

## **TV HIGHWAY TRANSIT AND SAFETY PROJECT LOCALLY PREFERRED ALTERNATIVE**

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Date: May 1, 2025

Department: Planning, Development and Research

Meeting Date: May 20, 2025

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Presenter(s):

Kate Hawkins (she/her), Senior Transportation Planner

Length: 30 minutes

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### **ISSUE STATEMENT**

The purpose of this item is to provide an update to Metro Council about the TV Highway Transit and Safety Project, including key project benefits, public engagement process and findings, locally preferred alternative (LPA) elements and project funding strategy.

Later this year, JPACT will consider the LPA for this project for endorsement and subsequently for amendment in the Regional Transportation Plan.

### **ACTION REQUESTED**

No action is currently requested. Staff will return in June 2025 to request Metro Council endorse the LPA by resolution.

### **IDENTIFIED POLICY OUTCOMES**

The Regional Transportation Plan (RTP), High Capacity Transit Strategy (HCT), and Regional Transit Strategy identify the TV Highway Corridor as a priority for transit investment. TV Highway is a Tier 1 priority in the HCT, meaning it is designated as a near-term regional priority corridor for transportation investments.

Project outcomes identified in the RTP include improving transit speed and reliability, making the bus more competitive with driving, improving corridor safety and accessibility and providing a more dignified and attractive rider experience.

### **POLICY QUESTION(S)**

Staff is seeking guidance on whether Metro Council needs other information on the LPA and this project before staff return for an endorsement of the LPA (by resolution) in June.

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Endorsement of the Steering Committee LPA recommendation in June will demonstrate regional consensus on the project's mode, alignment and general station locations. Endorsement of the LPA is a necessary step for future adoption of the LPA into the financially constrained RTP project list, which is required to be eligible for federal funding through the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program. Council adoption of the LPA into the RTP is likely to occur in Winter 2025, alongside the LPA recommendations for the 82<sup>nd</sup> Avenue Transit Project and the Montgomery Park Transit Project.

If Council does not endorse the TV Highway Steering Committee LPA recommendation, Metro and TriMet would need to reconvene the TV Highway Steering Committee to reach agreement on any changes, and all five local jurisdictions would need to amend their endorsements of the LPA.

### **STAFF RECOMMENDATIONS**

Staff recommends Metro Council endorse the Steering Committee recommended LPA in June 2025, following local agency endorsement of the LPA.

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

- *How is this related to Metro's Strategic Plan (to be developed in 2019) or Core Mission?*

The TV Highway Transit and Safety project is a collaboration between Metro, community organizations, and jurisdictional partners to implement regional priorities articulated in Metro's guiding policy plans including the 2023 Regional Transportation Plan. Corridor planning is central to Metro's core mission to expand transportation options and improve public transit service throughout the region.

- *How does this advance Metro's racial equity goals?*

This project advances two of the five strategic goals in Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion:

- *Goal A: Metro convenes and supports regional partners to advance racial equity*

This project is a collaboration of regional partners focused on their mutual interest in the betterment of this important regional corridor. The Tualatin Valley Highway corridor is home to some of the region's most racially and ethnically diverse communities – with particularly large populations of Hispanic and Asian residents. Nearly half of residents within the corridor identify as people of color, many of whom do not have access to a car and rely on transit to get around. Improved transit service on TV Highway will improve speed, reliability, accessibility and safety for transit riders on TV Highway, particularly for communities of color and low-income communities.

- *Goal B: Metro meaningfully engages communities of color*

Alongside the TV Highway Transit and Safety Project, Metro has worked together with community members to convene the TV Highway Equity Coalition (TEC). The coalition is made up of people and organizations that live, work and play along TV Highway, including Adelante Mujeres, APANO, Bienestar, Centro Cultural, the Muslim Educational Trust, the Community Housing Fund, the Street Trust and individual civic leaders. Coalition members participated in the community-led creation of the TV Highway Equitable Development Strategy (EDS), which is

developed in parallel with corridor transportation infrastructure investments to stabilize and support community and mitigate displacement risks for current residents and businesses. The TV Highway EDS was finalized in 2023 and identifies 13 priority actions to help residents and businesses stay in place and thrive. The implementation of this work is continuing through the support of a Metro 2040 Planning and Development Grant.

Four TEC members served on the TV Highway Transit Project Steering Committee. The recommended LPA reflects community input that was received through public engagement efforts as well as from community leaders who served on the steering committee and guided the project through key decision points.

- *How does this advance Metro's climate action goals?*

This project will support several policy areas in Metro's Climate Smart Strategy. The project will implement adopted local and regional land use plans by implementing policies from the Regional Transportation Plan, which helps to implement the 2040 Growth Concept and the Regional Framework Plan. The project will also make transit more convenient, frequent, accessible and affordable by improving the travel experience for riders on TV Highway.

- *Known Opposition/Support/Community Feedback*

The TV Highway Transit and Safety Project is supported by agency partners, local jurisdictions and community-based organizations throughout the corridor and across the region. Metro's agency partners on this work include TriMet, ODOT, Washington County and the Cities of Beaverton, Cornelius, Forest Grove and Hillsboro. The project is also supported by community-based organizations including Adelante Mujeres, APANO, Centro Cultural and Unite Oregon, as well as the TV Highway Equity Coalition.

Project engagement as well as past planning efforts in the corridor indicate that community members support the project purpose of bringing safer, more reliable, faster and accessible transit to the TV Highway Corridor.

Community feedback informed the TV Highway Transit Project Steering Committee LPA recommendation of mode, general station locations and route alignment. Public outreach phases included tabling at community events, presentations to neighborhood and business associations, an online StoryMap and an online survey.

- *Explicit list of stakeholder groups and individuals who have been involved in policy development.*

TV Highway Transit and Safety Project Steering Committee  
Adelante Mujeres

Asian Pacific American Network of Oregon (APANO)  
Centro Cultural  
City of Cornelius  
City of Beaverton  
City of Forest Grove  
City of Hillsboro  
Oregon Department of Transportation  
Metro District 3 Councilor and District 4 Councilor  
TriMet  
Unite Oregon  
Washington County

TV Highway Equity Coalition

Adelante Mujeres  
Asian Pacific American Network of Oregon (APANO)  
Bienestar Oregon  
Centro Cultural  
Community Housing Fund  
Muslim Educational Trust  
The Street Trust  
Unite Oregon

- *Financial Implications (current year and ongoing)*

The current cost estimate for the TV Highway Transit and Safety Project is approximately \$300 million for design and construction. TriMet plans to request approximately \$150 million from the FTA CIG Small Starts Program. Local and regional project partners have agreed to contribute approximately \$100M and the project is requesting \$50M in state funding. This combined \$150 million in local, regional and state funding will allow for critical investments in transit and safety throughout the corridor and leverage the federal discretionary funds.

**BACKGROUND**

This project has not been before Metro Council since January 2022. Since that time, the Metro and TriMet project teams have worked with partners to explore numerous facets of and options for bringing high-capacity transit to TV Highway. The work has been guided by a project Steering Committee consisting of elected officials, agency leaders and community-based organization representatives, and supported through coordination at the staff level across the five corridor jurisdictions, Metro, TriMet and ODOT.

The work of the last three years has included the following milestones:

- **Spring 2022:** Steering Committee adoption of five goals for the project:
  - Improve the travel experience (safety, time, reliability) for transit riders, in particular communities of color and low-income communities
  - Advance local goals related to land use, transportation, equity and climate

- Supported by the community, in particular transit riders and communities of color
- Feasible to fund, construct and operate
- Able to move into the next phase, Project Development
- **Spring-Summer 2022:** Development of a Round 1 design for bus rapid transit (BRT) in the corridor with a cost estimate of ~\$550M.
- **Fall 2022-Spring 2023:** Exploration of possible phasing options for the Round 1 design, including various iterations of splitting the existing Line 57 route to deliver the entire corridor in two or more phases.
- **Spring 2023:** Steering Committee direction to revisit and revise project design to identify an end-to-end BRT project from Beaverton to Forest Grove that is more feasible from a funding perspective.
- **Summer 2023-Summer 2024:** Development of two Round 2 designs: a) a project that is eligible for the FTA's Small Starts CIG program, and b) a lower-cost project that does not meet eligibility thresholds for CIG funding. Work resulted in a \$300M CIG-eligible project (needing \$150M local match), and a \$150M non-federal project.
- **Winter 2023:** Steering Committee approval of draft station locations for public engagement.
- **Summer 2024:** Steering Committee direction to pursue the CIG-eligible project.
- **Fall 2024:** Public engagement regarding station locations.
- **Winter 2024-25:** Development of project funding strategy.
- **February 2025:** Steering Committee approval of LPA and high-level funding strategy.

The project LPA identifies mode, alignment and general station locations and is represented by the attached text and map. Note that general station locations in downtown Cornelius are yet to be determined and will be finalized during Project Development.

## **ATTACHMENTS**

1. TV Highway Transit & Safety Project LPA Description and Map
2. TV Highway Transit & Safety Project Engagement Summary