

# TV Highway Transit & Safety Project

---

Policy & Budget Committee Meeting #1

*March 5, 2026*



# Partner Introductions & Updates



# Values Exercise



# Committee Role & Protocols

- ▶ Guidance and recommendations
- ▶ Collaborative discussion (not Robert's Rules)
- ▶ Begin meetings with public comment
- ▶ Hold questions until end of presentations
- ▶ Raise hand or tip name card when ready to speak
- ▶ Non-committee members: use public comment time and talk with staff



# Agenda

- ▶ Welcome and Introductions (20 Minutes)
- ▶ Review Agenda (5 Minutes)
- ▶ Public Comment (15 Minutes)
- ▶ Community Affairs Update (5 Minutes)
- ▶ Project Status Update and Discussion
  - Cornelius Station Refinement Recommendation (30 Minutes)
  - Vehicle Selection Presentation & Discussion (40 Minutes)
- ▶ Action Items & Next Steps (5 Minutes)



An aerial photograph of a busy urban intersection. The scene is dominated by a multi-lane road with traffic lights and crosswalks. In the upper right, a large building with a curved facade houses a McDonald's restaurant. To its right, a Chase bank is visible. The area is filled with cars, some stopped at the lights and others in motion. A utility pole with power lines stands on the left side of the road. The overall color palette is a monochromatic greenish-yellow. The text "Public Comment" is overlaid in the center in a large, white, sans-serif font.

# Public Comment

An aerial photograph of a city intersection, tinted in a monochromatic green color. The image shows multiple lanes of traffic, cars, and buildings. A prominent McDonald's restaurant is visible in the upper right quadrant. The text "Community Affairs Update" is overlaid in the center in a large, white, sans-serif font.

# Community Affairs Update

# Community Affairs Update



## ▶ Community Advisory Committee

- Held two meetings - main topic was refinement of stops in Downtown Cornelius
- Elected Chair

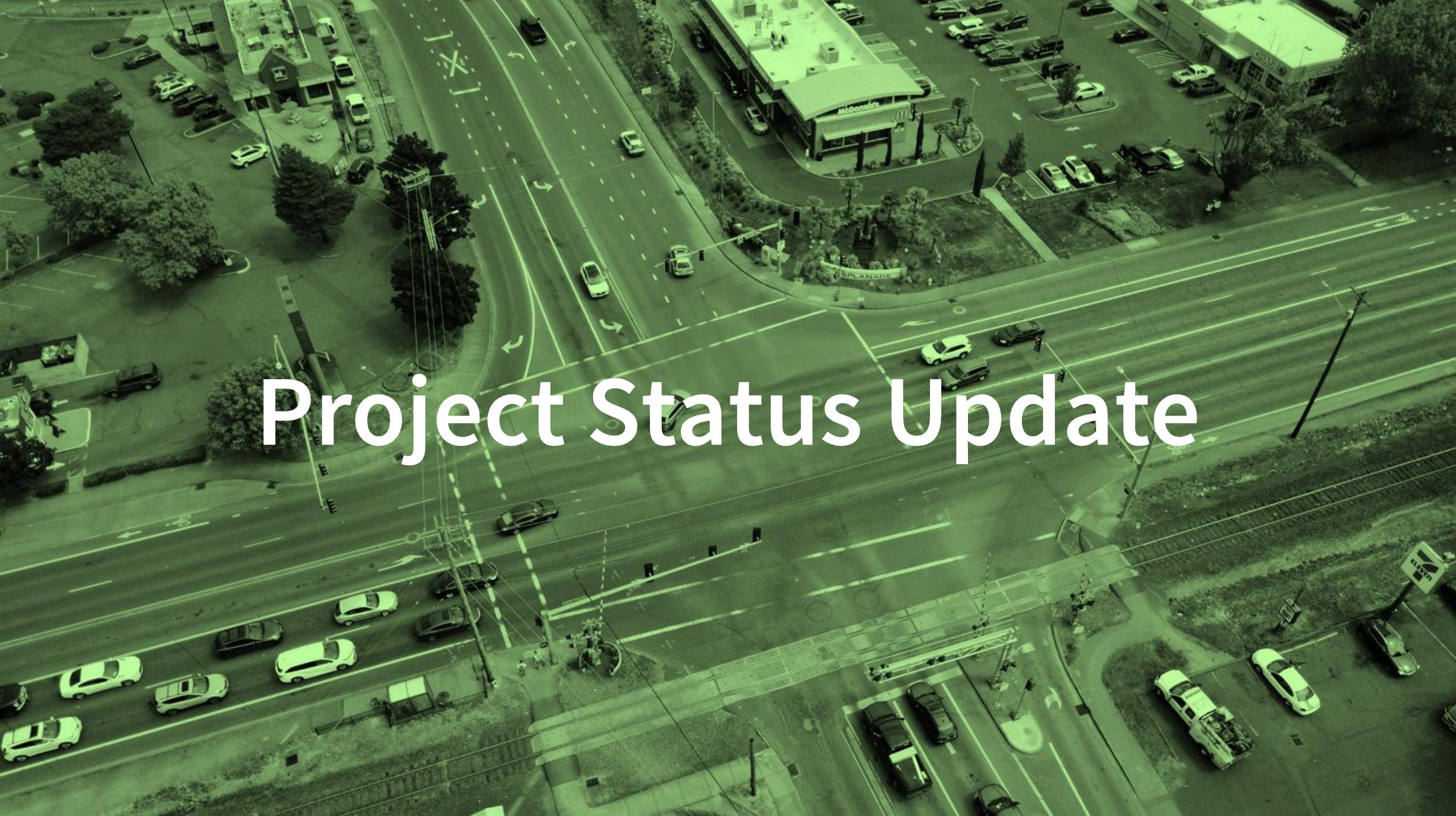
## ▶ Engagement & Outreach Tools

- Outreach and Engagement Plan – tactics and strategies to engage community and build support for project
- Communications Plan – how we will get the message out, important stories to tell

# Community Advisory Committee (CAC)

- ▶ 13 members and 2 alternates from Washington County representing all partner cities and diverse ages, abilities, and perspectives.
- ▶ Representatives from key transit, business, and community stakeholder groups :
  - Westside Transportation Alliance
  - Westside Economic Alliance
  - Centro Cultural
  - Virginia Garcia Memorial Health Center
  - WashCo Bikes
  - TriMet's Committee on Accessible Transportation



An aerial photograph of a busy urban intersection. The scene is dominated by a multi-lane road with traffic lights and lane markings. In the upper right, a large building with a curved facade houses a McDonald's restaurant, with its logo clearly visible. Adjacent to it is a Chase bank. The surrounding area includes parking lots filled with cars, utility poles with power lines, and some trees. The overall color palette is a monochromatic greenish-yellow. Overlaid on the center of the image is the text 'Project Status Update' in a large, white, sans-serif font.

# Project Status Update

# 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 major needs along the corridor including:

Safety

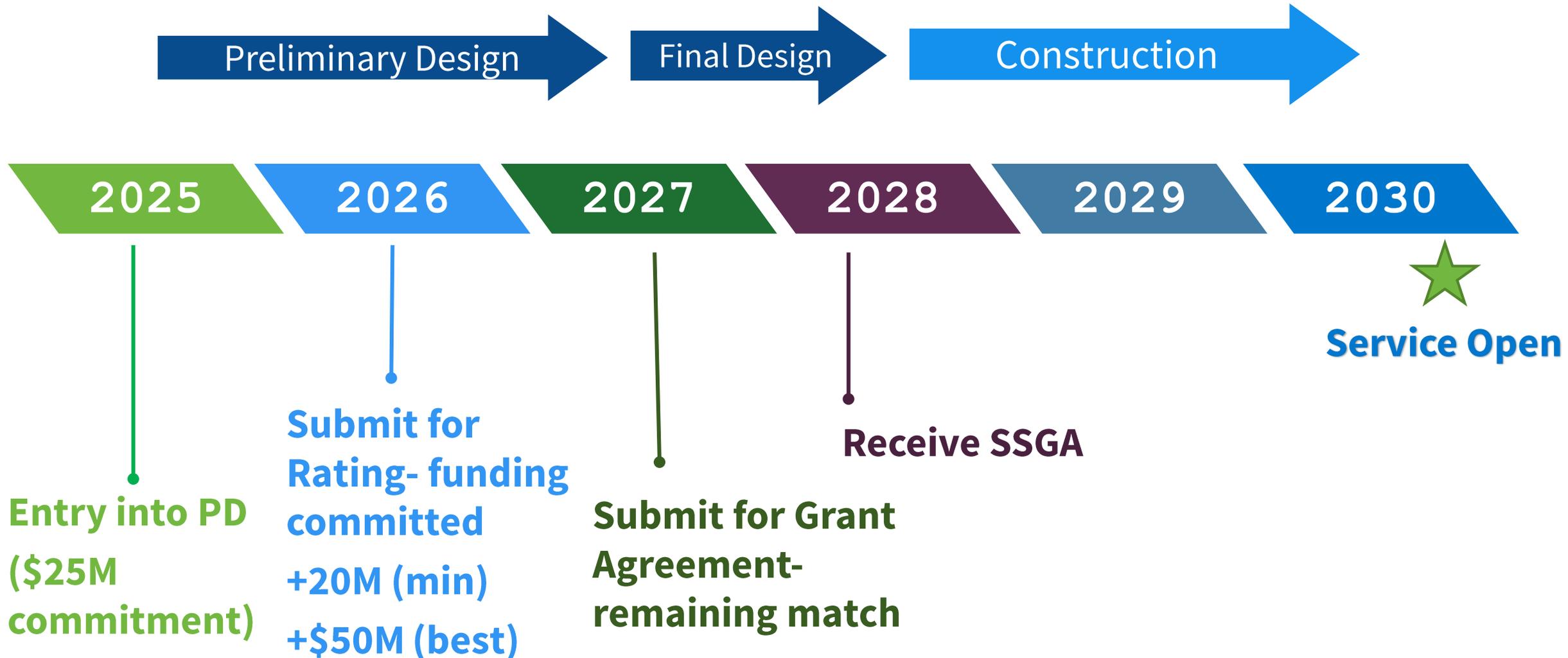
Transit speed and reliability

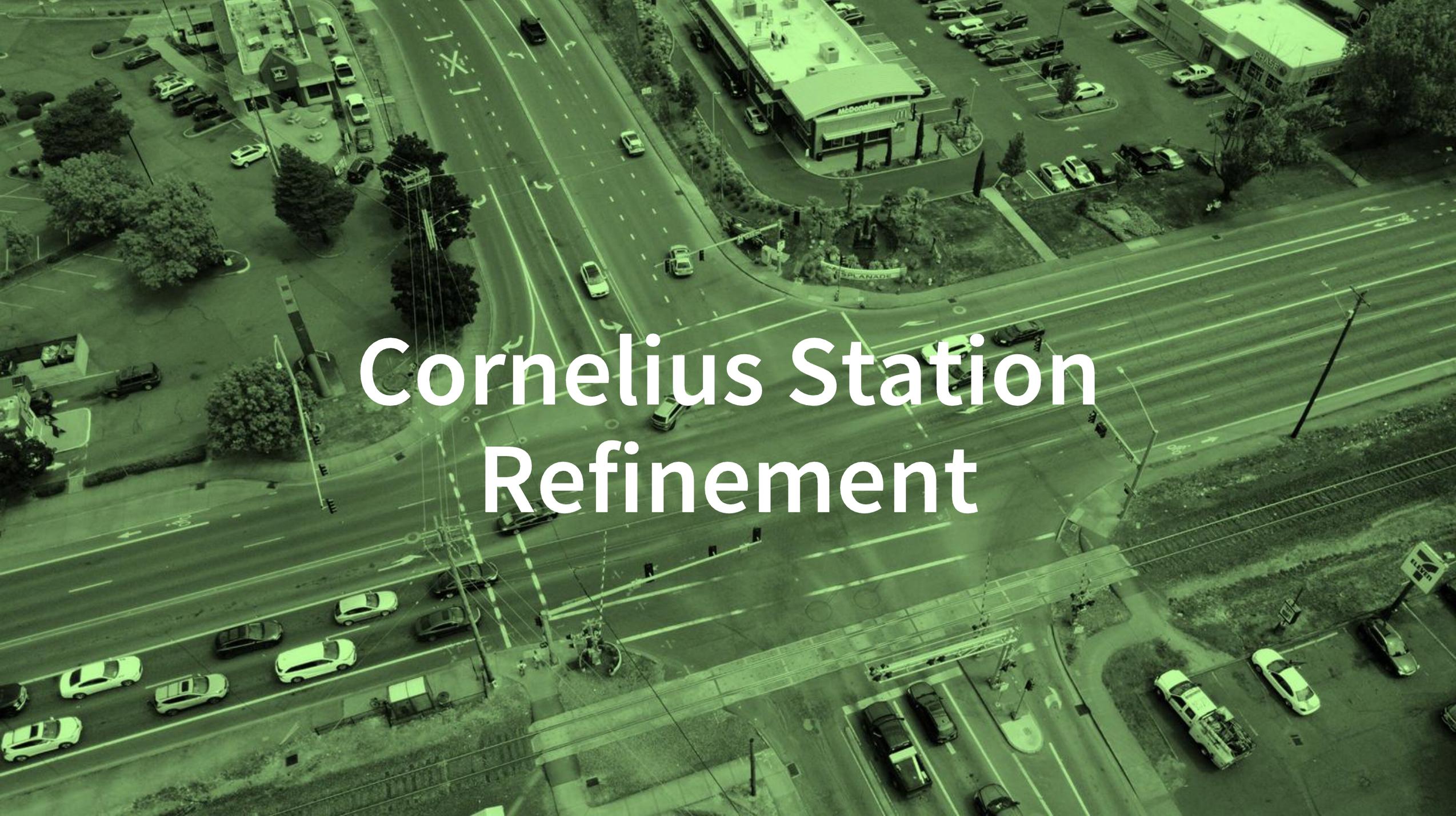
Rider comfort

Transit-dependent communities



# Project Timeline





# Cornelius Station Refinement

# Timeline and Process for Cornelius Stations

January

- **Community Advisory Committee Meeting**
- Goal: *Provide initial presentation to the CAC, receive first round of feedback*

February

- **Community Advisory Committee Meeting**
- Goal: *Answer outstanding questions from first meeting and provide additional context and information, gather responsive feedback to develop a staff recommendation.*

March

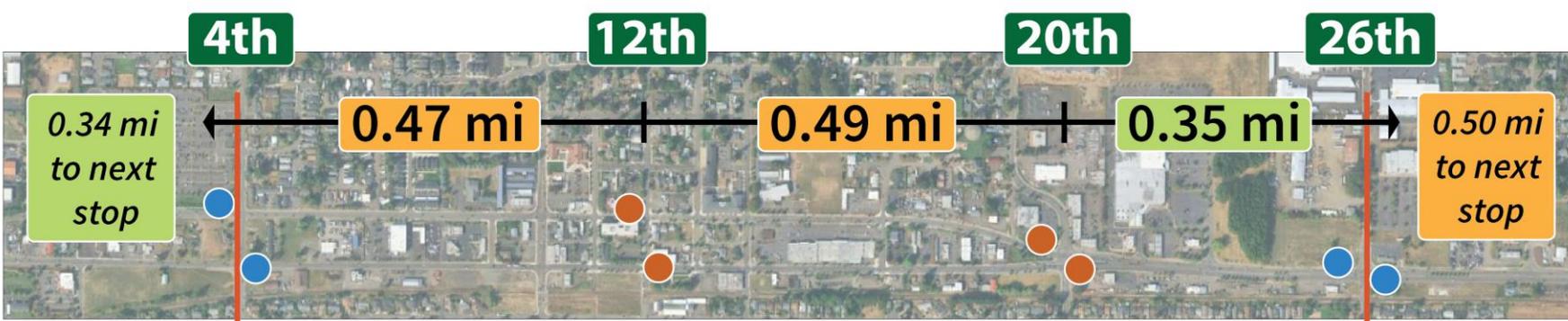
- **Policy & Budget Committee Meeting:**
- Goal: *Provide outcomes of research and Community Advisory Committee Meeting, gather feedback and recommendation from Policy & Budget Committee.*

*GM provides direction to the design team based on technical analysis, best practices for bus rapid transit and P&B feedback.*

# Summary of Analysis and Context Shared

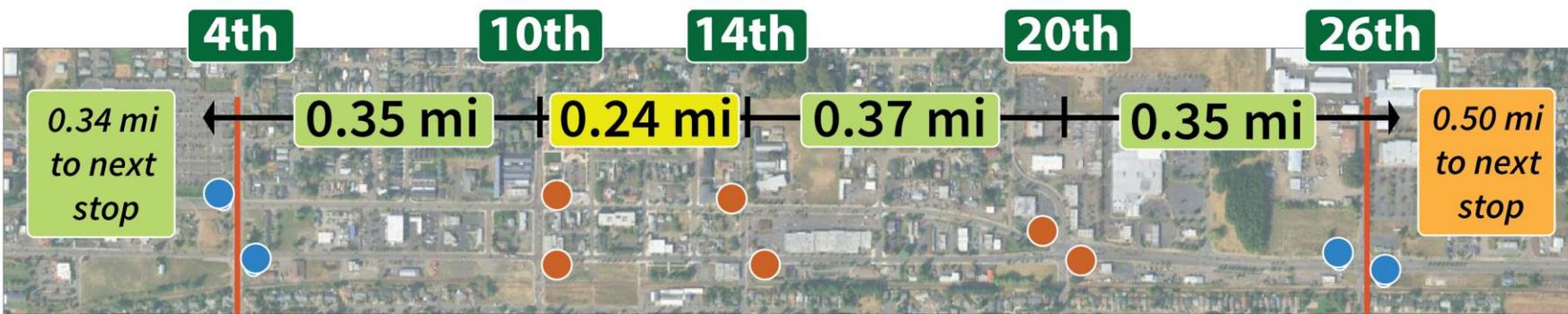
- ▶ Community Destinations and Future Development
- ▶ Ridership and Growth Potential
- ▶ Neighborhood Coverage - Walkshed Comparisons
- ▶ Walking and Rolling Distances to Destinations
- ▶ CorneliusLink Ride Connection Route
- ▶ Considerations and Tradeoffs





**Option A**  
12<sup>th</sup> & 20<sup>th</sup>

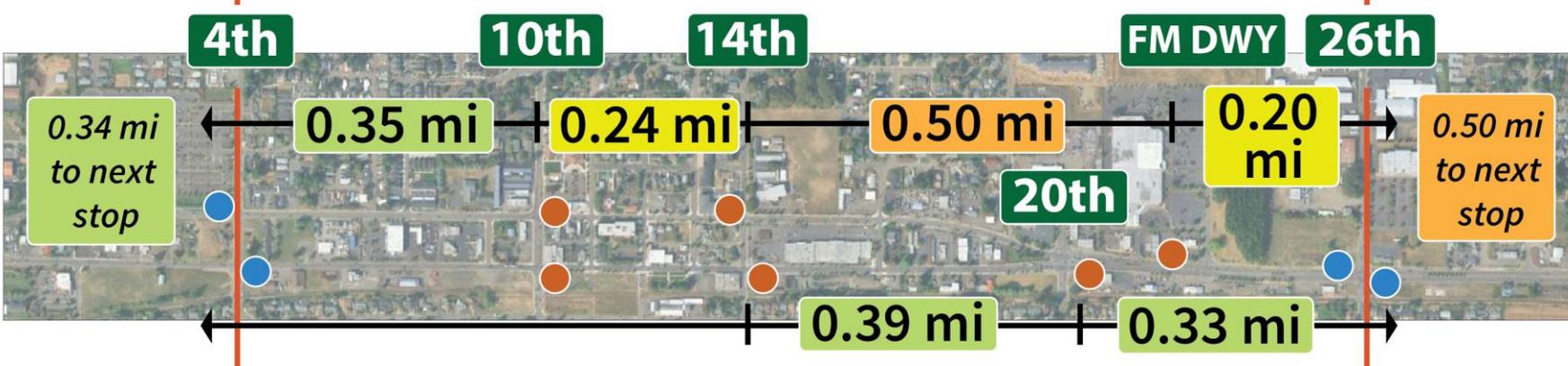
In a consistently built-up area like this, there is a range of spacing that is viable.



**Option B**  
10<sup>th</sup>, 14<sup>th</sup> & 20<sup>th</sup>

Recommended:  
1/3 (0.33) miles to 1/2 (0.5) miles

Minimum:  
1/4 (0.25) miles, though closer may be necessary



**Option C**  
10<sup>th</sup>, 14<sup>th</sup> & 20<sup>th</sup> (EB), FM DWY (WB)

**LEGEND**

- lower end
- average
- higher end

**Station Placement Combinations Options for Discussion**





## LEGEND

- Future Housing (850+ units)
- New Elementary School, Future Community Center and Plaza
- City Owned Property for Development (Details TBD)
- Key Community Destinations

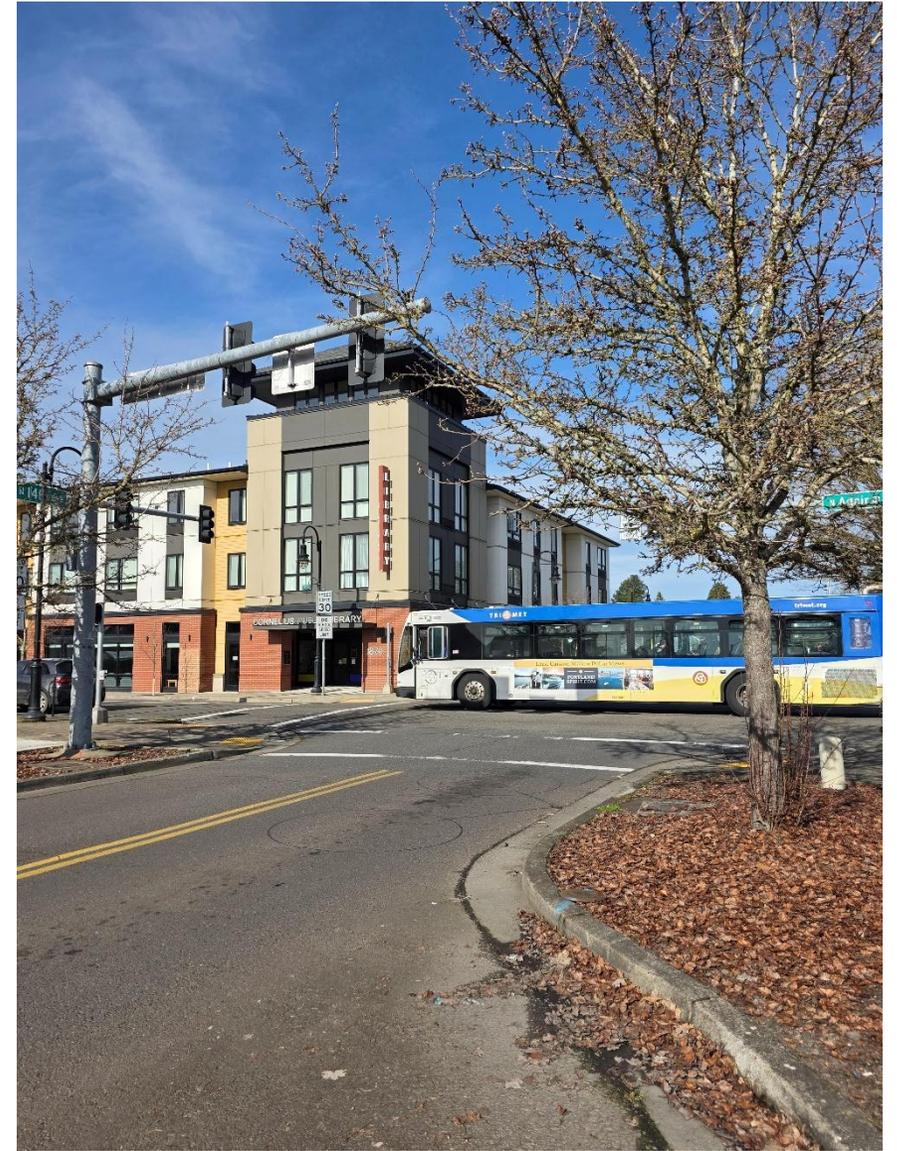
## Site Context – Community Destinations and Future Development



# Feedback from CAC

## Overall support for Options B & C

- Some preference for Option C due to the high ridership at the Fred Meyer Driveway (FM DWY) and future development.
- Others noted that Option B provides more evenly distributed stations.
- Key stakeholders representing destinations in the downtown core noted that only Option A includes a station at 12th but indicated flexibility.
- General appreciation was expressed for the community-focused safety enhancements, including the installation of a Rapid Flashing Beacon at 12th and Baseline.



# Cornelius Stop Option Tradeoffs

Consideration	Option A	Option B	Option C
Walk & Roll Distance to Destinations	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Neighborhood Coverage	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Uses Full Signals	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Directly Connects to the North and South	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Supports Future Development	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Cost Saving Potential	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>



# Policy & Budget Committee Recommendation

- ▶ Which station location option should TriMet advance in project design?
- ▶ What else needs to be considered when designing the stations in downtown Cornelius?



An aerial photograph of a busy urban intersection, tinted in a monochromatic green color. The scene shows multiple lanes of traffic, with cars and a truck moving through the intersection. A prominent McDonald's restaurant is visible on the right side of the frame, along with other commercial buildings and parking lots. The text "Vehicle Selection" is overlaid in a large, white, sans-serif font across the center of the image.

# Vehicle Selection

# Policy & Budget Committee Feedback to GM

**Partners have committed to pursue up to a \$300M TV Hwy Transit and Safety Project (up to \$150M in federal Small Starts funding/\$150M local match) with the expectation of opening revenue service in Fall 2030.**

Requesting feedback on the appropriate vehicles to pursue in the project that addresses:

- ▶ Quality of Service
- ▶ Current & Future Ridership
- ▶ Operational Constraints
- ▶ Funding Gaps/Challenges
- ▶ Federal Funding Commitments and Readiness Eligibility



# Policy & Budget Committee

## Proposed Discussion Cadence on Vehicle Selection

March 5

- **Policy & Budget Committee Meeting:**
- Goal: *P&B Understand the value proposition of the project and build consensus on outcomes challenges, understand concerns and values of P&B members, understand the criteria used for vehicle selection.*
- *Technical summary on vehicle selection and considerations.*
- *Understand what additional information is needed for consideration.*
- *Receive initial feedback.*

April 29

- **Policy & Budget Committee Meeting:**
- Goal: *Discuss approach, respond to outstanding questions and receive feedback.*
- *Final discussion on path forward for GM's decision.*

# Vehicle Length

## Quality of Service

- ▶ Rider & FX experience
- ▶ High quality ride focused on safety and comfort
- ▶ Easy all-door boarding and fare payment
- ▶ Priority seating area anticipated to be able to accommodate 3 spaces for mobility devices



# Vehicle Length

## Current & Future Ridership

EXISTING CONDITION: Spring 2025 Weekday Ridership on Line 57

Departure Time	Westbound to Forest Grove				Eastbound to Beaverton			
	Number of Trips	Maximum Passenger Load During the Hour	Hourly Capacity	% of Capacity Utilized	Number of Trips	Maximum Passenger Load During the Hour	Hourly Capacity	% of Capacity Utilized
4-4:59 AM	1	12.9	51	25%	2	34	102	33%
5-5:59 AM	3	57.1	153	37%	4	58	204	28%
6-6:59 AM	5	75.0	255	29%	4	71	204	35%
7-7:59 AM	4	70.0	204	34%	4	78	204	38%
8-8:59 AM	4	66.2	204	32%	4	69	204	34%
9-9:59 AM	4	69.1	204	34%	4	84	204	41%
10-10:59 AM	4	73.7	204	36%	4	76	204	37%
11-11:59 AM	4	75.5	204	37%	5	95	255	37%
12-12:59 PM	4	91.5	204	45%	4	85	204	42%
1-1:59 PM	4	93.5	204	46%	4	87	204	43%
2-2:59 PM	4	97.5	204	48%	4	88	204	43%
3-3:59 PM	4	107.4	204	53%	4	100	204	49%
4-4:59 PM	4	108.5	204	53%	4	101	204	50%
5-5:59 PM	4	93.7	204	46%	4	86	204	42%
6-6:59 PM	4	72.0	204	35%	4	63	204	31%
7-7:59 PM	4	67.1	204	33%	4	58	204	28%
8-8:59 PM	3	51.6	153	34%	3	38	153	25%
9-9:59 PM	3	46.0	153	30%	3	47	153	31%
10-10:59 PM	2	28.9	102	28%	2	26	102	25%
11-11:59 PM	2	24.8	102	24%	2	13	102	13%

FUTURE CONDITION: assuming 12 min; 40% ridership growth

Departure Time	Westbound to Forest Grove				Eastbound to Beaverton			
	Number of Trips (assuming 12 minute headways)	Maximum Passenger Load During the Hour (assuming 40% growth in ridership)	Hourly Capacity	% of Capacity Utilized	Number of Trips (assuming 12 minute headways)	Maximum Passenger Load During the Hour (assuming 40% growth in ridership)	Hourly Capacity	% of Capacity Utilized
4-4:59 AM	1	18.1	51	36%	2	47	102	46%
5-5:59 AM	3	79.9	153	52%	4	81	204	40%
6-6:59 AM	5	105.1	255	41%	5	99	255	39%
7-7:59 AM	5	98.0	255	38%	5	109	255	43%
8-8:59 AM	5	92.7	255	36%	5	97	255	38%
9-9:59 AM	5	96.7	255	38%	5	117	255	46%
10-10:59 AM	5	103.2	255	40%	5	107	255	42%
11-11:59 AM	5	105.8	255	41%	5	133	255	52%
12-12:59 PM	5	128.2	255	50%	5	119	255	47%
1-1:59 PM	5	130.9	255	51%	5	122	255	48%
2-2:59 PM	5	136.6	255	54%	5	123	255	48%
3-3:59 PM	5	150.3	255	59%	5	140	255	55%
4-4:59 PM	5	152.0	255	60%	5	141	255	55%
5-5:59 PM	5	131.2	255	51%	5	120	255	47%
6-6:59 PM	5	100.8	255	40%	5	89	255	35%
7-7:59 PM	4	94.0	204	46%	4	81	204	40%
8-8:59 PM	3	72.2	153	47%	3	53	153	35%
9-9:59 PM	3	64.4	153	42%	3	66	153	43%
10-10:59 PM	2	40.4	102	40%	2	36	102	35%
11-11:59 PM	2	34.7	102	34%	2	19	102	18%

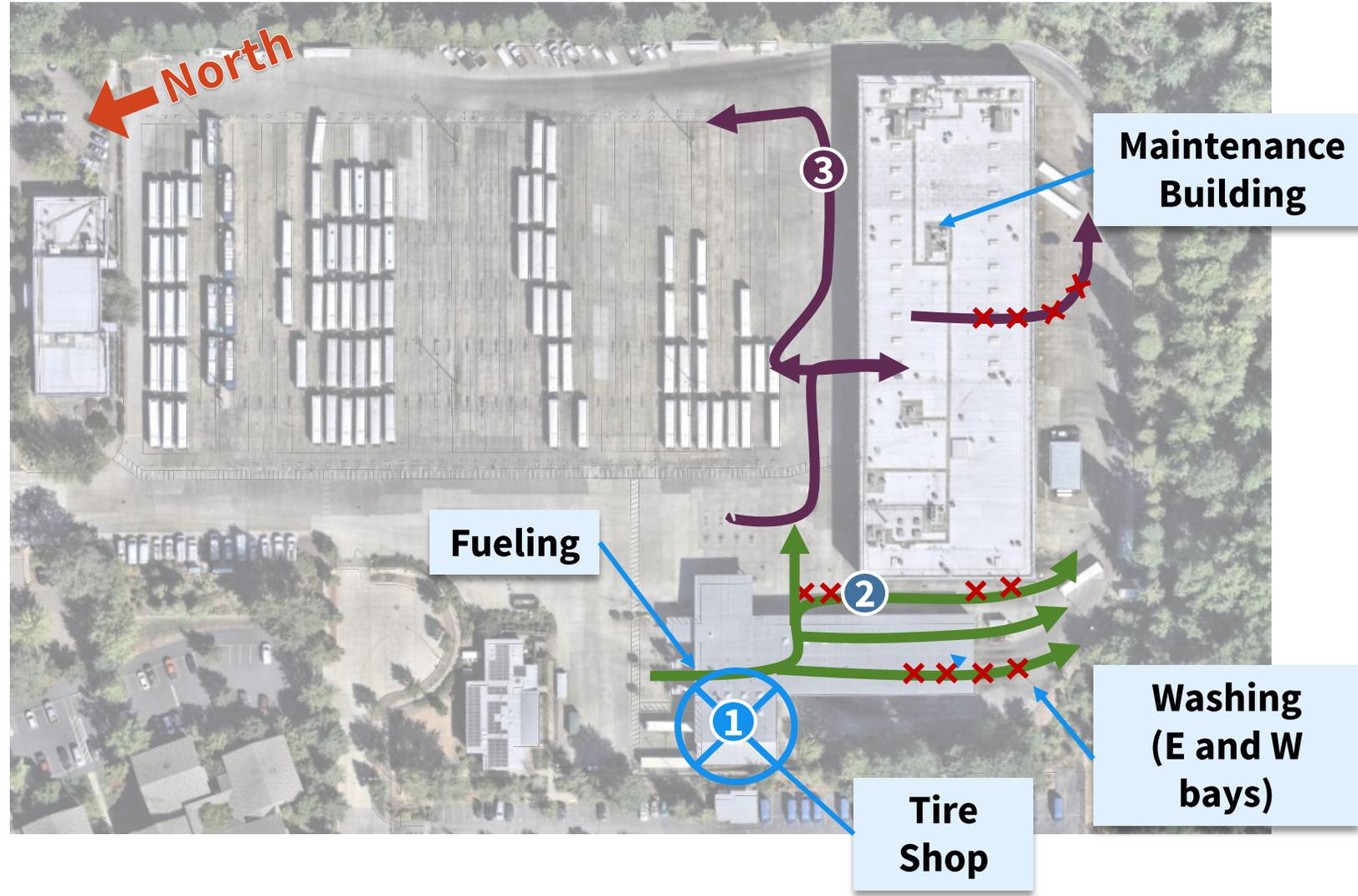
Key Takeaway: Today, even 15 mins. service during our busiest hours of 3-5 PM, only slightly more than half of the passenger capacity we provide is being used.

Key Takeaway: Even if we achieved a 40% increase in ridership at every hour of the day, we would still have significant excess capacity when providing 12 minute headways.

# Vehicle Length

## Operational Constraints

- ▶ 60 foot buses are not feasible without significant modifications and improvements to Merlo
- ▶ Conceptual design estimates are ~\$270M which are not feasible in near term



# Vehicle Length

## Funding Gap/Challenges

- ▶ Further study has confirmed that upgrading Merlo Garage for 60 foot buses would cost over \$270M – far outside project scope and budget.

## Federal Funding Commitments & Readiness

- ▶ Maximum Small Starts CIG project federal match is \$150M for whole project.
- ▶ This scale of Merlo Garage updates could not be completed in time for FX opening, even if started this year.



# Vehicle Length

Consideration	FX Branded 40 Foot Bus	FX Branded 60 Foot Bus
Quality of Service		
Current & Future Ridership		
Feasible within Operational Constraints		
Minimizes Funding Gap		
Federal Funding Commitments and Readiness		



# Propulsion

## Quality of Service

- ▶ Rider & FX experience
- ▶ Reliability of service

## Quality of Service

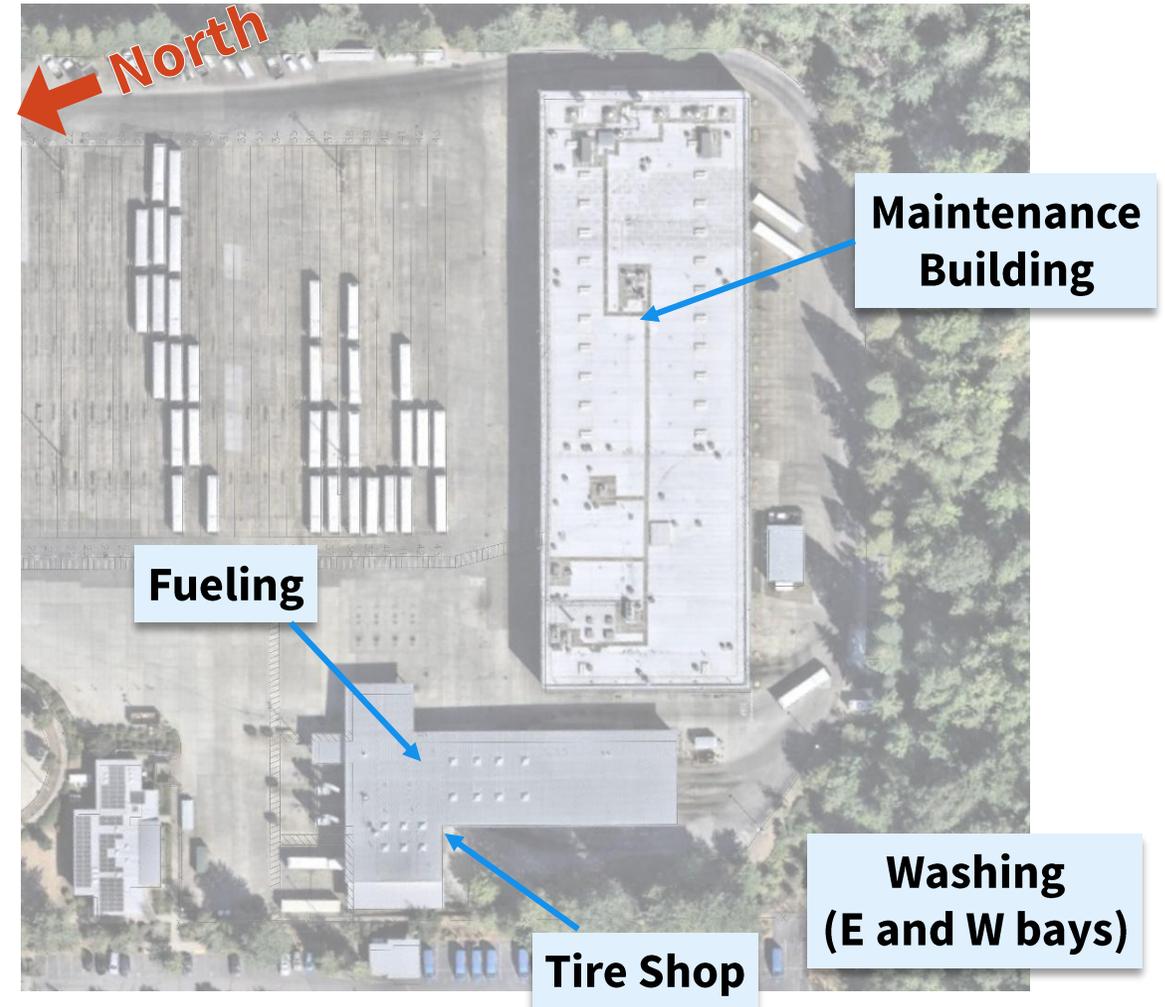
- ▶ Ridership is served by both propulsion types



# Propulsion

## Operational Constraints

- ▶ Merlo does not have equipment to perform routine or non-routine maintenance on a larger fleet of BEB buses
- ▶ Higher ongoing operations and maintenance costs for BEB buses, at this time. This is a cost TriMet carries for operating capital projects.
  - Difference may reduce over time as technology improves.



# Propulsion

## Funding Gap/Challenges

- ▶ R99 buses are less expensive.
- ▶ Work needed at Merlo would be significantly reduced if R99 is chosen as site was designed originally for diesel.
- ▶ Potential project cost reduction with R99 buses.

## Federal Funding Commitments & Readiness

- ▶ A potential Bus and Bus Facilities Grant goes further to cover funding gap if R99 is chosen.



# 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		



# Discussion

- ▶ Are there additional criteria that should be considered?
  - Quality of Service
  - Current & Future Ridership
  - Operational Constraints
  - Funding Gaps/Challenges
  - Federal Funding Commitments and Readiness Eligibility
  
- ▶ What additional information do you need to provide feedback?



# Next Meeting

- ▶ Wednesday, April 29<sup>th</sup> from 4:00PM – 6:00PM

