

# TV Highway Transit & Safety Project

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Policy & Budget Committee Meeting #2

*April 29, 2026*



# Partner Introductions



# Agenda

- ▶ Reflections on Line 57
- ▶ Public Comment
- ▶ Community Affairs Update
- ▶ Vehicle Propulsion Discussion
- ▶ Project Schedule & Budget



An aerial, monochromatic green-tinted photograph of a busy urban intersection. The scene shows multiple lanes of traffic with cars and a truck. A prominent McDonald's restaurant is visible in the upper right quadrant, with its parking lot filled with vehicles. The text "Reflections on Line 57" is overlaid in the center in a large, white, sans-serif font. The overall image has a high-angle, top-down perspective.

# Reflections on Line 57

An aerial photograph of a busy urban intersection. The scene is dominated by a multi-lane road with traffic lights and several cars. In the upper right, a large building with a curved facade, identified as a McDonald's, is visible. The area is surrounded by parking lots, trees, and utility poles. A large, white, sans-serif text overlay reading "Public Comment" is centered over the intersection. The entire image has a greenish tint.

# Public Comment

An aerial, monochromatic green-tinted photograph of a busy urban intersection. The scene shows multiple lanes of traffic, a McDonald's restaurant with its golden arches logo, and a 'WALK' sign for a pedestrian crossing. The text 'Community Affairs Update' is overlaid in the center in a large, white, sans-serif font.

# Community Affairs Update

# Engagement Next Steps

- ▶ Increasing community connection as we enter 30% design
  - Finalizing stakeholder maps
  - Project updates to key groups to begin late spring/early summer
  - Convening jurisdictional engagement staff for coordination
  - Exploring options for informational open house events
  
- ▶ TV Highway Blog Post – 3/26/26
  - 59K Rider Insider subscribers
  - 5K Line 57 subscribers
  - 100+ project subscribers



# CAC Visioning Activity

## ► Themes:

- Safety and accessibility
- Reliability
- Community understanding and perspective
- Understanding of project
- Supporting wise solutions
- Representing community needs
- Multimodal considerations

## Policy & Budget Committee Word Cloud



# CAC Feedback on Vehicle Selection

- ▶ Topic introduced March 16 meeting
  - Questions about current ridership to support 60-foot buses
  - Advocacy for three spaces for people with mobility devices
  - Bike experience on Division Transit Project
- ▶ General sentiment was that safety improvements of the project are more important than vehicle size
  - No specific comments or concerns expressed about propulsion



An aerial photograph of a busy urban intersection, tinted in a monochromatic green color. The image shows multiple lanes of traffic, a large commercial building with a curved facade, and several parking lots filled with cars. The text "Vehicle Propulsion Discussion" is overlaid in the center in a large, white, sans-serif font.











# Vehicle Propulsion Discussion

# Vehicles, fueling, maintenance

Early assumptions (LPA Phase)	New info during Project Development
<b>Vehicle length:</b> 60-ft, for added capacity	<ul style="list-style-type: none"><li>• 40-ft bus can meet current and future ridership needs</li></ul>
<b>Vehicle propulsion:</b> BEB, for lower carbon footprint	<ul style="list-style-type: none"><li>• R99 fuel has already reduced the carbon footprint of the fixed-route bus fleet by 60%</li><li>• BEBs cost 60% more than R99 buses</li></ul>
<b>Fueling and maintenance:</b> 60-ft BEBs could be charged and maintained at Merlo Garage with only minor alterations to the facility; project would build new charging facility at Forest Grove terminus	<ul style="list-style-type: none"><li>• Modifying Merlo to accommodate 60-ft BEBs is anticipated to require a major facility build like Powell Garage</li><li>• 40-ft R99 vehicles could be accommodated at Merlo with minimal modifications</li></ul>



# Propulsion

Consideration	R99 Bus	Battery Electric Bus
Quality of Service		
Current & Future Ridership		
Feasible within Operational Constraints		
Minimizes Funding Gap		
Federal Funding Commitments and Readiness		



# R99 40-foot VS BEB 40-foot Buses

Scenario	Operating Cost	Capital Cost
40-foot R99 Merlo-based	<ul style="list-style-type: none"> <li>• Baseline O&amp;M for buses and infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline cost for 17 FX buses</li> </ul>
40-foot BEB Powell-based	<ul style="list-style-type: none"> <li>• Increase bus O&amp;M costs</li> <li>• Add deadheading cost</li> <li>• Add cost of displacing other lines</li> </ul> <p style="text-align: right;"><b>~\$5-10m Increase</b></p>	<ul style="list-style-type: none"> <li>• Increase bus cost</li> <li>• Add ~6 buses for deadheading</li> <li>• Add charging infrastructure</li> </ul> <p style="text-align: right;"><b>~\$20-30m Increase</b></p>

# Project Purpose & Need

The purpose of the TV Highway Transit & Safety project is to improve travel times, reliability, accessibility, and safety for transit riders on TriMet's highest ridership line in Washington County.

The project will address the major needs of the corridor, regardless of propulsion type and length:

- ▶ Safety
- ▶ Rider experience at stations
- ▶ Transit speed and reliability



# Discussion

**Decision Framework:** March initiated vehicle selection discussion with the P & B and TAC, April discussion on path forward and GM decision.

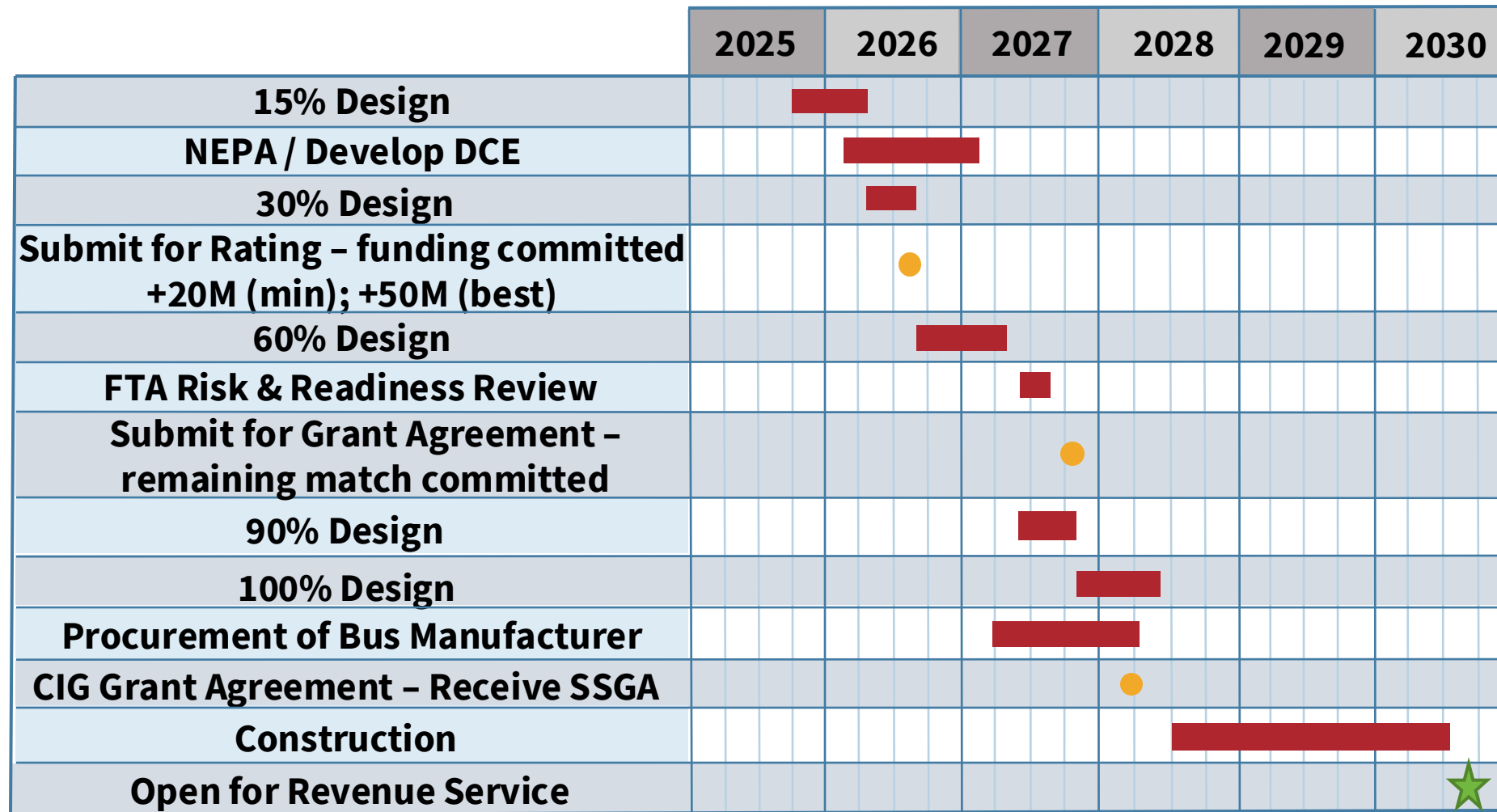
▶ **Guidance:** What else should we consider as we proceed with 40-foot R99 buses?



An aerial photograph of a busy urban intersection, tinted in a monochromatic green color. The scene shows multiple lanes of traffic, a McDonald's restaurant with its iconic golden arches, and a 'WEEK' sign on the right. The text 'Project Schedule & Funding' is overlaid in the center in a large, white, sans-serif font.

# Project Schedule & Funding

# Project Schedule



# High-Level Funding for \$304M\* Scenario

Project Phase	Partner	Est. Amount
Project Development	TriMet, Metro, Washington County, Cities	\$25m
Construction	TriMet	\$31m
	Metro (RFFA)	\$28m
	WA County and Cities**	\$14m
	FTA**	\$150m
	State & Other Sources (i.e Federal Grants)**	<b>\$56m</b>
	<b>TOTAL</b>	<b>\$304m</b>

*\* This value is the project size that results in a less than 50% (49.4%) match request and still leverages the full \$150M CIG. Next iteration of the cost estimate is anticipated in spring/summer 2026.*

*\*\*Funding amount is estimate only and subject to change until all funding sources secured.*



# Preliminary Cost Assumptions

- **Assumptions**
  - Year of expenditure: 2030
  - Alignment to be 60-foot vehicle ready
  - Future cost estimates at each design milestone will continue to refine costs
- **15% Preliminary Ranges**
  - Original BEB scope (with 40-foot modification) trending towards \$345-355M
  - Scope assuming 40-foot R99 trending toward \$285-295M
- **15% cost estimate timeline**
  - Refined: May 2026
  - Value Engineering: June 2026



# Filling the Gap: Current Gap \$56M

- **Grants**

- Bus & Bus Facilities
- BUILD Grant
  - Spring 2027

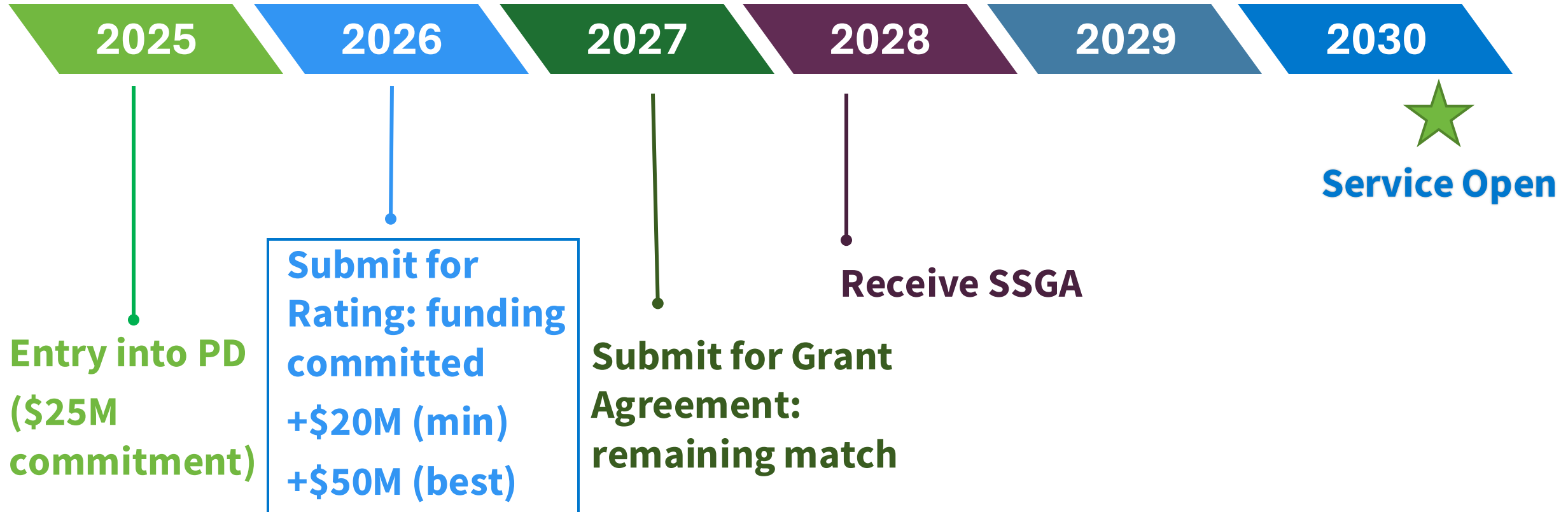
- **Other**

- State Legislative Ask\*
- Partner contributions
- Value Engineering

*\*Cuts to the state budget have been significant and will make any state ask challenging going forward. An ask will only be successful if TV Hwy is the top funding priority for all jurisdictions.*



# Project Timeline – Funding



# Discussion

- ▶ What additional ideas do you have to help us stay on schedule and come together to address the funding gap?



# Next Steps

