

Date: May 28, 2025

To: Board of Directors

From: Sam Desue, Jr. 

Subject: **RESOLUTION NO. 25-05-25 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) RECOMMENDING THAT THE METRO COUNCIL ADOPT THE LOCALLY PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY TRANSIT AND SAFETY PROJECT AS PART OF THE REGIONAL TRANSPORTATION PLAN**

1. Purpose of Item

This Resolution requests the TriMet Board of Directors (Board) to recommend that the Metro Council adopt the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project (Project) as part of the Regional Transportation Plan.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Adoption of the Locally Preferred Alternative for the Project

3. Reason for Board Action

Adoption of the Locally Preferred Alternative by local jurisdictions and Metro is necessary because it shows the Federal Transit Administration (FTA) that there is local consensus and support for the Project and helps ensure federal funding.

4. Type of Action

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other

5. Background

Before it adopts a Locally Preferred Alternative (LPA) for regionally significant infrastructure, the Metro Council requests adoption of the LPA by TriMet and other relevant local jurisdictions. A public demonstration of local support for the Project by TriMet and local jurisdictions is essential to advance Project development and funding.

By introducing Bus Rapid Transit on the Tualatin Valley Highway (TV Highway), the Project will greatly improve transportation along an essential Washington County transit corridor by making better connections between Beaverton and Forest Grove. Using Transit Signal Priority and other transit priority treatments, the Project will enhance transit speed and reliability, construct station improvements, and provide safer and more accessible transit connections.

Adoption of this Locally Preferred Alternative would allow Metro to amend the Regional Transportation Plan to include the LPA. TriMet, Metro, Washington County and other

jurisdictions along the TV Highway have been collaborating for the past three years to develop the LPA.

The 2009 and 2023 High Capacity Transit System Plans, the 2018 Regional Transportation Plan, and the 2018 Regional Transit Strategy identify the TV Highway as a key corridor for major transit investment. The 2013 Tualatin Valley Highway Corridor Plan, the 2019 Moving Forward TV Highway Plan, and a 2023 community-led effort also identified the need for transit improvements in the corridor.

In late 2021, Metro launched the Project, initiating the evaluation of alignments and mode alternatives along the corridor. In 2022, TriMet and Metro convened a Project Steering Committee, consisting of elected officials and/or executive staff from TriMet, Metro, Washington County, Beaverton, Hillsboro, Cornelius, Forest Grove, the Oregon Department of Transportation (ODOT), and community representatives. The Project Steering Committee was supported by Policy and Technical working groups made up of staff from each of the jurisdictions and together they conducted extensive planning and analysis to better define the Project.

On February 13, 2025, after three years of dedicated planning and outreach, the Project Steering Committee voted unanimously to approve the LPA and now recommends the Board's adoption of the final LPA.

The LPA envisions Bus Rapid Transit service (i.e., Frequent Express - FX service) on the TV Highway corridor between Beaverton and Forest Grove, as shown on the attached Exhibit A Description and Exhibit B Map. The proposed alignment will generally follow TriMet's current Line 57 bus route, as described below:

- From the Beaverton Transit Center along the TV Highway to the Hillsboro Transit Center,
- Continuing along the TV Highway to the City of Cornelius, and
- Terminating in the City of Forest Grove at 19th Avenue and B Street,
- With new station locations shown on the attached Exhibit B map.

The Board received a briefing on the TV Highway LPA at the April board meeting.

Relying on federal, state and local financial support, TriMet will be the lead agency for Project development and construction, in collaboration with local jurisdictions.

6. Disadvantaged and Small Business Utilization

TriMet will follow its procurement rules and policies in selecting Project contractors and consultants, and making opportunities available for Disadvantaged Business Enterprise (DBE) contractors and consultants to work on the Project.

7. Financial/Budget Impact

Securing anticipated federal and local funding is critically important. The Project will be seeking an FTA Small Start grant of approximately \$150,000,000 and the following local matching funds:

- \$50,000,000 from the State
- \$40,000,000 from TriMet
- \$54,000,000 from Local Jurisdiction Partners
- \$6,000,000 from Carbon Reduction Program.

The total Project budget is anticipated to be approximately \$300,000,000. Project partners will work together to commit funding identified to construct the project.

8. Impact If Not Approved

The Board could choose to amend the draft LPA or choose alternative priorities. However, the proposed LPA is also being adopted by other jurisdictions, and substantial changes by TriMet at this time could significantly delay the Project, jeopardizing the optimal timing to seek federal funding for the Project construction stage.

RESOLUTION NO. 25-05-25

**RESOLUTION NO. 25-05-25 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET)
RECOMMENDING THAT THE METRO COUNCIL ADOPT THE LOCALLY
PREFERRED ALTERNATIVE FOR THE TUALATIN VALLEY HIGHWAY
TRANSIT AND SAFETY PROJECT AS PART OF THE REGIONAL
TRANSPORTATION PLAN**

WHEREAS, TriMet has authority under ORS Chapter 267 to plan, construct and operate the mass transit system within the TriMet District; and

WHEREAS, the 2009 High Capacity Transit System Plan identified the section of the Tualatin Valley Highway (TV Highway) between Beaverton and Hillsboro as a Next Phase Regional Priority High Capacity Transit Corridor, and the section between Hillsboro and Forest Gove as a Developing Regional Priority High Capacity Transit Corridor; and

WHEREAS, the 2013 Tualatin Valley Highway Corridor Plan, a joint effort among ODOT, Metro, Washington County and the cities of Hillsboro and Beaverton, examined the transportation system between Beaverton and Hillsboro to identify improvements for all modes of transportation along the TV Highway; and

WHEREAS, the 2018 Regional Transportation Plan and the Regional Transit Strategy identify the TV Highway Corridor as a key area for major transit infrastructure investment; and

WHEREAS, the 2019 Moving Forward TV Highway Plan evaluated the feasibility of High Capacity Transit along a portion of the TV Highway from SW 160th Avenue to Cornelius Pass Road, between Beaverton and Hillsboro; and

WHEREAS, in 2020, the Federal Transit Administration (FTA) awarded a HOPE grant to Metro to support initial planning, engineering and development of capital improvements for the TV Highway Transit and Safety Project (Project); and

WHEREAS, the HOPE grant accelerated the investment in infrastructure necessary to enhance the speed, reliability, and access to transit services to benefit communities of persistent poverty within the Project area; and

WHEREAS, development of the Project is a collaborative effort among ODOT, Metro, TriMet, Washington County, Beaverton, Hillsboro, Cornelius, and Forest Grove; and

WHEREAS, Metro and TriMet developed initial recommendations on the mode, alignment, and general station locations of future High Capacity Transit service within the Project; and

WHEREAS, in January 2022, Metro and TriMet convened a Project Steering Committee consisting of elected officials, agency leaders, and community representatives, and charged it with recommending a funding strategy and a Locally Preferred Alternative (LPA) for the Project; and

WHEREAS, the 2023 High Capacity Transit Update designated the TV Highway as a Tier 1 corridor, the top level of regional prioritization for near term advancement; and

WHEREAS, Metro's 2023 Regional Transportation Plan identified the Project as a major High Capacity Transit investment and included it in the 2030 Near Term Constrained Project List; and

WHEREAS, a June 2023 community-led effort proposed actions that nonprofit organizations, the private sector, and government entities could take to stabilize and support communities along the TV Highway Corridor, and recognized Bus Rapid Transit as a high priority community action; and

WHEREAS, on February 13, 2025, after conducting numerous meetings, receiving substantial and significant public comment and evaluating various recommendations, the Project Steering Committee defined the LPA route as beginning at the Beaverton Transit Center and terminating at 19th Avenue and B Street in Forest Grove, as described in the attached Exhibit A Description and Exhibit B Map; and

WHEREAS, demonstrations of local public support for the Project LPA through the adoption of similar Resolutions by the collaborating local jurisdictions are essential to advance Project Development and funding from the Federal Transit Administration (FTA); and

WHEREAS, the Board's adoption of the LPA as described in this Resolution would allow Metro to amend the Regional Transportation Plan to include the Project;

NOW, THEREFORE, BE IT RESOLVED:

1. That the Board hereby recommends that the Metro Council adopt the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project, as described herein and on the attached Exhibit A Description and Exhibit B Map, as part of the Regional Transportation Plan.

Dated: May 28, 2025



Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:



Legal Department