

# MPAC Worksheet

**Agenda Item Title:** Tualatin Valley Highway Transit Project LPA Update

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## **Purpose/Objective**

The purpose of this item is to provide an update to MPAC about the TV Highway transit project. Later this year, MPAC will consider the locally preferred alternative (LPA) for this project for endorsement and subsequently for amendment in the Regional Transportation Plan.

## **Outcome**

MPAC members are updated about the last several years of process to develop an LPA for the TV Highway transit project, including key project benefits, public engagement process and findings, LPA elements and project funding strategy. Staff are provided any feedback about additional information MPAC would require prior to the endorsement vote.

## **What has changed since MPAC last considered this issue/item?**

This is the first time this item has come before MPAC. The Metro and TriMet project team have worked with partners since early 2022 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
  - o Improve the travel experience (safety, time, reliability) for transit riders, in particular communities of color and low-income communities
  - o Advance local goals related to land use, transportation, equity, and climate
  - o Supported by the community, in particular transit riders and communities of color
  - o Feasible to fund, construct and operate
  - o 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 Capital Investment Grant (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 and
- **Winter 2024-25:** Development of project funding strategy.
- **February 2025:** Steering Committee approval of Locally Preferred Alternative (LPA) and high-level funding strategy.

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

#### **What packet material do you plan to include?**

Project LPA paragraph and map