

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CREATING AND	)	RESOLUTION NO. 21-5229
APPOINTING MEMBERS OF THE TUALATIN	)	
VALLEY HIGHWAY STEERING COMMITTEE	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Deputy Council President Christine
		Lewis

WHEREAS, Metro’s adopted long-range blueprint for the region, the 2040 Growth Concept, reflects a commitment to create prosperous and sustainable communities for present and future generations and guides the region’s land use and transportation development in alignment with it; and

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the 2040 Growth Concept and emphasizes outcomes, system completeness and measurable performance in order to realize adopted land use plans, and hold the region accountable for making progress toward regional goals focused on climate, equity, safety and congestion; and

WHEREAS, the 2018 RTP recommended, and the 2018 Regional Transit Strategy identified, the Tualatin Valley Highway Corridor from the City of Beaverton to the City of Forest Grove for future transit corridor refinement planning; and

WHEREAS, the Regional Transit Strategy identifies the Tualatin Valley Highway as a Next Phase Regional Priority Corridor for both future High Capacity Transit (HCT) and as an Enhanced Transit Corridor; and

WHEREAS, the Moving Forward Tualatin Valley Highway Enhanced Transit and Access Plan determined the need for HCT and proposed a Bus Rapid Transit (BRT) improvements in the Tualatin Valley Corridor primarily between 160th and Cornelius Pass Rd.; and

WHEREAS, Metro's Transportation Funding Task Force also designated the 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; and

WHEREAS, this corridor has higher than average regional population of communities of color and people living below the poverty line; and

WHEREAS, current transit service within the corridor experiences significant delay and travel time costs for transit dependent riders; and

WHEREAS, the Tualatin Valley Highway was identified as a High Injury Corridor in the 2017 High Injury Corridors and Intersections Report and there were 204 serious injuries and fatalities on this corridor between 2007 and 2017; and

WHEREAS, the Federal Transit Administration awarded \$850,000 to Metro through the Helping Obtain Prosperity for Everyone (HOPE) program to support work on transit and equitable development on the Tualatin Valley Highway; and

WHEREAS, the establishment of a Steering Committee will contribute valuable guidance toward completion and adoption of a preferred alternative for bus rapid transit in the Tualatin Valley Highway Corridor; and

WHEREAS, a Tualatin Valley Highway Equitable Development Strategy will be written and produced by the local community and the Steering Committee membership will review and support the Strategy's production and acknowledge the Equitable Development Strategy upon completion; and

WHEREAS, Steering Committee membership should include elected officials, representatives of project partner agencies and community members creating an Equitable Development Strategy; and

WHEREAS, the Metro Councilors from District 3 and District 4 will serve as the Steering Committee co-Chairs; and

WHEREAS, it is expected that the Steering Committee will be needed for approximately 24 months; now therefore,

BE IT RESOLVED that the Metro Council hereby:

1. Establishes the Tualatin Valley Highway Steering Committee to fulfill the charge set forth in Exhibit A; and
2. Designates the represented positions listed in Exhibit B and directs those organizations to appoint their representative members to serve on the Tualatin Valley Highway Steering Committee; and
3. Directs the Tualatin Valley Highway Steering Committee to meet at project milestones, with administrative and technical support from Metro staff; and
4. Appoints Steering Committee members for a one-year term, which shall be automatically renewed for an additional term unless expressly terminated, but not to exceed three years; and
5. If a Steering Committee member steps down or can no longer serve as an appointed representative prior to the end of a term, the organization shall appoint a new member.

ADOPTED by the Metro Council this 20th day of January 2022.



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Christine Lewis, Deputy Council President

Approved as to Form:



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Nathan Sykes, Deputy Metro Attorney

## TV Highway Transit Project

### Steering Committee overview

Metro Council will establish a Steering Committee to ensure the TV Highway Transit Project develops a transit design that has community support and can be implemented.

The Steering Committee will make decisions on project milestones and recommend a locally preferred alternative to the adopting bodies. The Steering Committee is anticipated to meet approximately eight times between February 2022 and June 2023. Members will be informed of public input and technical findings in advance of each meeting. The Steering Committee will include elected officials, agency executives and members of the TV Highway Equity Coalition.

The project will be informed by a robust community engagement process. Meaningful public input opportunities will precede the decisions Steering Committee members will be asked to make. Decision-makers will be provided with this input in advance so that they are aware of community needs and desires. Of particular importance will be the involvement of low income and minority populations and people that rely on transit to meet their daily needs.

A technical work group comprised of jurisdictional staff will guide the planning process. The project team will lead the technical analysis and public engagement. The project team will meet regularly to direct, inform, manage, and assess the work. The project team will provide information and recommendations to the Steering Committee. Project partners include the cities of Beaverton, Hillsboro, Forest Grove and Cornelius, Washington County, the Oregon Department of Transportation, TriMet and Metro.

### Steering Committee charge

The Steering Committee is charged with recommending a locally preferred alternative for high capacity transit on OR-8 or Tualatin Valley Highway by the end of June 2023.

They may also be interested in the process to develop the Equitable Development Strategy on TV Highway, but their approval or involvement is not required. Instead, they identify means to receive updates through the strategy's development and share feedback. The charge of the committee is as follows.

- **Represent the community:** Provide information to and from constituents/community members, and represent their perspectives, concerns and priorities.
- **Advance the project through key decision points:** Follow decision-making protocols as established by the committee to make key decisions that include:
  - Establish a purpose and need statement and goals for the project
  - Advance a range of transit alternatives for analysis and community consideration
  - Narrow for further consideration the transit alternatives that best meet the project's goals and community needs
  - Concur on a transit alternative to advance as a locally preferred alternative
- **Recommend a Locally Preferred Alternative (LPA):** Follow decision-making protocols as established by the committee to develop, refine and agree to an action plan (including

phasing and funding for physical improvements and commitments and timeframe for implementing land use and related policy changes) for the plan area to the project participants, as appropriate.

#### Steering Committee member roles and responsibilities:

- Advocate for and participate in the public process.
- Follow decision-making agreements established by Steering Committee members.
- Prepare for and attend periodic meetings between spring 2022 and spring 2023, depending on project outcomes. Send an alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member's agency will identify a replacement.
- Provide information to the community. Use channels of communication for your community to inform on the project, through meetings, events, newsletters. Be a conduit for the project team to be invited to meetings and events. Request and review information from the project team so that it communicates project information to your community.
- Create an atmosphere in which issues can be raised, discussed, and melded into group decisions, one where divergent views and opinions are expected and respected.
- Notify the project team of any media inquiries and refer requests for official statements or viewpoints to Metro. Steering Committee members will speak to the media about the project only on their own behalf, not on behalf of the group.

#### Contact information

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**EXHIBIT B TO RESOLUTION NO. 21-5229**

**Members of the Tualatin Valley Highway Corridor Plan Steering Committee**

Metro District 3 Councilor and District 4 Councilor

Elected officials from cities of Beaverton, Hillsboro, Cornelius and Forest Grove

Washington County Commissioner

ODOT, Region 1 Manager

TriMet, General Manager

Up to five members of the Equitable Development Coalition; at least one member who can represent Tualatin Valley Highway business

IN CONSIDERATION OF RESOLUTION NO. 21-5229, FOR THE PURPOSE OF CREATING AND APPOINTING MEMBERS OF THE TUALATIN VALLEY HIGHWAY STEERING COMMITTEE

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Date: December 30, 2021  
Department: Planning, Development and Research  
Meeting Date: January 20, 2022

Prepared by: Eryn Deeming Kehe  
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Presenter(s): (Eryn Kehe (she/her) & Malu Wilkinson (she/her)),  
Length: 20 minutes

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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 define 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 identify these strategies and, with staff support, compile them into a TV Highway Equitable Development Strategy. Metro staff is currently working with the Southwest Equity Coalition to create the new coalition for this effort on TV Highway.

**ACTION REQUESTED**

Metro Council is asked to consider a resolution creating a Tualatin Valley Highway Steering Committee to ensure the Tualatin Valley Highway Bus Rapid Transit Project creates a transit design that has community support and can be implemented.

The Steering Committee will make decisions at important design milestones and recommend a final concept design called a Locally Preferred Alternative (LPA) to JPACT and the Metro Council. To seek funding from the Federal Transit Administration (FTA), the LPA will need to be included in the Regional Transportation Plan (RTP).

The Steering Committee will include elected officials, agency executives representing each jurisdiction along the corridor and members of the Tualatin Valley Highway Equity Coalition. The Equity Coalition (yet to be formed) will lead the development of a corridor equity strategy similar to the Southwest Corridor Equity Strategy which was published in October 2019. The Steering Committee will receive regular updates on the production of that strategy.

Steering Committee membership includes:

- Metro District 3 Councilor and District 4 Councilor
- Elected officials from cities of Beaverton, Hillsboro, Cornelius and Forest Grove
- Washington County Commissioner
- ODOT, Region 1 Manager
- TriMet, General Manager
- Up to five members of the Equitable Development Coalition (to be created by staff); including at least one member who represents Tualatin Valley Highway business

## **IDENTIFIED POLICY OUTCOMES**

The RTP and the 2018 Regional Transit Strategy identify the Tualatin Valley Highway Corridor, Beaverton to Forest Grove, for future transit corridor refinement planning. Tualatin Valley highway is identified both for future High Capacity Transit and an Enhanced Transit Corridor. In addition, the Regional Transit Strategy identifies the Tualatin Valley 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)/ POLICY OPTIONS FOR COUNCIL TO CONSIDER**

A Steering Committee will help move this project forward by providing leadership and coordination among project partners. This is a structure which has been used for years to support corridor planning projects including the Powell-Division corridor and the Southwest Corridor.

The Federal Transit Administration awarded an \$850,000 grant to Metro through the Helping Obtain Prosperity for Everyone (HOPE) program to support work on transit and equitable development on the Tualatin Valley Highway. The Steering Committee will be supported by Metro staff paid for by funds from this grant.

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 Resolution No. 21-5229 creating and appointing members of the Tualatin Valley Highway Steering Committee.

## **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.

Early conversations about participation are underway with the Southwest Equity Coalition (SWEC) leadership and Unite Oregon as well as local organizations including the Muslim Educational Trust and Centro Cultural de Washington County.

- **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 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 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**

Resolution No. 21-5229

Exhibit A

Exhibit B