

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Updated April 13, 2022

Meeting: Tualatin Valley Highway Steering Committee

Date: Thursday, April 14, 2022

Time: 4 to 6:00 p.m.

Place: Zoom meeting

<https://us02web.zoom.us/j/88915057736?pwd=YTZUMnFuUi80Qk5HdmVmbElkV055QT09>

Dial in: (312) 626-6799

Webinar ID: 889 1505 7736

Passcode: 236898

Purpose: Learn about the FTA HOPE grant and discuss Steering Committee structure

Outcome(s): More complete understanding of the grant's goals and anticipated outcomes.
Collect group suggestions for the work ahead

4 p.m. Welcome and Introductions – Metro Councilor Juan Carlos Gonzalez

4:25 p.m. Public comment

4:30 p.m. Summary of past planning efforts on TV Highway

- Provide common understanding of past work

4:55 p.m. HOPE grant overview

- Transit project
- Committee member thoughts

5:10 p.m. Equitable development strategy; community members on this group

5:25 p.m. Steering Committee schedule and charter review

- Discussion, questions and edits
- Approval scheduled in May

5:45 p.m. Draft project purpose and need, goals and objectives

- Introduction
- Approval scheduled in May

5:55 p.m. Next steps – Metro Councilor Juan Carlos Gonzalez

DRAFT TV Highway Committee meeting discussion schedule

Topic	Technical working group	Policy Group	Steering Committee
Charter/protocols, Purpose and need, Goals and objectives	March 16, 2022	March 18, 2022 April 6, 2022	April 14 2022
Background materials, existing conditions	April 20, 2022	May 4, 2022	May 12 2022
Optional Bus Tour (See project challenges)	May 18, 2022	June 1, 2022	June 2022**
Operating scenario options	April 20, 2022 May 18, 2022	June 1, 2022	July 14 2022
Operating scenario options – evaluation	June 15, 2022 July 20, 2022 August 17, 2022	August 3, 2022 Sept 7, 2022	September 2022
Transit design options	Sept 14, 2022	October 5, 2022	November 2022
Transit design options - technical analysis	October 19, 2022 Nov 16, 2022 Dec 21, 2022*	December 7, 2022	January 2023
Transit design options - updates to technical analysis	January 18, 2023	February 1, 2023	March 2023
Recommendation of preferred concept design	February 15, 2023	March 1, 2023	April 2023
Updates to preferred concept design Public comment	March 15, 2023 April 19, 2023**	April 5, 2023 May 3, 2023	May 2023
LPA approval	May 2023	June 7, 2023	June 2023

*possible reschedule

**unscheduled

DRAFT TV Highway Steering Committee Charter

Metro Council established a Steering Committee in January 2022 to ensure the TV Highway Transit Project develops a transit design that has community support and can be implemented.

The TV Highway 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. Members of the TV Highway Equity Coalition, a group representing community based organizations charged with developing an equitable development strategy for the TV Hwy corridor, will also serve as members of the Steering Committee.

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 of decisions 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 and a policy group comprised of jurisdictional staff will guide the planning process. These teams will lead the technical analysis and public engagement. Both groups will meet regularly to direct, inform, manage, and assess the work. The policy group will provide information and recommendations to the Steering Committee. Participants of both groups include staff from the cities of Beaverton, Hillsboro, Forest Grove and Cornelius, Washington County, the Oregon Department of Transportation, TriMet and Metro.

Steering Committee charge

The TV Highway Steering Committee is charged with recommending an alternative for high-capacity transit on OR-8 known locally as Tualatin Valley Highway by the end of June 2023. The committee members will collaborate on the creation of a Shared Investment Strategy to identify priorities, funding sources, actions and responsibilities for transportation investments along the corridor in support of high-capacity transit.

The TV Highway Steering Committee effort will occur at the same time as the TV Highway's Equity Coalition recommendations for an Equitable Development Strategy for the TV Highway Corridor. Steering Committee action on the Equitable Development Strategy is optional.

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.
- **Document opportunities and constraints:** Create common acknowledgement of regulatory, physical, financial and strategic issues for the project to address and/or improve.
- **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):** Develop, refine and agree to a concept plan (including phasing and funding for physical improvements and commitments) for the plan area.
- **Recommend a funding strategy.** Estimate funding need for further planning and design efforts related to the LPA and related transportation investments. Identify sources of funding for planning, design and construction.”

Steering Committee member roles and responsibilities:

- Advocate for and participate in the public process.
- Prepare for and attend periodic meetings between spring 2022 and spring 2023, depending on project outcomes. Send an informed alternate if unable to attend. If a Steering Committee member cannot continue to serve, that member’s agency will identify a replacement.
- Seek consensus on group decisions where possible, and use a majority vote of members participating at a meeting to make final decisions. A quorum of 2/3 of members (or assigned alternates) must be present for any Steering Committee decision to be binding.
- 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 manager of media inquiries. 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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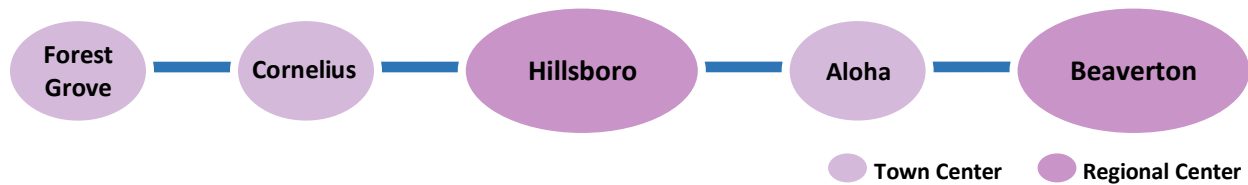
TV Highway Transit Project

Initial Purpose and Need Statement

BACKGROUND

Tualatin Valley (TV) Highway (Oregon Route 8) is an important regional and county urban arterial that supports the movement of goods and people through the communities of Forest Grove, Cornelius, Hillsboro, Aloha, and Beaverton (Figure 1). It serves as an access route to Highway 217 from points west, connects to the regional light rail system in two locations, and supports one of the highest ridership bus lines in the region. The corridor also serves many communities of color, limited English proficiency speakers, and lower income communities.

Figure 1. TV Highway Corridor Communities



In 2010, TV Highway was identified as a priority corridor for high capacity transit (HCT) in the HCT System Plan. In 2018, Metro updated and replaced the HCT System Plan with the Regional Transit Strategy, in support of the 2018 Regional Transportation Plan (RTP). The 2018 RTP includes an “enhanced transit concept” investment in the TV Highway corridor on the financially constrained project list. This type of capital investment is a context-sensitive approach to improving transit speed and reliability with lower-cost and easy to implement improvements. Subsequent transit corridor planning was completed as part of Washington County’s 2019 Moving Forward TV Highway Enhanced Transit and Access Plan, as well as the 2020 regional transportation funding measure. The current planning effort builds on the analysis and findings from these prior plans.

PURPOSE

The purpose of the TV Highway Transit Project is to improve speed, reliability, and safety for transit riders on TV Highway, and in particular for communities of color and low-income communities.

NEED

The TV Highway Transit Project would address three major needs in the corridor:

1. **Safety:** need to improve access to transit and bus stop amenities in a high injury corridor
2. **Transit speed and reliability:** need to provide faster and more reliable transit service in order to be more competitive with driving and to improve access to destinations
3. **Transit-dependent communities:** need to provide safe, efficient, and reliable transit service to meet the needs of the high concentration of communities who rely on transit

The following subsections provide more information on each need.

Safety

TV Highway is designated as a regional high injury corridor in the 2018 Regional Transportation Safety Strategy (RTSS) and a priority high crash corridor in Washington County's Transportation Safety Action Plan (2016). The portion of TV Highway between Beaverton and Hillsboro had the seventh highest rate of serious crashes per mile out of the 181 high injury corridors identified in the 2018 RTSS.¹ Overall, there were 237 serious injuries and 39 fatalities on TV Highway between 2007 and 2018, an average of 18 serious injuries and 3 deaths per year.² Seventy-two percent of those fatalities were people either walking or bicycling. TV Highway has inadequate multimodal and transit infrastructure, which creates safety concerns as well as barriers to access.

Approximately 29 percent of TV Highway lacks sidewalks, and approximately 32 percent of bike lanes are missing or substandard along the highway.³ Many of the Line 57 bus stops lack landing pads, lighting, shelters, and protected crossings. Between 2007 and 2018, 53 percent of all pedestrian serious injuries and fatalities on TV Highway occurred within 100 feet of a transit stop, which highlights the importance of safety improvements for pedestrians near transit stations.⁴

Transit speed and reliability

Transit travel time on the Line 57 is nearly double that of auto travel time, which impacts existing transit riders, limits the attractiveness for new riders, and hinders access to destinations along the corridor.⁵ This transit delay is primarily caused by congestion and delay at signalized intersection, and will only get worse as traffic continues to grow over time. Substandard bus stops also result in slower boarding procedures and longer dwell times, which account for approximately 13 percent of average runtimes on the Line 57, contributing to overall transit delay.⁶ Unreliability is also a top reason for riders to be dissatisfied with their Line 57 trips.⁷ Improving transit travel time and reliability within the corridor would provide an attractive alternative to driving, which could free up roadway capacity for other vehicles in the corridor, including freight and other commercial vehicles within this designated freight corridor.

Transit-dependent communities

The TV Highway corridor has relatively high concentrations of people who rely on transit and therefore need safe, efficient, and reliable transit to access community resources, jobs, and educational opportunities. In comparison to both the region and Washington County, communities in the corridor have higher concentrations of low-income households, people of color, people with limited English language proficiency, and youth. Eighty-three percent of the corridor study area is in an equity focus area as defined by the 2018 RTP, and all of TV Highway is bordered on at least one side by an equity focus area.⁸ The Line 57 bus ranks tenth in the TriMet system in terms of providing access to communities of concern, jobs, affordable housing, and social services.⁹ The route has a relatively high share of riders who speak Spanish, identify as people of color, do not have a car available, and have a low household income.¹⁰

APPROACH

The project will seek funding from the Federal Transit Administration (FTA), specifically from FTA's Section 5309 Capital Investment Grants Program. To qualify for this funding, the project will proceed using FTA's definition of a corridor-based bus rapid transit Small Starts project. Because the project will seek federal funding, it must comply with the National Environmental Policy Act.

NOTES

- ¹ Based on fatal and severe injury crashes from 2010 to 2014 on the 8-mile stretch of TV Highway between SW Cedar Hills Boulevard in Beaverton and SE 10th Avenue in Hillsboro.
- ² Oregon Department of Transportation (ODOT) crash data (based on the portion of TV Highway (OR 8) and associated roadways following the general route of the Line 57 bus).
- ³ TV Highway Project Development – Project Needs and Evaluation Methodology, 2019.
- ⁴ ODOT crash data (same geographic extent as above).
- ⁵ TV Highway Project Development – Project Needs and Evaluation Methodology, 2019.
- ⁶ TV Highway Project Development – Project Needs and Evaluation Methodology, 2019.
- ⁷ Based on responses to a fall 2021 survey of Line 57 riders.
- ⁸ Equity focus areas are Census tracts where the rate of people of color, people with low income (i.e., incomes equal to or less than 200 percent of the Federal Poverty Level), or people with limited English proficiency is greater than the regional average and double the density of one or more of these populations. The corridor study area includes a 0.5-mile buffer on either side of the Line 57 route.
- ⁹ TriMet, 2017.
- ¹⁰ Based on responses to a fall 2021 survey of Line 57 riders. Of the respondents who answered each question, 34 percent completed the survey in Spanish, 52 percent identified as people of color (based on race and ethnicity questions), 64 percent reported incomes below 200 percent of the Federal Poverty Level (based on household size), and 70 percent do not have a car, motorcycle, or truck available to use.

TV Highway Transit Project

Draft Goals and Objectives

Goals	Objectives
The project improves the travel experience for transit riders, in particular communities of color and low-income communities	<ul style="list-style-type: none"> • Reduce transit travel time • Improve transit reliability • Improve physical safety and access to stations • Improve amenities at stations
The project advances adopted state, regional, and local goals and objectives related to land use, transportation, equity, and climate	<ul style="list-style-type: none"> • Increase transit ridership • Support land use and transportation objectives • Support equity objectives • Support climate objectives
The project is supported by the community, in particular transit riders and communities of color	<ul style="list-style-type: none"> • Community participation in the process • Community satisfaction with the process • Community satisfaction with the project design
The project is feasible to fund, construct and operate	<ul style="list-style-type: none"> • Cost-effective transit operations • Competitive for FTA capital grant funding • Project cost is supported by a financing plan • Project design can meet necessary approval requirements
The project is able to move into the next phase, Project Development	<ul style="list-style-type: none"> • Identify funding for Project Development phase