TV Highway Transit & Safety Project

Policy & Budget Committee Meeting #3

October 19, 2026

TRIMET

Agenda

- **Introductions & Partner Updates**
- **Public Comment**
- **Community Affairs Update**
  - Summer of Outreach
  - CAC Meeting Recap
- **Project Updates**
  - 30% Design Update
  - CIG Ratings Application
  - Value Engineering Exercise
  - Local Funding Discussion



Partner Introductions & Updates




Public
Comment



Community Affairs Update

12 Community events attended across all partner jurisdictions

150+ Project newsletter signups



Community Sentiments

- Lots of love and support for TriMet on the west side
- Deep history with and stories about Line 57
- Safety is number one community concern along the corridor
- General excitement to hear about improvements along TV Highway



CAC Meeting Recap

- Learned about the work the project team completed over the summer
- Began to weigh in on internal value engineering items
- Heard about legislative session from TriMet and partner Government Affairs teams
- Next meeting on November 16th



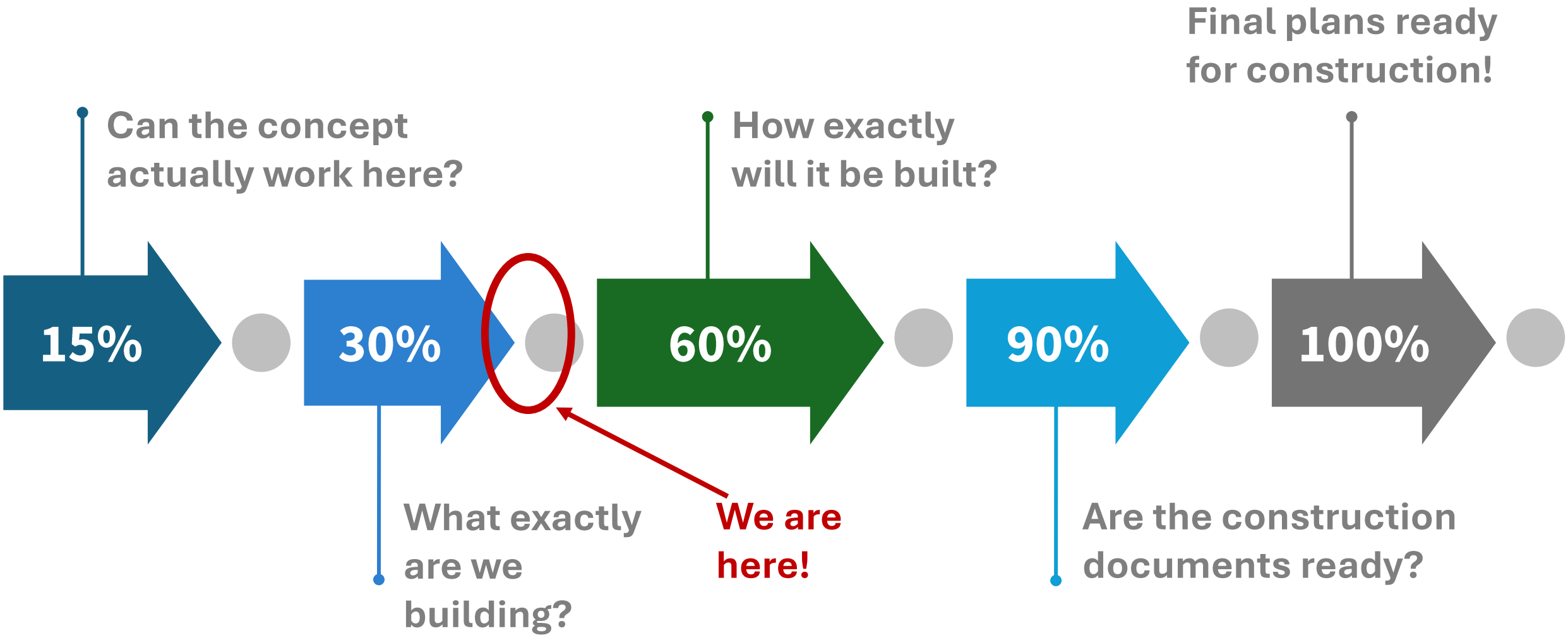
CAC Internal VE Input

- Members expressed preference for Pedestrian Hybrid Beacons over Rectangular Rapid Flashing Beacons
  - General concern for safety for pedestrians
- Strong desire to see bike signals included in the design of the four major intersections
- Topic to return in the November meeting for a deeper dive and additional input ahead of FTA VE process



Design Update

FTA Design Phases



Capital Investment Grant (CIG) Rating Submission

- **The project team collaborated with our design consultant (HDR) to gather materials and submit to the FTA**
  - Next step in the process to receive matching funds from the federal government
  - TriMet has long history of receiving medium-high rating
  - Positive rating from FTA does not automatically secure CIG funds
  - Next submission will be for funding in Fall 2027

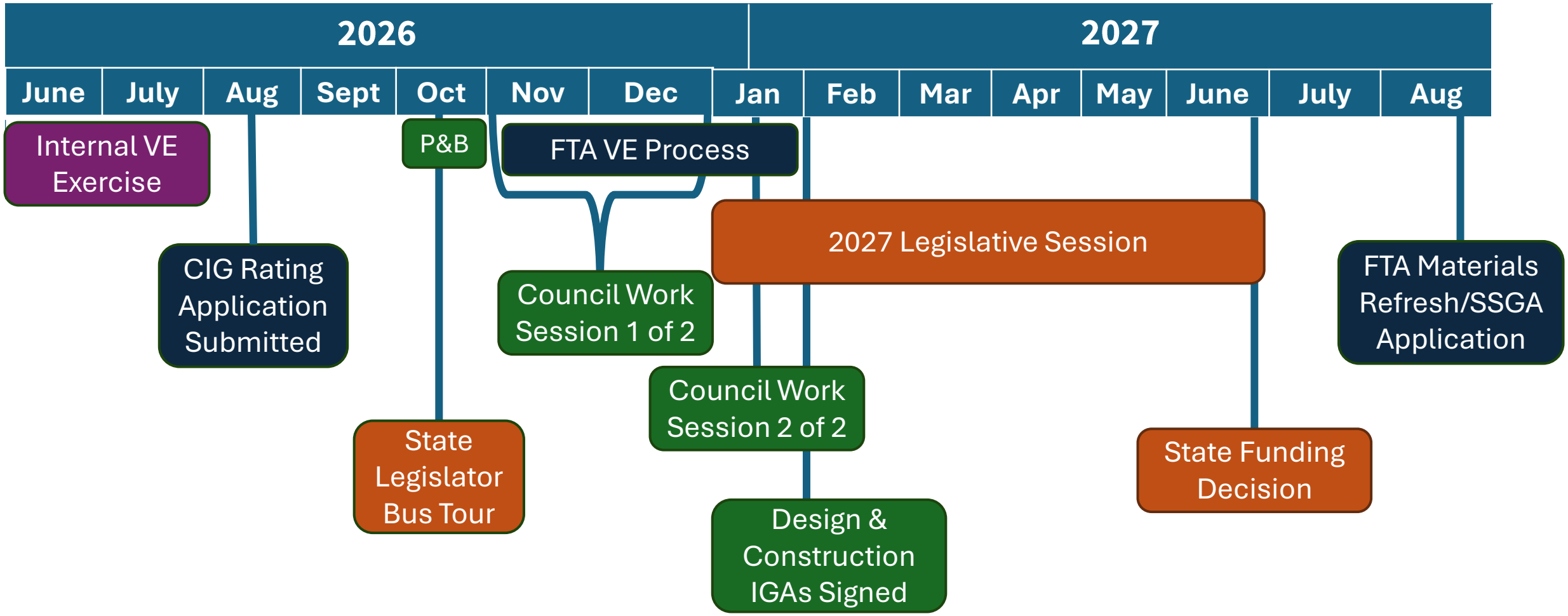


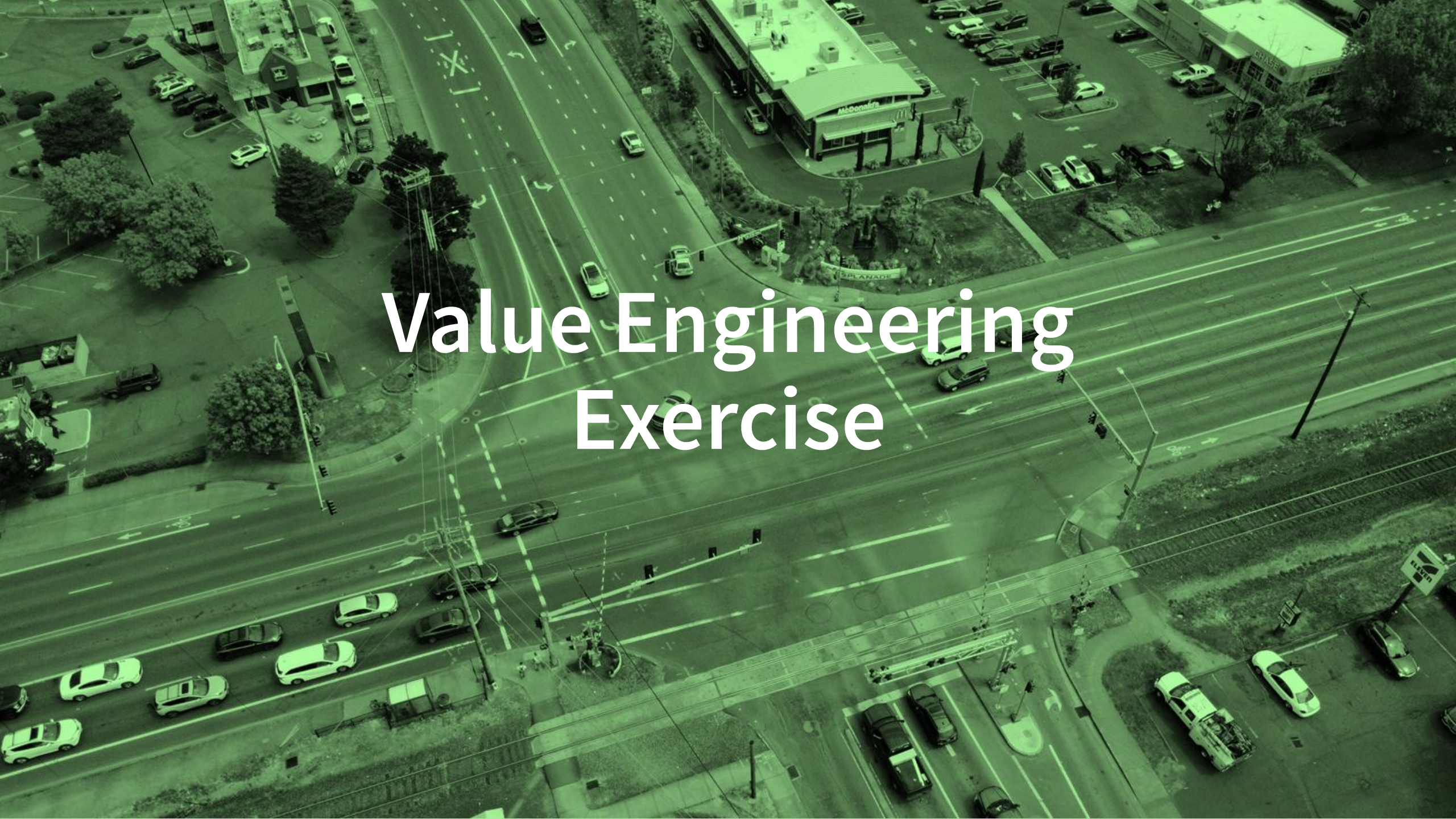
Project Funding

Project Funding Plan

- **A combination of local dollars and CIG matching funds**
  - TriMet, Metro, Washington County, and the cities of Forest Grove, Cornelius, Hillsboro and Beaverton have committed funding for planning and construction
  - TriMet will pursue $40M from the state in the upcoming legislative session for the TV Highway Transit & Safety Project

Funding Timeline & Key Milestones





Value Engineering Exercise

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 travel time improvements
  - Standard part of all capital projects

The goal of our internal exercises was to understand how we could increase efficiency and maximize overall investment while right-sizing the budget to bridge funding gap

Core Elements Not Impacted

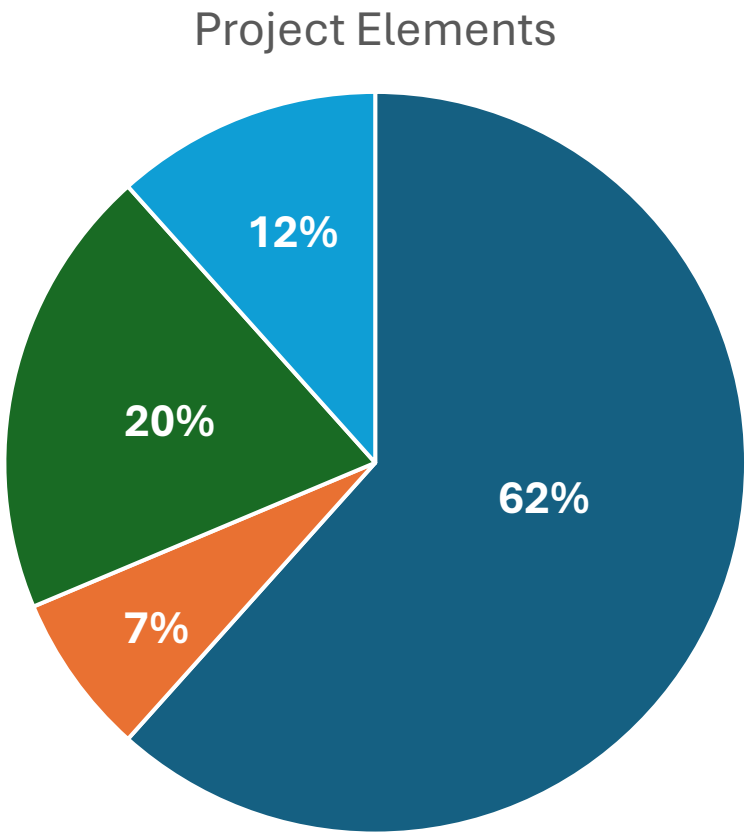
- **Stations and Station Amenities**
  - 41 station pairs
  - Stops at Beaverton Transit Center and Hillsboro Transit Center
  - Amenity package including pylon, shelter, seating, lighting, real-time arrival information
- **New or Enhanced Crossings**
  - 1 New Signal
  - 6 Rectangular Rapid Flashing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



15% Cost Estimate

	Construction costs w ROW	$175M
	Vehicles	$20M
	Professional Services	$56M
	Unallocated Contingency/Risk	$33M
	Total Project	**$284M**

Based on 15% cost estimate and includes 4% annual escalation



State Funding Approach

- A $10M cut through the VE exercise allows us to shape a state ask that supports the project and has partner support
- Result is a $40M legislative ask is informed by the safety and transit priorities
- The VE exercise assumed that to maintain 50/50 federal match, every $1 cut from budget means losing $2 in scope



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

- Based off high level calculations and assumptions to support discussion
- All cost savings are approximate and subject to change as the design and constructability is further refined

LEGEND: Scale of Potential Cost Savings	
$100K - $1M	$
$1M - $3M	$$
$3M - $5M	$$$
$5M - $7M	$$$$
$7M +	$$$$$

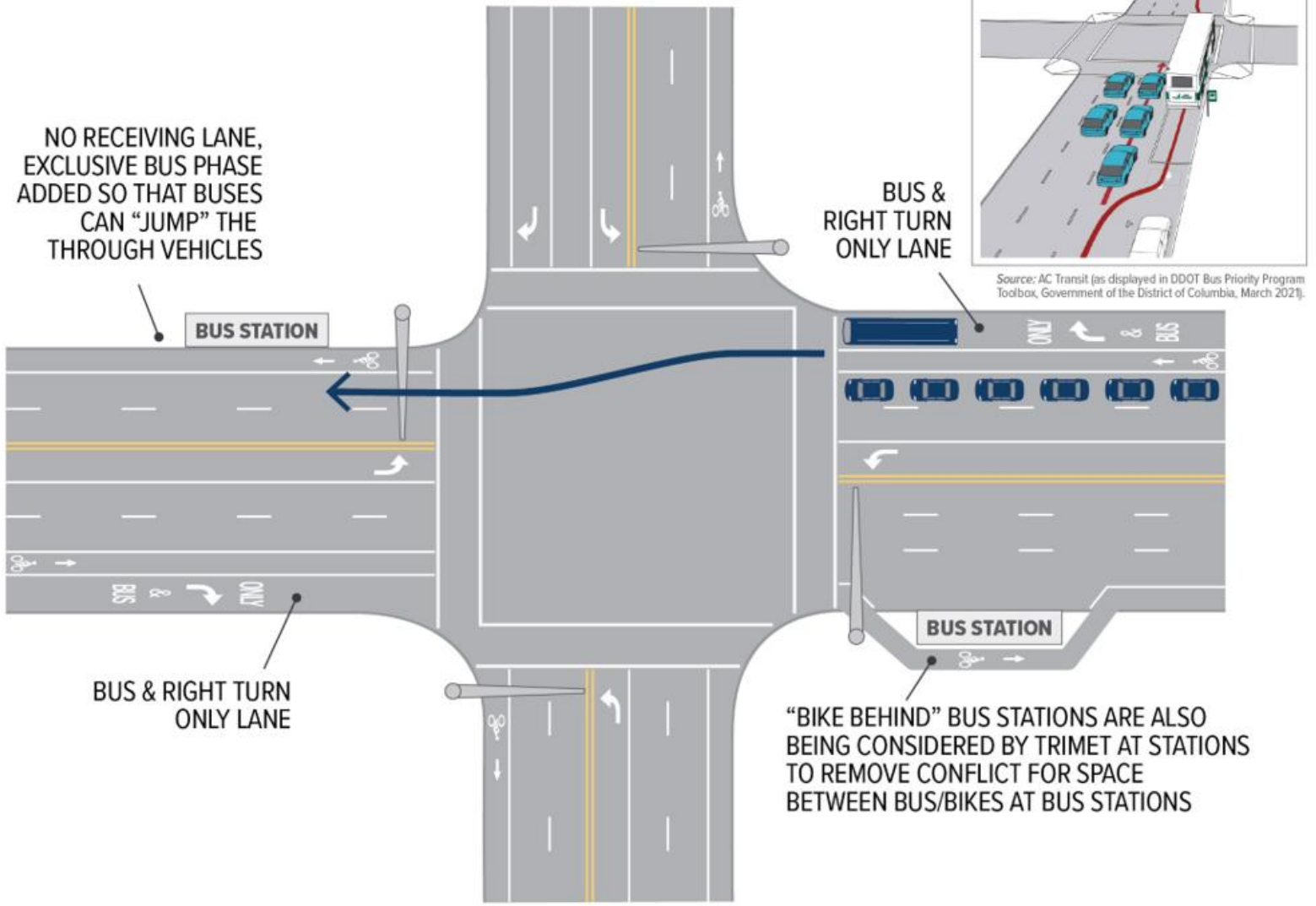
VE Items

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

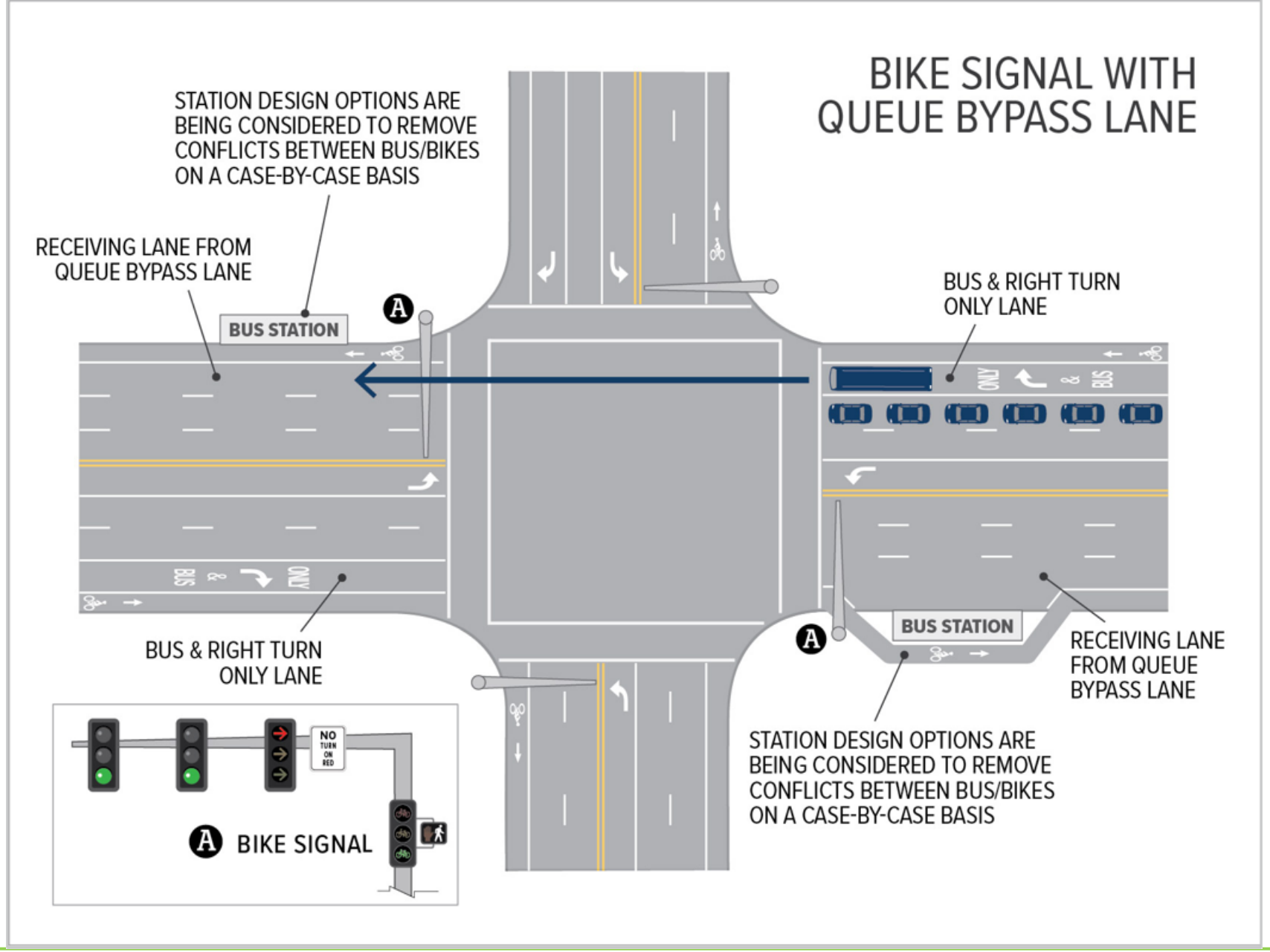
- *List continues slide 27*

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

- 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 - **$$$**
- Refine operator facility upgrades at Beaverton Transit Center and in Forest Grove - **$$$$**
- Adjust intersection rebuilds and/or eliminate bike signals currently planned at the following intersections: Minter Bridge, 198th, 170th, and Murray Blvd - **$$$$$**

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?
- Do you have any questions about the funding plan and timeline?



Next Steps

