

TUALATIN VALLEY HIGHWAY CORRIDOR PRESENTATION

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ISSUE STATEMENT

The purpose of the Tualatin Valley (TV) Highway Transit Project is to improve mobility and access to transit in the TV Highway Corridor for residents, employees, and visitors, in particular, communities of color and low-income communities who have historically lacked access to quality public transit in the region. It will improve connections to downtown Beaverton, the Aloha Town Center, downtown Hillsboro, downtown Cornelius, downtown Forest Grove and TriMet's regional light rail system. In addition, the project will increase meaningful involvement in transportation planning, identify corridor needs beyond the roadway and defining strategies to support the community and minimize potential community and business displacement that may occur with future transportation investments. A coalition of community-based organizations will create a TV Highway Equitable Development Strategy pulling these strategies into one, clear, action plan. Metro staff is working with the Southwest Equity Coalition to create a new coalition for TV Highway that will work in parallel with the transit planning.

ACTION REQUESTED

On January 20, 2022 the Council will be asked to consider a resolution creating a Steering Committee to guide the project toward the identification of a preferred transit design. It is anticipated that JPACT and Metro Council will be asked to consider adopting a locally preferred transit alternative into the Regional Transportation Plan (RTP) in the second half of 2023.

IDENTIFIED POLICY OUTCOMES

The RTP and the 2018 Regional Transit Strategy identify the TV Highway Corridor, Beaverton to Forest Grove, for future transit corridor refinement planning. Tualatin Valley Highway is identified both for future High Capacity Transit and as an Enhanced Transit Corridor. In addition, the Regional Transit Strategy identifies the TV Highway as a Next Phase Regional Priority Corridor.

Metro's Transportation Funding Task Force designated Tualatin Valley Highway as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning to facilitate longer term corridor investments.

POLICY QUESTION(S)

The proposed TV Highway Steering Committee includes elected and community representatives together at the decision making table. Does Council have any concerns about this approach?

Is Council comfortable with the proposal to work with the Southwest Equity Coalition in the development of the TV Highway Equitable Development Strategy?

STAFF RECOMMENDATIONS

Staff recommends Council consider approving the creation of the TV Highway Steering Committee to guide the development of a preferred transit alternative to support the needs of people who live, work and study along the TV Highway.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- How is this related to Metro's Strategic Plan (to be developed in 2019) or Core Mission?
This project is a collaboration between Metro, community and jurisdictional partners to implement regional priorities articulated in Metro's guiding policy plans including the 2018 Regional Transportation Plan. Corridor planning is central to Metro's core mission in land use and planning for the region's public transit system.
- 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 data indicates that primary beneficiaries of improved transit on TV Highway are people of color and low-income community members. There are approximately 100,000 residents with 40 percent of the population below 200 percent of the poverty line located in census block groups that are within a half-mile of the entire Line 57 route between Forest Grove and Beaverton. In addition, there are over 30,000 jobs, with 54 percent earning less than \$40,000 per year. In comparison to both the Portland Metropolitan region and the county as a whole, communities in the corridor have above average concentrations of low-income populations, people

of color, limited English language proficiency residents, and youth populations. Within the corridor 48 percent of corridor residents identify as people of color. Line 57 along TV Highway ranks tenth in the TriMet system in terms of providing access to communities of concern, jobs, affordable housing, and social services.

Goal B: Metro meaningfully engages communities of color

Community members will lead the Equitable Development Strategy creation for this corridor. Metro's work will create a coalition of advocates, community representatives, funders, housing and service providers authoring their own plans for addressing corridor needs. This important aspect of the project will ensure that broader community economic and housing development needs are reflected in the final transit design concept and that community members are in leadership roles.

- How does this advance Metro's climate action goals?
This project will support two 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.

Also, by improving the travel experience and efficiency of a highly used transit line, this project will make transit convenient, frequent, accessible and affordable.

- Known Opposition/Support/Community Feedback
There is significant support from the agencies and local jurisdictions involved in this project. Metro's partners on this work include TriMet, ODOT, Washington County and the cities of Forest Grove, Cornelius, Hillsboro and Beaverton.

It's still very early in the process. Metro staff began discussions with Southwest Equity Coalition (SWEC) leadership and Unite Oregon and has reached out to several local, community-based organizations and service providers including the Muslim Educational Trust, Centro Cultural, Adelante Mujeres, Binestar and the Vision Action Network.

- Explicit list of stakeholder groups and individuals who have been involved in policy development.
Participating jurisdictions were consulted on the formation of the Tualatin Valley Highway Steering Committee, its role and their agency's participation in the group. The reception has been positive and participation is expected to be robust.

Metro staff is in discussions with Southwest Equity Coalition (SWEC) leadership and Unite Oregon about their leadership in the creation of the TV Highway Equitable Development Strategy.

- Legal Antecedents

The creation of the Steering Committee is consistent with Metro Code 2.19.060 (Task Forces) and 2.19.040 (Advisory Committee Purpose and Authority Resolution).

Resolution No. 18-1421, For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan (December 6, 2018).

Resolution No. 18-4892, For the Purpose of Adopting the 2018 Regional Transit Strategy and Replacing the 2009 High Capacity Transit System Plan (December 6, 2018).

Resolution No. 21-5165, Governance and Policy - Governance Management - Metro Council Ordinances, Resolutions, Orders, and Indices - 21-5165: For the Purpose of Adopting the Fiscal Year 2021-22 Unified Planning Work Program and Certifying That the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements

- **Anticipated Effects**
The Tualatin Valley Highway Steering Committee will contribute valuable guidance toward completion and adoption of a transit locally preferred alternative conceptual design. The Steering Committee will meet throughout the project's life at key milestones and offer a recommendation(s) to JPACT and Metro Council.
- **Financial Implications (current year and ongoing)**
The committee will be supported by the FTA HOPE grant awarded to Metro in 2020.

BACKGROUND

This project will provide the public transit components of initial corridor planning for the Oregon Highway 8, Tualatin Valley (TV) Highway located in Washington County, Oregon. The corridor passes through the cities of Beaverton, Hillsboro, Cornelius and Forest Grove and unincorporated areas of Washington County including Aloha and Reedville. Within 1/2 mile buffer of the TV Highway corridor, six census tracts are areas of persistent poverty with rates that exceeded 20% in the 2013-17 American Community Survey estimates. Additional census tracts within the area of influence of corridor improvements are also areas of persistent poverty.

Tualatin Valley (TV) Highway connects multiple community centers, including Forest Grove, Cornelius, Hillsboro, Aloha, Beaverton and Portland. The corridor serves many communities of color, limited English proficiency speakers and lower income communities, and supports one of the highest ridership bus lines in the region. The corridor also supports significant freight movement. It has multiple regional trail crossings and serves several Urban Growth Boundary expansion areas.

A lack of multi-modal and transit infrastructure create multiple barriers to access and travel options within the corridor as well as significant safety concerns. There were 204 serious injuries and fatalities on this corridor 2007-2017. 85% of this corridor is in an equity focus area as defined by the Metro Regional Transportation Plan.

Needs assessments and road safety assessments produced by jurisdictional stakeholders have produced consistent recommendations for implementing coordinated safety, transit and multi-modal improvements throughout the corridor. These include the Tualatin Valley Corridor Plan (2013), the Aloha-Reedville Study and Community Livability Plan (2014), the Aloha Tomorrow project (2017), and Moving Forward TV Highway (2019).

More recently, Washington County has renewed efforts to address multiple deficiencies within the TV Highway Corridor and develop a complete multi-modal TV Highway Development project. Within the needs analysis for project elements, delay of line 57 and a decline in reliability caused by congestion, traffic signal deficiencies and roadway geometry were identified as significant areas of need. Metro's Transportation Funding Task Force has also designated TV Highway as a Tier 1 priority in their 2019 Recommendation for Corridor Investments and underscored the need to complete corridor planning in order to facilitate longer term corridor investments.

Improving the performance of transit service throughout this corridor with a focus on providing equitable economic and housing development support through transit investments allows the region to achieve key strategies, goals and outcomes of the Regional Transportation Plan.

ATTACHMENTS

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☒ Yes ☐ No
- What other materials are you presenting today?
TV Highway Fact Sheet, August 2021