



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 underline 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 ~~strikethrough~~ and underline)**  
**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 <del>and Safety</del> Project	Forest Grove	Beaverton Transit Center	<p><del>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.</del></p> <p><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></p>	\$ 300,000,000	2023-2030	Yes

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

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Download the project data in excel at: [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

Projects submitted to RTP by nominating agency.

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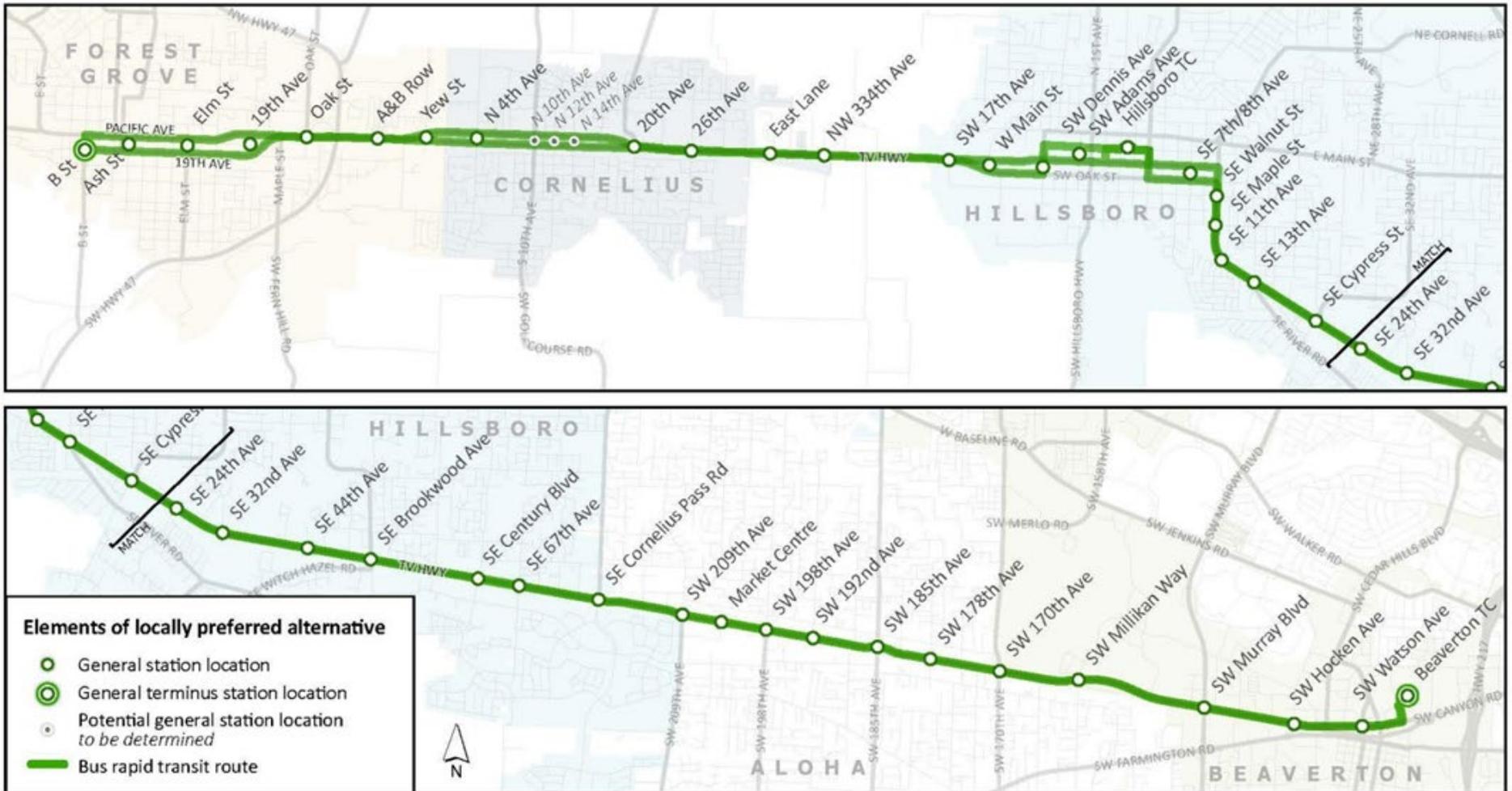
**APPENDIX BB**  
**2023 Regional Transportation Plan**  
**Tualatin Valley Highway**  
**Transit and Safety**  
**Project Locally Preferred**  
**Alternative**

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**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)

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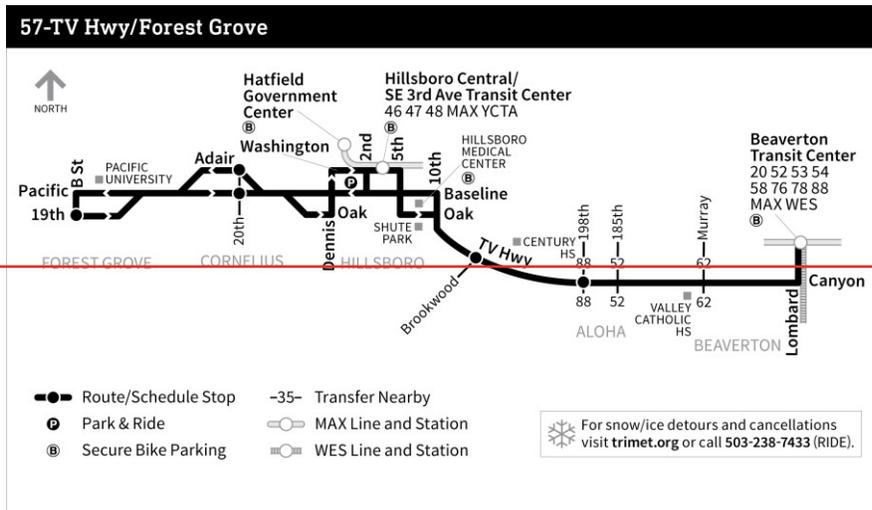
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## Tualatin Valley Highway Transit and Development Safety Project

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~~ improve transit speed and reliability, making the bus more competitive with driving along this regional corridor. BRT investment ~~will~~ 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~~ covers 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~~)

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### 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.

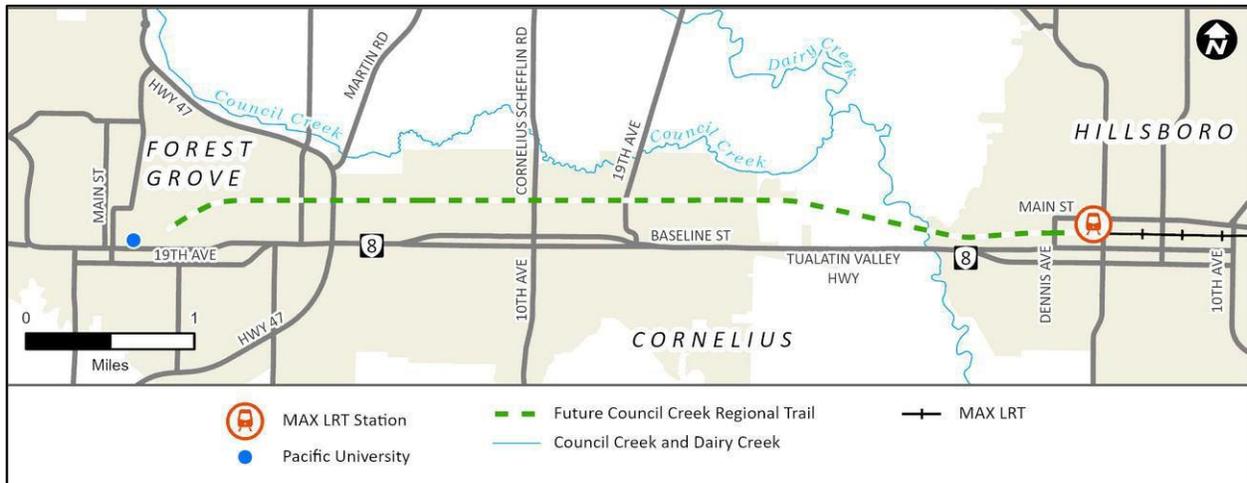
Recent planning efforts include Washington County’s [Moving Forward TV Highway Plan](#) (2019), studying improvements to multimodal networks for the segment from 106<sup>th</sup> Ave to Cornelius Pass Road. The [East Forest Grove Safety Action Plan](#) (2022) which examined the portion of OR 8 between 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 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 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 investigateding 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~~ ould 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.