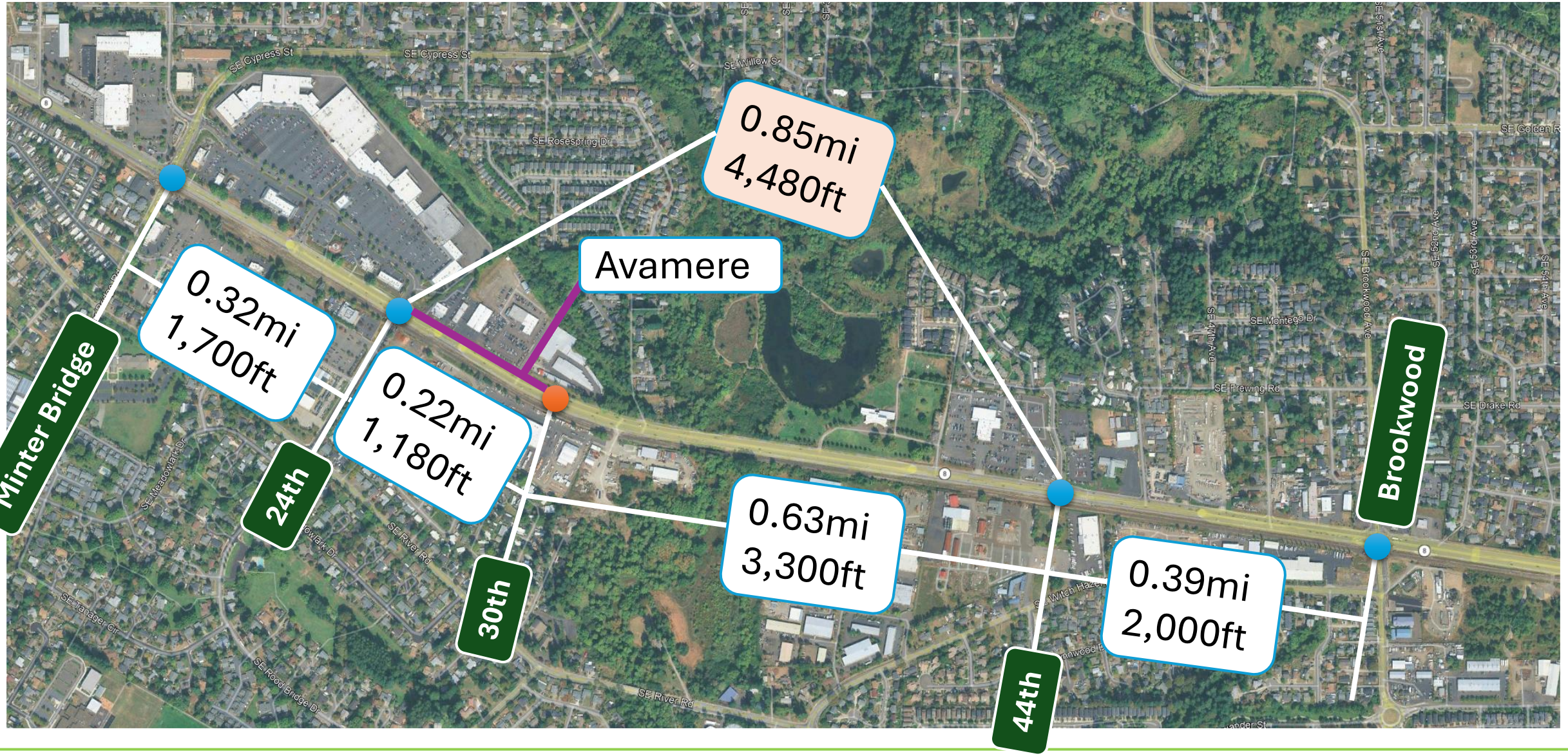
Project Components

- Project Alignment
- General Station Location
- Layover
- Station Location at Existing Transit Center

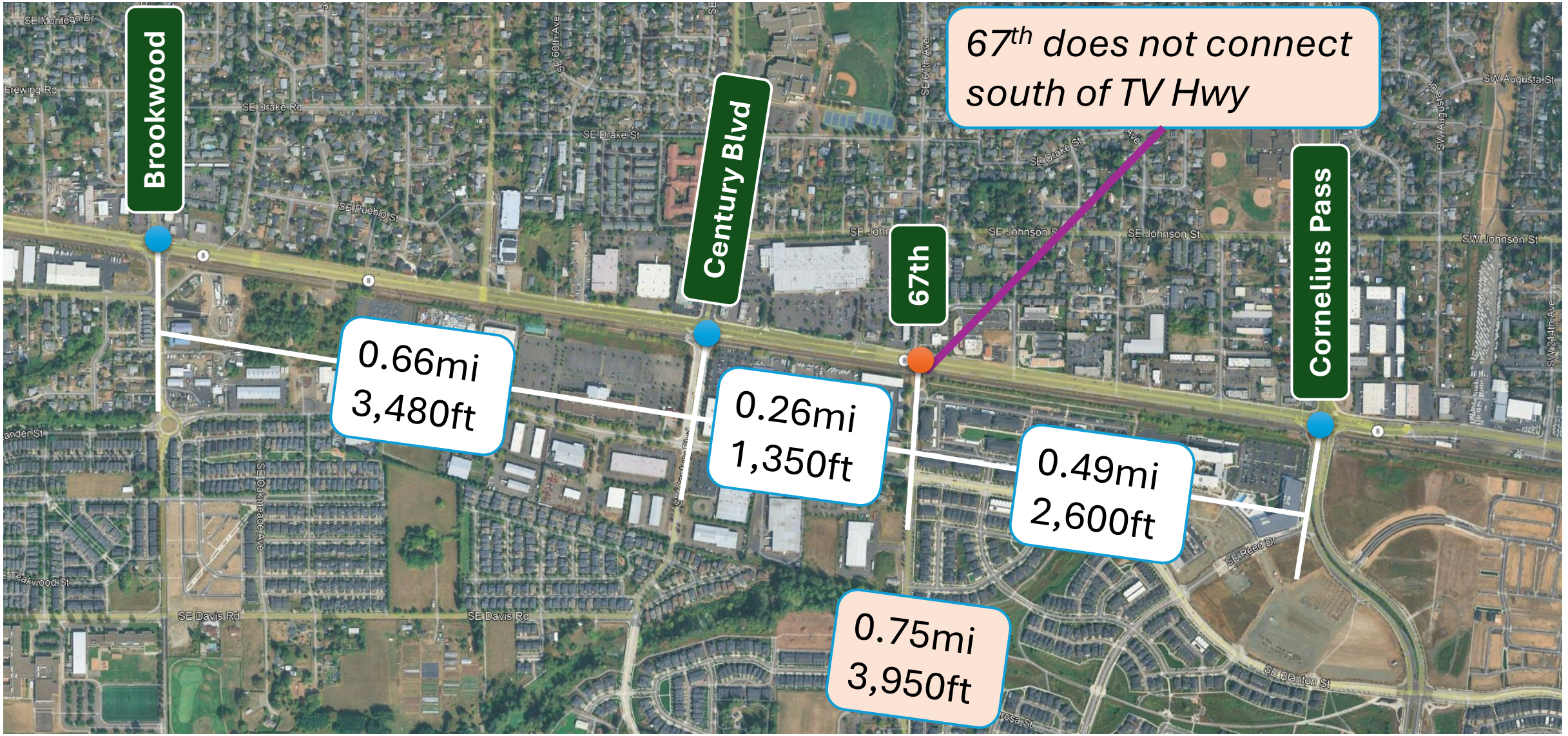
Existing Facilities

- MAX Red Line Light Rail
- MAX Blue Line Light Rail
- WES (Westside Express Service) Rail
- Existing Park and Ride Location
- TriMet Bus Route
- Railroad
- Urban Growth Boundary

Station Spacing near 30th



Station Spacing near 67th



Discussion

- What general questions do you have about the VE process?

- Are there any items in the “Up for Consideration” category that raise red flags for you?





2027 Legislative Session

How can you make an impact?

- Elevate the importance of transit funding and the TV Highway Transit & Safety Project
  - Advocacy in the legislative session and in the interim
  - Contact your legislators via email, mail or phone call
  - Joint letter from committee to legislators in support of project on TV Highway





Questions & Discussion

Next Meeting

- Monday, January 11th from 6 – 7:30PM

