



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: **Tualatin Valley Highway Steering Committee meeting**

Date/time: Thursday, May 12, 2022 | 4:00 p.m. to 6:00 p.m.

Place: Virtual webinar meeting held via Zoom

Members, Alternates Attending

Councilor Juan Carlos Gonzalez, Co-chair
Councilor Gerritt Rosenthal, Co-chair
Councilor Ashley Hartmeier-Prigg
Commissioner Nafisa Fai
Councilor Rick Van Beveren
Mayor Jeffrey Dalin
Rian Windsheimer
Ernesto Oliva
Maria Dolores Torres
Maria Caballero-Rubio
Karmen Chavez-Sam
Jesse Vanderzanden

Affiliate

Metro
Metro
City of Beaverton
Washington County
City of Hillsboro
City of Cornelius
ODOT
Unite Oregon
Adelante Mujeres
Centro Cultural
APANO
City of Forest Grove

Panelists Attending

Eryn Kehe
Jessica Martin
Yuliya Lee
Brian Harper
Jennifer Koozer

Affiliate

Metro
Metro
Metro
Metro
TriMet

Welcome and introductions (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Councilor Gonzalez called meeting to order at 4:07 p.m. and welcomed the attendees to the meeting. Councilor Gonzalez brought to the committee's attention recent deaths that occurred on TV Highway. He proceeded by welcoming new members of the committee and noting that Spanish language translators are available for the meeting. The committee members and panelists proceeded to introduce themselves, noted their jurisdictional affiliation, and provided brief updates on the project.

Approvals

Co-chair Juan Carlos Gonzalez asked the committee for approval of the following documents:

- April 14, 2022 meeting summary
- TV Highway Steering Committee charter
- TV Highway initial purpose and need
- TV Highway project goals and objectives

With all in favor, the documents were accepted unanimously.

What is an Equitable Development Strategy? (Brian Harper, Metro)

Mr. Brian Harper, Metro, started presentation with a brief overview of Southwest Corridor project and background on the SW Corridor Equitable Development Strategy. He noted that project staff was working to ensure that the residents of the SW Corridor have access to the opportunities that light rail will bring and concurrently address the impacts associated with this major infrastructure investment.

Mr. Harper presented SW Corridor Equitable Development Strategy goals, which included:

- Address residential and business displacement
- Expand the breadth and depth of influence among affected people
- Reduce disparities and improve conditions for affected people
- Preserve and expand affordable housing
- Advance economic opportunity for all and build community capacity for wealth creation
- Promote transportation mobility and connectivity
- Develop healthy and safe communities

Mr. Harper continued with an overview of small pilot projects, which included:

- Business and workforce awards - Mercy Corps NW, IRCO, OHSU
- Equity and housing awards – Community Partners for Affordable Housing (CPAH), Home Forward, Proud Ground, Momentum Alliance

He presented 2-5 year action initiatives and their current status that included areas such as:

- Influence
- Equity
- Equitable Housing
- Workforce Stability
- Business Stability
- Community Development
- Health
- Mobility

Mr. Harper continued his presentation with an overview of long-term implementation strategies. He noted that federal grant expired in December 2019, therefore Southwest Equity Coalition employed other sources of funding to ensure successful outcomes. Among the financial supported for the SW Coalition were Meyer Memorial Trust, City of Portland, City of Tigard, TriMet, Metro, and other philanthropic contributors.

Mr. Brian Harper shared SW Equity Coalition Goals which included:

- Advocate for and to resource equitable development practices in the SW Corridor
- Disrupt inequity by ensuring racial equity commitments are resourced
- Expand the breadth and depth of influence among the affected communities
- Preserve and expand affordable housing to protect households against displacement

- Advance economic opportunity for all and build community capacity for wealth creation
- Promote transportation mobility and connectivity
- Ensure decision-making bodies are held accountable by Coalition members and their partners

He noted that current Executive Committee for the SW Coalition consists of APANO (Asian Pacific American Network of Oregon), HAKI (Humanity, Assistance, Kindness, Interculturalism) Community Organization, Community Alliance of Tenants, Unite Oregon, and Centro Cultural. In conclusion, Mr. Harper praised SW Coalition for the work that they done and expressed gratitude for being partners in the process.

The committee members commended SW Equity Coalition for their work and for setting the example for the future projects. They noted the importance of using equity lenses for the TV Highway project to ensure its effectiveness and efficiency. In addition, concerns were raised about businesses and community displacements, housing equity, transit stops placements, safety and overall enhancement of the corridor.

Questions were raised about possibility of elevating housing equity and lessons learned from working with multiple jurisdictional partners on the SW Corridor project. Ms. Eryn Kehe responded that housing equity will be part of the discussions on TV Highway project. Mr. Harper commented on the takeaways of the SW Corridor project, noting that clear expectations, honesty and transparency were critical pieces of its success.

Bus Rapid Transit, enhanced transit and FX (Jennifer Koozer, TriMet)

Ms. Jennifer Koozer started presentation with an overview of FX Division project that will be starting its service in September 2022. She noted, that despite the obvious differences between Division project and TV Highway corridor, there are many similarities such as diverse populations, demand for public transit reliability, and safety being a high priority.

Ms. Koozer introduced and elaborated on eight tools that were used to make bus rapid transit service on Division Street faster and more reliable, which included:

- 3-door boarding
- Fast fare collection
- Near level platforms
- In-lane stops
- Bike storage inside bus
- Optimized stop spacing
- Business Access and Transit (BAT) lanes at congested intersections
- Next generation transit signal priority

Ms. Eryn Kehe, Metro, referred to questions that were raised by the members of the committee in the chat, and asked about ability of large articulated buses to maneuver on the TV Highway corridor and how bus improvements on TV Highway can contribute to safety. Ms. Koozer responded that articulated buses are the same width as regular buses and are better able to make tight turns. She added that some of the safety features of the bus improvements include bus stop placement at safe crossings and safe connection to sidewalks, comfortable waiting environment and station lighting.

The committee members asked about having Wi-Fi on the bus, the need to include signs in Spanish language at the stations, and inquired about how data would be collected and used to make decisions on bus stops consolidation. Concerns were raised about size of the stations, buses blocking traffic while pulling in and out of stops during peak hours, stations being located away from safe crossings, lighting, and adequate weather protection at the bus stops.

Funding with a Federal Small Starts grant (Jennifer Koozer, TriMet)

Ms. Jennifer Koozer started the presentation with a brief overview of how TV Highway project would be a fitting candidate for the FTA (Federal Transit Administration) Small Starts grant program and past regional success maximizing federal funds. She proceeded to elaborate on potential amount of funds for Small Starts and highlighted differences between current and past fund availability including:

During Get Moving 2020:

- Maximum FTA project size - \$300 M
- Maximum federal contribution - \$100 M
- Determined project was cost effective at \$200 M

Recent Bipartisan Infrastructure Bill:

- Maximum FTA project size - \$400 M
- Maximum federal contribution - \$150 M
- The project size needs to be reanalyzed to determine cost effectiveness

Ms. Koozer noted that project design eligibility requires: include corridor-based BRT (Bus Rapid Transit) and have features that emulate rail transit such as having defined stations, accessibility, shelter from weather, information on schedules and routes, consistent branding for stations and vehicles. Additional features need to include faster travel times through congested intersections (transit signal priority or dedicated transit lanes, near level boarding, bus stop optimization), and busses arriving every 15 minutes in both directions for 14-hours per day.

Ms. Jennifer Koozer proceeded to explain that in order to meet FTA funding criteria, rating for the elements that make up Project Justification half and Local Financial Commitment half would receive an overall rating. She stated the target rating for TV Highway Transit project would be medium-high.

Ms. Koozer concluded her presentation with an overall timeline of steps in the Small Starts grant process which included:

- Select locally preferred alternative (current step)
 - FTA approval to enter project development, local funding for project development committed
- Project development – at this phase, local work can be tracked and used as match when grant is awarded
- Submit Small Starts rating and evaluation
 - FTA evaluation, rating, and grant award Congressional review
- Construction grant agreement

The committee members raised questions about cost assessment among the communities and jurisdictions, if project scope can be reduced due to lack of funding to focus on the areas that need the

most improvements, and timeline of local funding commitment. They raised concerns about being able to raise enough money for the project and emphasized the importance of figuring out priorities first, so then everyone can work together to find a way to realize those needs next.

Public comment

No public comment was submitted.

Next steps (Councilor Juan Carlos Gonzalez, Metro)

There being no further business, co-chair Juan Carlos Gonzalez adjourned the meeting at 5:55 p.m.

Respectfully submitted,
Yuliya Lee, TV Highway Steering Committee Recorder

Attachments to the Public Record, TV Highway Steering Committee meeting, May 12, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	5/12/2022	05/12/2022 TV Highway Steering Committee meeting agenda	051222TVHSC-01
2	Document	5/12/2022	04/14/2022 TV Highway Steering Committee meeting minutes	051222TVHSC-02
3	Document	5/12/2022	TV Highway Steering Committee charter	051222TVHSC-03
4	Document	5/12/2022	TV Highway Transit Project Initial Purpose and Need Statement	051222TVHSC-04
5	Document	5/12/2022	Draft TV Highway Transit Project Goals and Objectives	051222TVHSC-05
6	Presentation	5/12/2022	SW Corridor Equitable Development Strategy	051222TVHSC-06
7	Document	5/12/2022	Opportunities in equitable development: Southwest Corridor	051222TVHSC-07
8	Presentation	5/12/2022	Bus Rapid Transit and Enhanced Transit Overview: the tools that speed up a bus	051222TVHSC-08
9	Presentation	5/12/2022	How to Prepare a Successful Federal Transit Administration Small Starts Application	051222TVHSC-09