

Attachment 3

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2023	)	ORDINANCE NO. 26-1537
REGIONAL TRANSPORTATION PLAN TO	)	
INCLUDE THE LOCALLY PREFERRED	)	Introduced by Chief Operating Officer
ALTERNATIVE FOR THE TUALATIN VALLEY	)	Marissa Madrigal in concurrence with
HIGHWAY TRANSIT AND SAFETY PROJECT	)	Deputy Council President Duncan
		Hwang

WHEREAS, the Regional Transportation Plan (RTP) is the federally-recognized metropolitan transportation plan for the greater Portland region, and must be updated every five years; and

WHEREAS, the RTP fulfills statewide planning requirements to implement Statewide Planning Goal 12 (Transportation), as implemented through the Transportation Planning Rule and the Metropolitan Greenhouse Gas Reduction Targets Rule; and

WHEREAS, the RTP is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Regional Framework Plan; and

WHEREAS, transit is a key element of the Climate Smart Strategy and the RTP; and

WHEREAS, in June 2010, the Metro Council adopted Ordinance No. 10-1241B, amending the 2004 RTP to comply with federal and state law, which included adoption of the Regional High Capacity Transit (HCT) System Plan; and

WHEREAS, in 2018 the Metro Council adopted the Regional Transit Strategy (RTS), as a component of the RTP, via Resolution No. 18-4892, which established the regional vision to make transit more frequent, convenient, accessible and affordable for everyone; and

WHEREAS, the HCT Strategy is a component of the 2018 RTS which was updated by Resolution No. 23-5348 to include new high capacity transit-related policies and identified high capacity transit lines on the Regional Transit Network map to better reflect the RTS vision; and

WHEREAS, the 2023 HCT Strategy identified the Tualatin Valley Highway corridor as a Tier 1 near-term priority investment which is included on the RTP 2030 financially constrained project list; and

WHEREAS, the most recent update to the RTP was completed on November 30, 2023, following approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or policies or to substantially modify existing projects or policies in the RTP; and

WHEREAS, the public must be provided an opportunity to review and comment on proposed amendments to the RTP, consistent with the policies and procedures in Metro's Public Engagement Guide; and

WHEREAS, ongoing efforts to address congestion in the region include directing growth in designated centers and corridors served by high-quality transit in combination with investments in system and demand management strategies, improving transit service and reliability, increasing bicycle and pedestrian connections and adding roadway capacity in targeted ways; and

WHEREAS, the Tualatin Valley Highway Transit and Safety Project was identified in the 2023 RTP's financially constrained list of projects and programs; and

WHEREAS, in January 2022 Metro and TriMet convened a Steering Committee for the TV Highway Transit and Safety Project, consisting of agency leaders, elected officials, and community representatives, to develop and recommend a Locally Preferred Alternative and funding strategy for high-capacity transit on TV Highway; and

WHEREAS, the TV Highway Transit and Safety Project Steering Committee met numerous times, heard public input and testimony, and unanimously recommended the LPA for adoption on February 13, 2025, including the mode of transportation, alignment, and general station locations; and

WHEREAS, the Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 on April 22, 2025, endorsing the LPA; and

WHEREAS, the Cornelius City Council unanimously adopted Resolution Number 2025-16 on May 5, 2025, endorsing the LPA; and

WHEREAS, the Hillsboro City Council unanimously adopted Resolution Number 2881 on May 6, 2025, endorsing the LPA; and

WHEREAS, the Forest Grove City Council unanimously adopted Resolution Number 2025-17 on May 12, 2025, endorsing the LPA; and

WHEREAS, the Beaverton City Council unanimously adopted Resolution Number 25084 on May 27, 2025, endorsing the LPA; and

WHEREAS, the TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 on May 28, 2025, recommending confirmation of the LPA; and

WHEREAS, the LPA was endorsed by the Oregon Department of Transportation with a letter of support dated May 28, 2025; and

WHEREAS, at its meeting on June 12, 2025, JPACT approved Resolution No. 25-5504 and submitted the resolution to the Metro Council for approval; and

WHEREAS, at its meeting on June 26, 2025, Metro Council approved Resolution No. 25-5504 endorsing the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project; and

WHEREAS, FTA requires that the Locally Preferred Alternative be included in the Financially Constrained RTP and the Metropolitan Transportation Improvement Plan in order to be considered for a Small Starts Capital Investment Grant project rating; and

WHEREAS, Metro held a 45-day public comment period on the requested amendment from November 3 to December 19, 2025; and

WHEREAS, the Metro Council held a public hearing on December 4, 2025 to accept public testimony and comments regarding the requested RTP amendment; and

WHEREAS, JPACT and MPAC have recommended approval of the requested RTP amendment by the Metro Council; and

WHEREAS, the Metro Council held an additional public hearing on the requested RTP amendment on March 5, 2026; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

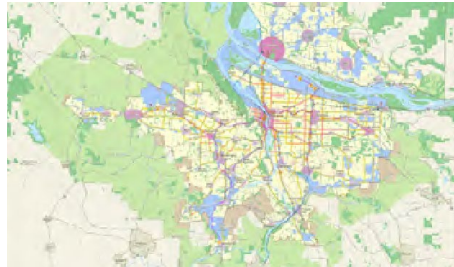
1. The 2023 Regional Transportation Plan is hereby amended, as indicated in attached Exhibit A, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 23 day of April, 2026.

Duncan Hwang, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed amendments to the 2023 RTP to reflect the **Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative**

This exhibit documents proposed amendments to the 2023 Regional Transportation Plan to reflect the Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative endorsed by the Joint Policy Advisory Committee on Transportation and the Metro Council in June 2025.

The amendments are shown in ~~red strikethrough~~ and underscore and include:

- Appendix A: Financially Constrained List of Projects and Programs
- Appendix BB: Tualatin Valley Highway Transit and Safety Project LPA (***new***)
- Appendix W: Status of current major projects
- Appendix V: Future corridor refinement planning

Metro and regional partners have made significant progress on this project and are ready to take the next step in moving forward into project development and pursuing funding opportunities. To be eligible for federal and state funding, the Locally Preferred Alternative (LPA) must be adopted in the RTP. The requested amendments will bring the Tualatin Valley Highway Transit and Safety Project LPA into the 2023 RTP to support the project moving forward into project development and make the project eligible to compete for federal and state funding opportunities now.

Proposed Amendments to Appendix A to the 2023 Regional Transportation Plan
(shown in red ~~striketrough~~ and underscore)
Financially Constrained List of Projects and Programs



RTP Investment Category	County or counties	Nominating Agency	Primary Owner	RTP ID	Project Name	Start Location	End Location	Description	Estimated cost (in YOE dollars)	Time Period	Financially Constrained
Transit - High Capacity	Washington County	TriMet	TriMet	11589	HCT: Tualatin Valley Highway Transit <u>and Safety</u> Project	Forest Grove	Beaverton Transit Center	Planning, design and construction of Rapid Transit Project along Tualatin Valley Highway to provide easier, faster and more reliable bus service as well as necessary safety and accessibility improvements and signals. Planning work will include identifying and prioritizing complementary multimodal safety improvements to make Tualatin Valley Highway safer for all travel modes. <u>The TV Highway Transit and Safety Project would bring bus rapid transit service to the 16.5-mile corridor of Tualatin Valley Highway between Beaverton and Forest Grove. The project would replace the existing Line 57 bus line, connecting Beaverton, Aloha, Hillsboro, Cornelius, and Forest Grove.</u>	\$ 300,000,000	2023-2030	Yes

Adopted by Metro Ordinance No. 23-1496 on 11/30/23.

Projects submitted to RTP by nominating agency.

27 of 68

Download the project data in excel
at: www.oregonmetro.gov/rtp

This page intentionally left blank.



APPENDIX BB

2023 Regional Transportation Plan

Tualatin Valley Highway Transit and Safety Project Locally Preferred Alternative

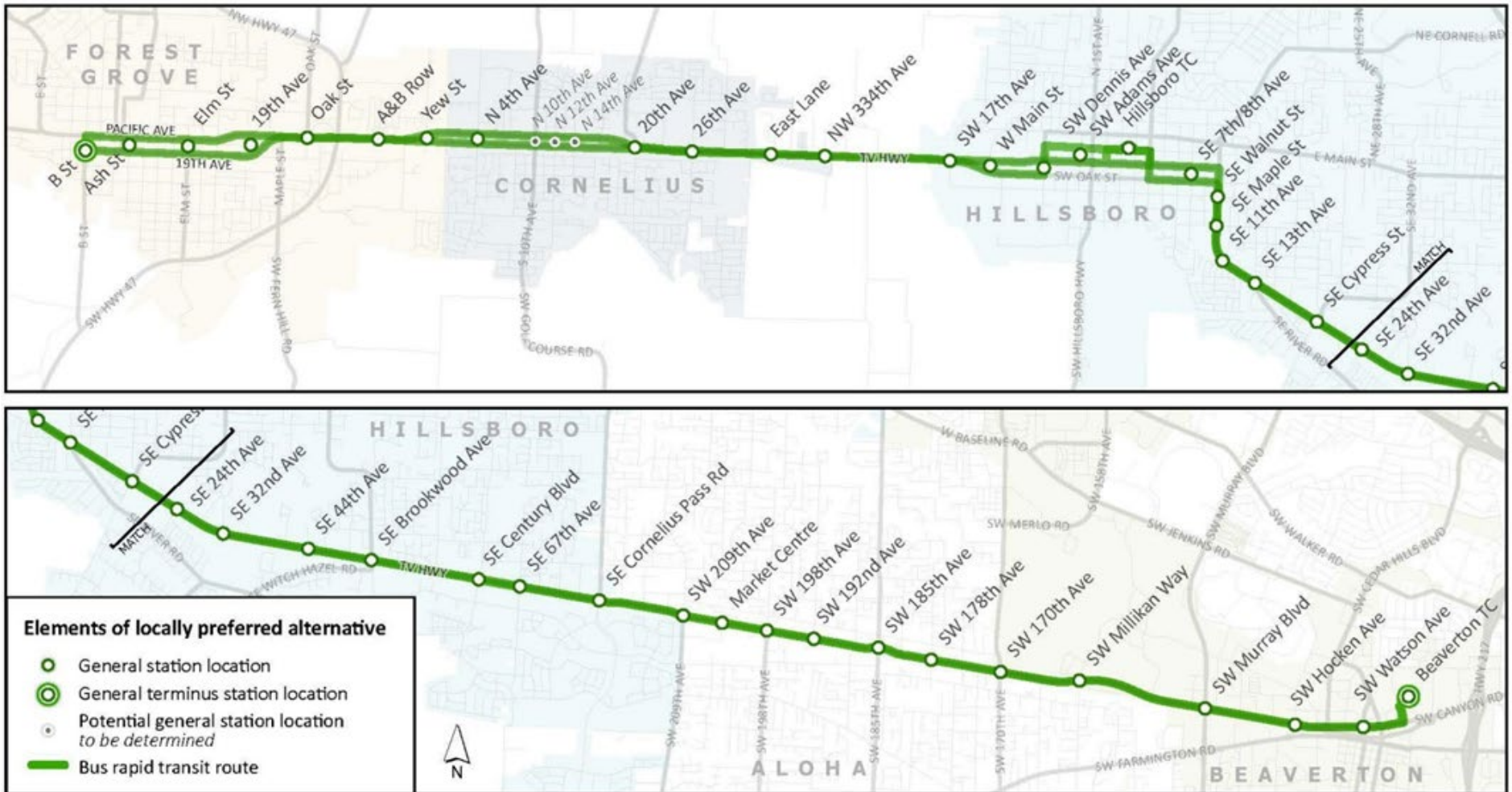
This page intentionally left blank.

Tualatin Valley Highway Transit and Safety Project
Locally Preferred Alternative (LPA) Description

On February 13, 2025, the TV Highway Steering Committee recommended the TV Highway Transit and Safety Project Locally Preferred Alternative (LPA). The recommended LPA for high-capacity transit in the Tualatin Valley Highway corridor is bus rapid transit with stations at the general locations indicated on the attached map, operating between Beaverton Transit Center and 19th Avenue and B Street in Forest Grove. The route will generally follow the same alignment as TriMet's current Line 57 route.

TV Highway Transit and Safety Project

Locally Preferred Alternative Map



Proposed Amendments to Appendix W to the 2023 Regional Transportation Plan (~~shown in red~~ strikethrough and underscore)

Table of Contents

Purpose and background	1
I-5 Interstate Bridge Replacement (IBR) Program (previously Columbia River Crossing Project)	4
Sunrise Project and Sunrise Community Visioning Project	7
Southwest Corridor Transit Project	8
I-5 Rose Quarter Improvement Project	10
I-205 Abernethy Bridge and Phase 1A Construction	12
I-205 Toll Project and I-205 Corridor Improvements.....	13
I-5 & I-205 Regional Mobility Pricing Project.....	15
I-5 Boone Bridge Replacement	17
Earthquake Ready Burnside Bridge Project.....	18
Tualatin Valley Highway Transit and Development <u>Safety</u> Project.	20
82nd Avenue Transit Project	21

FIGURES

Figure W.1: I-5 Interstate Bridge Replacement Program overview	5
Figure W.2: Southwest Corridor Locally Preferred Alternative Route Map.....	9
Figure W.3: I-5 Rose Quarter Improvement Project Location.....	10
Figure W.4: I-5 Rose Quarter Improvement Project Features	11
Figure W.5: I-205 Abernethy Bridge and Phase 1A Project Area Map.....	13
Figure W.6: I-205 Toll Project and I-205 Improvements Area Map	14
Figure W.7: Regional Mobility Pricing Project extents.....	16

Figure W.8: Earthquake Ready Burnside Bridge Proposed Typical Cross Section	19
Figure W.9: TriMet Line 57 Route Map Tualatin Valley Highway Transit and Safety Project Map ..	20
Figure W.10: 82 nd Ave Transit Corridor	21

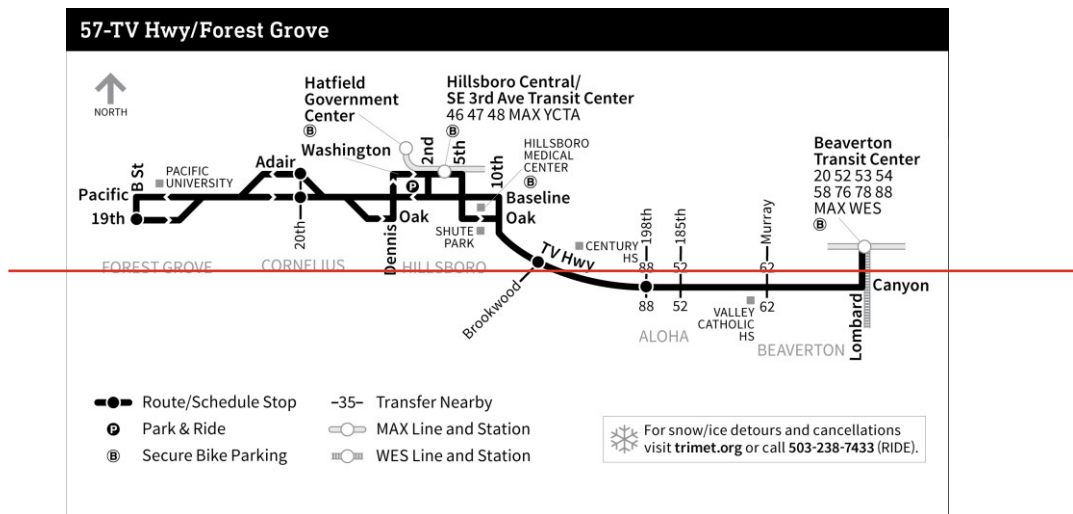
TABLES

Table W.1: Progress on Major Project Development (as of November 2023).....	2
Table W.2: Anticipated IBR Program funding sources	7

Tualatin Valley Highway Transit and Development ~~Safety~~ Project

The Tualatin Valley (TV) Highway Transit and Development ~~Safety~~ project is studying the feasibility of converting the existing TriMet Line 57 bus to a bus rapid transit (BRT) line through major federal investment. ~~The route map for Line 57 is shown in Figure W.9.~~

Figure W.9: TriMet Line 57 Route Map



Metro supported the creation of a community-led [equitable development strategy \(EDS\)](#) alongside the transit study to support community stability in the face of a major transportation investment in the corridor. The goal of the transit study ~~was~~ to identify a locally preferred alternative (LPA) that would enable partners to apply for federal funding of transit improvements. A BRT project will ~~not~~ improve transit speed and reliability, making the bus more competitive with driving along this regional corridor. BRT investment will ~~not~~ also improve corridor safety with station access infrastructure for pedestrians and provide a more dignified and attractive transit rider experience through improvements to stations such as shelters and lighting. The BRT project ~~may be nested within or completed in tandem with a roadway~~ [includes](#) project ~~elements~~ that more directly addresses the significant safety needs along this high-crash corridor, especially those of people walking, biking, and accessing transit.

The project Steering Committee, consisting of representatives from the cities of Forest Grove, Cornelius, Hillsboro, and Beaverton; Washington County; ODOT, TriMet and Metro; and four community representatives, is moving toward agreement on [recommended](#) an LPA anticipated in late 2023 [February 2025, which has since been endorsed by all project partners](#). The LPA will cover ~~s~~ the entire length of the corridor (Beaverton Transit Center to 19th and B Street in Forest Grove) and [identifies the transit mode, route and general station locations](#) ~~may include a minimum operable segment that defines an initial federal capital investment in a portion of the corridor.~~

Figure W.9: Tualatin Valley Highway Transit and Safety Project Map



Next steps for the project include completing NEPA environmental review, advancing preliminary engineering and design, developing a finance plan, and preparing construction documents. Based on the current timeline, the project is estimated to open in December 2030.

The EDS was completed in June 2023 and approved by the [TV Highway Equity Coalition](#) (TEC), the body who guided its development. Strategies from the EDS are being advanced by government and nonprofit partners throughout the corridor and are independent of the implementation stage of the transit study.

Additional project information is available at: <https://www.oregonmetro.gov/public-projects/tualatin-valley-highway-transit-project>.

Proposed Amendments to Appendix V to the 2023 Regional Transportation Plan (~~shown in red~~ strikethrough and underscore)

RTP Design and Functional Classifications

The [Tualatin Valley Highway Corridor Plan](#) (TVCP), completed by ODOT, Metro, the cities of Hillsboro and Beaverton, and Washington County in 2013, gave policy direction to maintain the design and function of Tualatin Valley Highway as an urban arterial that will not exceed motorized vehicle capacity of two through travel lanes in each direction. Tualatin Valley Highway is classified as a “Major Arterial” on the Arterial & Throughway map and a “Regional Street” on the System Design map. The corridor has been included on the high capacity transit network since 2010 and remains a Tier 1 corridor which is currently under study to determine the most appropriate transit investment.

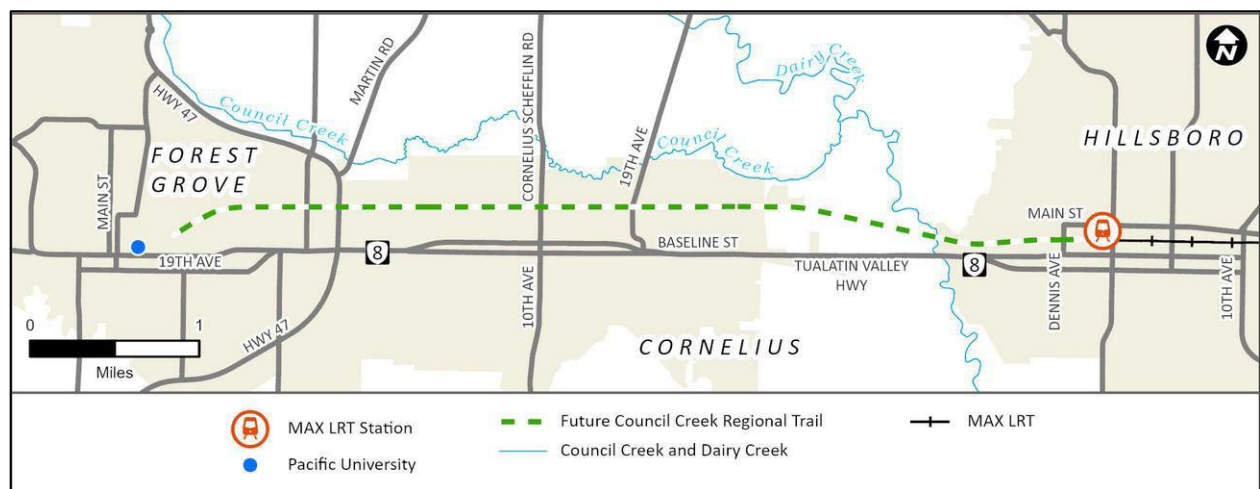
Recent planning efforts include Washington County’s [Moving Forward TV Highway Plan](#) (2019), studying improvements to multimodal networks for the segment from 106th Ave to Cornelius Pass Road. The [East Forest Grove Safety Action Plan](#) (2022) which examined the portion of OR 8 between Cornelius and Quince St / OR 47. The East Forest Grove plan identified multi-modal improvements to address safety along this section of the corridor.

Forest Grove is actively pursuing funding to implement recommendations from this planning effort, and new sidewalk in this area and crossing at A & B Row will be constructed by ODOT starting in 2025. Aspects of the Moving Forward TV Highway Plan formed ~~ed~~ the basis of the ~~current~~ transit and ~~safety project~~ roadway study being led by Metro.

Additional intersection and crossing projects are ongoing in the corridor, both in construction and in design and planning by ODOT from the 2021-24 STIP and 2024-27 STIP and by Washington County and the City of Hillsboro.

Mobility for people walking and biking in RTP Mobility Corridor 15 from Hillsboro to Forest Grove is being addressed by creation of a parallel facility, the [Council Creek Regional Trail](#). This multiuse regional trail is in design and will move to construction in 2026 providing an off-street, low-stress way for people to walk and bike between the Forest Grove and Cornelius town centers, and to connect to the western end of the Hillsboro regional center, including the MAX Blue Line. While this facility will provide mobility among these centers, it does not provide direct access to destinations along Tualatin Valley Highway for people walking and biking.

Figure V.4: Council Creek Regional Trail general location



A high capacity transit solution for Tualatin Valley (TV) Highway ~~has yet to be~~ was identified and recommended by the TV Highway Transit and Safety Project. The ~~current project~~ study ~~is~~ investigating means for delivering a corridor-based bus rapid transit (BRT) line to Tualatin Valley Highway that would replace TriMet's existing line 57 with high-capacity service. This service ~~will~~ could improve transit speed and reliability, as well as provide improved pedestrian access to station locations and improved rider experience through investments in stations, such as weather protection. This project focuses on enhancing transit and transit access and does not address the wholesale multimodal mobility needs of the corridor. Future planning and design will be necessary to identify implementable strategies to construct corridor-wide enhancements that meet the specifications of ODOT's context-sensitive design approach for multimodal mobility.