

IN CONSIDERATION OF RESOLUTION NO. 25-5504, FOR THE PURPOSE OF
ENDORISING THE LOCALLY PREFERRED ALTERNATIVE FOR TUALATIN VALLEY
HIGHWAY TRANSIT AND SAFETY PROJECT

Date: May 20, 2025
Department: Planning, Development and
Research
Meeting Date: June 12, 2025

Presenter(s): Kate Hawkins (she/her),
Senior Transportation Planner

Length: 5 minutes

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ISSUE STATEMENT

The TV Highway Transit and Safety Project seeks to improve speed, reliability, accessibility and safety for transit riders on TV Highway. Since 2022, the Metro and TriMet project teams have worked with partners to explore numerous options for bringing high-capacity transit to the TV Highway corridor. 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.

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 on the TV Highway corridor is bus rapid transit, 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. The LPA map with recommended mode, alignment, and general station locations is reflected in Exhibit A to Resolution No. 25-5504.

On June 6, 2025 (anticipated), the Transportation Policy Alternatives Committee (TPAC) unanimously recommended the Joint Policy Advisory Committee on Transportation (JPACT) approve Resolution No. 25-5504. Approval of the resolution endorses the TV Highway Transit and Safety Project LPA as recommended by the project Steering Committee and directs staff to prepare amendments to the 2023 Regional Transportation Plan (RTP) to reflect the LPA.

ACTION REQUESTED

Approve Resolution No. 25-5504 as recommended by the Transportation Policy Alternatives Committee (TPAC) and submit to Metro Council for approval.

Partner endorsements included in Attachment 1 are listed below:

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the LPA on April 22, 2025.
- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the LPA on May 5, 2025.
- The Hillsboro City Council unanimously adopted Resolution Number 2881 to endorse the LPA on May 6, 2025.
- The Forest Grove City Council unanimously adopted Resolution Number 2025-17 to endorse the LPA on May 12, 2025.
- Beaverton City Council unanimously adopted Resolution Number 25084 to endorse the LPA on May 27, 2025.
- The TriMet Board of Directors unanimously adopted Resolution Number 25-05-25 to endorse the LPA on May 28, 2025.
- The Oregon Department of Transportation endorsed the LPA with a letter of support dated May 28, 2025.

IDENTIFIED POLICY OUTCOMES

The TV Highway corridor has been identified as a top priority for transit investment in numerous adopted regional plans. These include the 2009 Metro Regional High Capacity Transit System (HCT) Plan, the 2018 Regional Transit Strategy, the 2023 Regional Transportation Plan (RTP), and the 2023 High Capacity Transit Strategy, which designates TV Highway as a Tier 1: near-term HCT corridor, the highest priority for near-term HCT investment in our region.

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 OPTIONS FOR JPACT TO CONSIDER

1. Approve Resolution No. 25-5504 as recommended by TPAC.
2. Do not approve Resolution No. 25-5504.

JPACT and Metro Council endorsement of the Locally Preferred Alternative will demonstrate regional consensus on the project parameters. Endorsement of the LPA is a necessary step to a future adoption of the LPA into the financially constrained RTP project list, which is required to complete the Project Development phase of the Federal Transit Administration's Capital Investment Grant (CIG) program and be eligible to garner CIG discretionary funding. Metro Council and JPACT are anticipated to consider adoption of the LPA into the 2023 RTP in March 2026 as part of a package of RTP amendments which includes two other Tier 1 projects with recent LPA recommendations: the 82nd Avenue Transit Project and the Montgomery Park Streetcar Project.

If JPACT and Metro Council do not endorse the Steering Committee LPA recommendation the committee would need to reconvene to discuss changes, and all local jurisdictions would need to amend their endorsements of the LPA.

RECOMMENDED ACTION

Approve Resolution No. 25-5504 as recommended by MPAC and JPACT. Approval of the resolution endorses the Locally Preferred Alternative recommended by the TV Highway Transit Project Steering Committee and endorsed by the project partners, including TriMet, Beaverton, Cornelius, Forest Grove, Hillsboro, ODOT, and Washington County.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The TV Highway Transit and Safety Project LPA 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. The LPA advances Metro's Strategic Framework by connecting regional and town centers with faster more reliable transit and safer and more comfortable pedestrian facilities. The project advances multiple objectives by promoting walkable communities; access to community places; transportation choices including active transportation and better access to transit; access to jobs; regional mobility; and safety.

KNOWN OPPOSITION

Public input and partner endorsements demonstrate support for this LPA. There is no known opposition.

The TV Highway Transit and Safety Project is supported by agencies 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, 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.

ANTICIPATED EFFECTS

Approval of this resolution will allow project staff to continue working with TriMet and project partners to:

- Amend the 2023 RTP to reflect the LPA and a high-level funding plan
- Pursue federal funding
- Complete federally required National Environmental Policy Act (NEPA) documentation

- Refine design and costing
- Coordinate with local agencies on construction and design for improvements along TV Highway
- Support the implementation and construction of the project
- Open a new FX bus line along Tualatin Vally Highway in 2030

The project is currently in the 2023 RTP. However, the 2023 RTP needs to be amended to reflect the recommended mode, route, and general station locations and a high-level funding plan.

Budget Impacts: Adoption of this resolution has no budget impact at this time. There will be future costs associated with implementation of the project. These costs will be shared by local, regional, state and federal partners.

LEGAL ANTECEDENTS

Federal laws and actions

- National Environmental Policy Act
- Clean Air Act, as amended [42 U.S. C. 7401 and 23 U.S.C. 109(j)], as amended]
- U.S. EPA transportation conformity rules (40 CFR, parts 51 and 93)
- Fixing America's Surface Transportation Act (FAST Act), signed into law in 2015
- Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021
- Federal Transit Administration (FTA) Capital Investment Grant (CIG) Program

State laws and actions

- Oregon Statewide Land Use Planning Goals
- Oregon Transportation Planning Rules (OAR Chapter 660, Division 12)
- Oregon Transportation Plan and implementing modal plans, including the Oregon Public Transportation Plan Oregon Administrative Rules for Transportation Conformity, (OAR Chapter 340, Division 252)
- Oregon Clean Air Act State Implementation Plan (SIP), amended in January 2021

Metro Council Actions

- Resolution No. 09-4025 (For the Purpose of Adopting the Regional High Capacity Transit System Plan Screened Corridor Map and Evaluation Criteria), adopted by the Metro Council on February 12, 2009.
- Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments), adopted by the Metro Council on July 9, 2009.
- Resolution No. 10-4119 (For the Purpose of Updating the Work Program for Corridor Refinement Planning through 2020 and Proceeding with the Next Two Corridor Refinement Plans in the 2010-2013 Regional Transportation Plan Cycle), adopted by the Metro Council on February 25, 2010.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation

Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted by the Metro Council on June 10, 2010.

- Ordinance No. 14-1346B (For the Purpose of Adopting the Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law), adopted by the Metro Council on December 18, 2014.
- Resolution No. 18-4892 (For the Purpose of Adopting the Regional Transit Strategy and Replacing the 2009 Regional High Capacity Transit System Plan), adopted by the Metro Council on December 6, 2018.
- Resolution No. 21-5229 (For the Purpose of Creating and Appointing Members of the Tualatin Valley Highway Steering Committee), adopted by the Metro Council on January 20, 2022.
- Ordinance No. 23-1496 (For the purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted by the Metro Council on November 30, 2023.
- Resolution No. 23-5348 (For the Purpose of Adopting the 2023 High Capacity Transit Strategy), adopted by the Metro Council on November 30, 2023.

Local Jurisdiction Actions

- The Board of Washington County Commissioners unanimously adopted Resolution Number 25-26 to endorse the LPA on April 22, 2025.
- The Cornelius City Council unanimously adopted Resolution Number 2025-16 to endorse the LPA on May 5, 2025.
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BACKGROUND

At the May 20, 2025, Metro Council work session, staff presented the TV Highway Transit and Safety Project LPA. Council discussed the LPA and asked questions of project staff, but did not request any changes to the document. Since that work session, local and regional project partners have endorsed the LPA via resolutions or letters of support. In addition, Metro staff presented the LPA to TPAC, JPACT, the Metro Technical Advisory Committee (MTAC), and the Metro Policy Advisory Committee (MPAC). The committees had questions

regarding next steps and some details of the project but made no recommendations for changing the LPA.

Based on the conversations with Council and the other committees and the endorsement from project partners, staff has made no changes to the LPA materials that were presented to JPACT in May. On June 6, 2025 (anticipated), TPAC recommended that JPACT approve this resolution. On June 12, 2025, JPACT will consider approval of this resolution and submit the resolution for Metro Council approval. Metro Council will consider JPACT's action on June 26, 2025.

ATTACHMENTS

Attachment 1: Local Actions of Support