

Agenda

Meeting: Tualatin Valley Highway Steering Committee
 Date: Thursday, May 12, 2022
 Time: 4 to 6:00 p.m.
 Place: Please click the link below to join the webinar:
<https://us02web.zoom.us/j/84731805970?pwd=UGVTTndBcWRMQ3luc2hqcmZuTVVmZz09>
 Dial in: 1 312 626 6799 Webinar ID: 847 3180 5970 Passcode: 356810
 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
<i>Share any TV Highway related updates</i> | Metro Councilor Juan Carlos Gonzalez |
| 4:20 p.m. | Approvals <ul style="list-style-type: none"> • April 14, 2022 Meeting Summary • TV Hwy Steering Committee charter • TV Hwy initial purpose and need • TV Hwy project goals and objectives | Councilor Gonzalez |
| 4:35 p.m. | Presentation: What is an Equitable Development Strategy?
Learning from Southwest Corridor Equitable Development (SWEDs)
Discussion questions: <ul style="list-style-type: none"> • What about SWEDs seems particularly applicable to TV Hwy? • As the TEC begins this work, what would the government representatives here like them to know? | Brian Harper, Metro |
| 5:00 p.m. | Presentation: Bus Rapid Transit, enhanced transit and FX:
the tools that speed up a bus
Discussion questions: <ul style="list-style-type: none"> • Which are you most excited about for TV Highway? • Which would you like to talk about more? | Jennifer Koozer, TriMet |
| 5:25 p.m. | Presentation: Funding with a Federal Small Starts grant:
learn from the experts
Discussion question: <ul style="list-style-type: none"> • What questions did that presentation raise for you? • Small Starts is a great opportunity for federal support for building transit, but won't be enough to pay for everything we want. What are your initial ideas or thoughts? | Jamie Snook, TriMet |
| 5:50 p.m. | Public comment | |
| 5:55 p.m. | Next steps | Councilor Gonzalez |

In the event of unsolvable technical difficulties, the host will end the meeting and email a new link to committee members. Public participants may request a link by emailing Yuliya.lee@oregonmetro.gov.

Meeting minutes

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

Date/time: Thursday, April 14, 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
 Brian Pohl (alternate for Mayor Truax)
 Commissioner Nafisa Fai
 Commissioner Jerry Willey (alternate)
 Councilor Rick Van Beveren
 Mayor Jeffrey Dalin
 Rian Windsheimer
 JC Vanatta
 Ernesto Olivia

Affiliate

Metro
 Metro
 City of Beaverton
 City of Forest Grove
 Washington County
 Washington County
 City of Hillsboro
 City of Cornelius
 ODOT
 TriMet
 Unite Oregon

Panelists Attending

Eryn Kehe
 Malu Wilkinson
 Yuliya Lee
 Erin Wardell
 Jamie Snook
 Carina Solis

Affiliate

Metro
 Metro
 Metro
 Washington County
 TriMet
 Unite Oregon

Welcome and introductions (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Councilor Gonzalez called meeting to order at 4:05 p.m. and welcomed the attendees to the meeting. Councilor Gonzalez highlighted the significance of the Tualatin Valley Highway (TV Highway) project and urged committee members to work together to ensure project's success. The committee members and panelists proceeded to introduce themselves, noted their jurisdictional affiliation, and shared their aspirations for the TV Highway project.

Public comment

Jahed Sukhun, Muslim Education Trust (MET), expressed concern about lack of results from work that was previously done on TV Highway project and hoped that the current Steering Committee will ensure its effectiveness.

Summary of past planning efforts on TV Highway (Erin Wardell, Washington County; Jamie Snook, TriMet)

Erin Wardell, Washington County, proceeded to give an overview of the TV Highway Corridor. She emphasized that this corridor encompasses many communities and provided a list of previously worked on projects and outreach efforts that included multiple partnerships. The list of projects included:

- Beaverton Canyon Road Safety/Complete Corridor Project
- Beaverton Active Transportation Plan
- Beaverton Downtown Design Project
- Cornelius Town Center Plan and Urban Renewal Plan
- Forest Grove TV Highway Improvement Plan
- Hillsboro Transportation System Plan
- South Hillsboro Focus Area Plan
- TV Highway Corridor Plan
- Aloha-Reedville Livable Community Plan
- Aloha Tomorrow
- Moving Forward TV Highway
- Cornelius Road Safety Audit

Ms. Wardell noted that some funding success was achieved with completed transportation projects, which included:

- ODOT 18-21 STIP – approximately \$21M for safety and operational improvements (sidewalk infill, signal upgrades, ADA)
- ODOT 21-24 STIP – approximately 12M for safety and operational improvements (lighting, signal upgrades, fiber optic)
- Arterial crossings at 185th, 209th, Century - include lighting, sidewalk, bus stops, and stormwater
- ODOT immediate arterial improvement 2020 - \$1.76M for lighting
- Congressionally Directed Spending award to ODOT - \$1M for Safety improvements in Cornelius

Ms. Erin Wardell continued with an overview of the corridor vision statement that was developed for Regional Funding Measure and outlined corridor's needs and opportunities, which included:

- Need: support communities of color and low-income populations; Opportunity: provide safe access to transit and improve travel time and reliability
- Need: improve safety for all users; Opportunity: better pedestrian crossings, upgraded bus stops, lighting, bike lanes, and sidewalks that improve comfort and visibility
- Need: make it easier to get around; Opportunity: address major bottlenecks, complete bike and walk network including crossings, implement smart signals and technology to improve travel time and reliability for cars, trucks and buses
- Need: protect clean air; Opportunity: priority transit investments could result in three times increase in transit ridership by 2040 (8,600 people board transit service along the corridor every day on lines 57 and 58)
- Need: support livability, growth, and economic opportunity; Opportunity: provide a road that brings people together, improves people's travel options and supports a more livable and vibrant corridor

Another transit opportunities included:

- Enhanced transit
- Stop improvements
- Relocate stops to far side, as warranted
- Install Transit Signal Priority at intersections to increase bus speed and reliability
- Construct pedestrian access to transit improvements
- Upgrade fleet

Ms. Wardell concluded her presentation with a brief overview of additional unique corridor opportunities that were identified in multiple individual planning studies.

Mr. Rian Windsheimer asked about which bike lanes were included, specifically if parallel routes were considered.

The committee members inquired about frequency of bus service, number of bus stops, data on minority owned businesses, and if there was an express bus service along the corridor. Ms. Jamie Snook, TriMet, responded that TV Highway corridor has over 50 bus stops with 15 minutes frequent service and no express bus service due to short bus trips. Ms. Erin Wardell added that data on minority owned businesses was collected from various studies. The committee members emphasized the importance of focusing on accessibility across the highway and keeping in mind bus congestion in the corridor.

Mr. Jahed Sukhun, MET, inquired why other studies are collecting dust. Ms. Erin Wardell responded that other studies have been moving forward incrementally and they have contributed to getting everyone where we are now.

Co-chair, Councilor Juan Carlos Gonzalez, noted that the committee needs to stay on track timewise, therefore additional questions can be answered later on.

Ms. Jamie Snook, TriMet, started her presentation on bus line 57 route and ridership. She highlighted the importance of the bus line, noting that it provides an essential service between Forest Grove and Beaverton Transit Center. Ms. Snook stated that out of TriMet's 17 frequent service bus lines, line 57 retained the second highest level of ridership during the pandemic. She elaborated on the data concerning line 57 riders, which included:

- 50% of trips are for work
- 63% of trips less or equal to five miles distance
- 75% of riders access route by walking or rolling

TV Highway corridor demographics included:

- Higher Hispanic/Latino population
- Higher number of people under 18 years old
- Higher percentage of incomes below 1.49 x poverty
- Higher rate of low English proficiency

Ms. Jamie Snook concluded her presentation noting that TriMet's 2013 Westside Service Enhancement

Plan recommended high capacity transit for TV Highway.

Co-chair Gerritt Rosenthal, Metro, inquired if there are any existing transit configurations that would make it easier or harder to accommodate a high volume of riders getting on and off the bus. Ms. Snook responded that TriMet is working on different options, such as articulated buses with multiple door boarding, near level boarding, and exploring how various vehicle types will work with different bus stop configurations.

Councilor Rick Van Beveren commented on the high-level of details in TriMet's studies and how statistics are being used to improve transit system and safety and accessibility of pedestrian traffic.

HOPE grant overview (Eryn Kehe, Metro)

Ms. Eryn Kehe started the presentation with background information on the Helping Obtain Prosperity for Everyone (HOPE) grant from Federal Transit Administration (FTA) that was specifically created to address transportation challenges faced by areas of persistent poverty. She stated that the grant will focus on two areas of work: public transit planning and producing an Equitable Development Strategy. Ms. Kehe noted that public transit planning deliverables would include an analysis of travel times and reliability, and electric vehicle feasibility study, and approved concept design or Locally Preferred Alternative (LPA). Equitable development strategy deliverables would include a strategy document created by community-based organizations.

Ms. Eryn Kehe stated that the committee will focus on transit needs for this grant, which include:

- Safety
- Transit speed and reliability
- Transit dependent communities in the corridor

She continued her presentation by highlighting number of partners involved, their roles, and how they will work together. Committees that support the grant included TV Highway staff groups, TV Highway Steering Committee and TV Highway Equity Coalition. Ms. Kehe stated that with grant includes \$944,450 (\$850,000 federal funds, \$94,450 locally matched funds) the goal of this project is to identify a preferred transit design and the Equitable Development Strategy by June 2023.

In conclusion, Ms. Kehe noted that transit need is only one need on this corridor. She urged the committee to use the momentum to make improvements and enhancements to the corridor and hoped that the Equitable Development Strategy will look at the entire picture of needs.

Mr. Rian Windsheimer inquired if the Equitable Development Strategy includes placing conditions on development to help provide funds for transportation improvements. Ms. Eryn Kehe responded that the Equitable Development Strategy is a community-based recommendation that would not include planning policies or code changes.

Mr. JC Vanatta, TriMet, asked if there's any way to condense the timeline of this project to ensure its competitiveness. Ms. Malu Wilkinson, Metro, responded that current timeline of the project is already compressed and possible because a large amount of work is already done. Ms. Jamie Snook agreed with Ms. Wilkinson and added that staff is working very hard on moving this project forward to ensure the opportunity for government funding is being used.

Co-chair Gerritt Rosenthal asked for clarification if equity aspect of the project will focus on bus stop location, access, and safety and if there's data available for persons with disabilities in the corridor. Ms. Jamie Snook responded that his assumptions are correct, confirmed that data for persons with disabilities is available and considered, and added that the committee will also look into transit speed and reliability.

Equitable Development Strategy; community members on this group (Eryn Kehe, Metro)

Ms. Eryn Kehe gave a brief overview about work that's being done to recruit community members to serve on TV Highway Steering Committee and introduced Mr. Ernesto Olivia, Unite Oregon, to elaborate about their involvement with the creation of the Equitable Development Strategy and partnership with Metro.

Mr. Ernesto Olivia briefly highlighted Unite Oregon's involvement and discussed partnerships for the TV Highway project and beyond. He welcomed Carina Solis, Washington County, TV Highway Equity Coalition organizer. Ms. Carina Solis gave a short introduction of herself and her past experiences.

Councilor Ashley Hartmeier-Prigg, City of Beaverton, commented on the significance of having an equitable development strategy to ensure no harm is being done to the communities while working on the corridor improvement.

Commissioner Jerry Willey, Washington County, expressed hope that the study for this project will provide enhanced look at the communities involved, and will guide the committee members to make informed equitable decisions.

Ms. Eryn Kehe responded to the chat comment from Councilor Rick Van Beveren, City of Hillsboro, about the importance of consulting with minority owned businesses along the corridor. She noted that there are organizations with those connections and that she is looking forward to exploring partnership opportunities with them.

Steering Committee schedule and charter review (Eryn Kehe, Metro)

Ms. Eryn Kehe gave an overview of the Steering Committee meetings schedule. She elaborated about scheduling a bus tour along the TV Highway corridor in June. The committee members expressed interest in participating in the tour.

Ms. Kehe continued by introducing committee's charter document. She noted that the committee members have some time to look over it and make amendments and edits prior being approved at the next meeting. She emphasized that the primary focus of this group is to create a transit concept to pursue with Federal Transit Administration (FTA).

Mr. Rian Windsheimer commented on the importance of focusing on the aspects of the project that can be delivered, rather than aspirations.

Draft project purpose and need, goals and objectives (Eryn Kehe, Metro)

Ms. Eryn Kehe summarized the initial Purpose and Need document. She pointed out the importance of the project to the region and the communities involved. Ms. Kehe continued with an overview of the

Goals and Objectives document. She noted its focus on improving travel experience for communities of color and low income communities, feasibility to fund, construct, and operate, the ability to move into the project development phase, and having community support.

Mr. JC Vanatta, asked if one of the goals on the Goals and Objectives document can be edited to enhance transportation alternatives.

The committee members thanked project team and inquired if project staff plans on using equitable contracting and what level of details will be required for Locally Preferred Alternative (LPA). Ms. Jamie Snook responded that project team plans on working with minority-owned contractors and that level of design will be conceptual.

Next steps (Councilor Juan Carlos Gonzalez, Metro)

There being no further business, co-chair Juan Carlos Gonzalez adjourned the meeting at 5:51 p.m.

Respectfully submitted,
Yuliya Lee, TV Highway Steering Committee Recorder

Attachments to the Public Record, TV Highway Steering Committee meeting, April 14, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	4/14/2022	04/14/2022 TV Highway Steering Committee meeting agenda	041422TVHSC-01
2	Table	4/7/2022	Draft TV Highway Committee meeting schedule	041422TVHSC-02
3	Document	4/7/2022	Draft TV Highway Steering Committee charter	041422TVHSC-03
4	Document	4/6/2022	Draft TV Highway Transit Project Initial Purpose and Need Statement	041422TVHSC-04
5	Document	4/6/2022	Draft TV Highway Transit Project Goals and Objectives	041422TVHSC-05

00:24:28 Eryn Kehe (she/her), Metro: This meeting is being recorded.

00:24:31 Eryn Kehe (she/her), Metro: The information shared in the chat box will be saved and posted online as part of the public record for this meeting

00:25:20 Eryn Kehe (she/her), Metro: The information shared in the chat box will be saved and posted online as part of the public record for this meeting

00:25:52 Jahed Sukhun - MET: Thank you Eryn. Jahed

00:29:37 Rick Van Beveren: May have to readmit me as panelist...

00:33:55 Jahed Sukhun - MET: 3rd one is a charm, I hope

00:37:39 Eryn Kehe (she/her), Metro: Today's meeting materials are available at this link:

00:37:41 Eryn Kehe (she/her), Metro: <https://www.oregonmetro.gov/events/tualatin-valley-highway-transit-project-steering-committee-meeting/2022-04-14>

00:47:10 Rian Windsheimer: We also did a Road Safety Audit on sections of TV Highway. Happy to provide it if you don't have a copy.

00:48:01 Eryn Kehe (she/her), Metro: Thank you, Rian

00:57:49 Ernesto Oliva (he/him/el) Unite Oregon: Question. Is there data on the number of minority owned businesses in the area?

00:58:15 Jahed Sukhun - MET: Do we know why the other studies ae collecting dust?

01:00:45 Jahed Sukhun - MET: How it is decided on where to put a bus stop?

01:01:55 Jahed Sukhun - MET: Has trimet looked into a special lane for buses?

01:02:34 Ernesto Oliva (he/him/el) Unite Oregon: Thank you

01:02:47 Mayor Dalin: TV Hwy was an Express Route to downtown previously

01:04:15 Rian Windsheimer: The interesting thing about the express question is that a lot of the express need is likely met by LRT

01:04:27 Jahed Sukhun - MET: Thank you

01:09:15 Eryn Kehe (she/her), Metro: Erin mentioned "Enhanced Transit." That can include special lanes for buses in many cases. Considering this and other ways to speed up the bus will be part of the conversation in this process.

01:14:52 Jahed Sukhun - MET: Has Trimet looked at having the same system as school busses on intersections so that people can cross the intersection safely?

01:18:03 Councilor Gerritt Rosenthal: Is there, from previous studies, a prioritization of the worst bus stops along the route...either from the standpoint of safety, access, or traffic impediment ?

01:22:38 Rian Windsheimer: The Oregon Transportation Commission will also have to approve any changes to the Highway Facility plan.

01:32:07 Eryn Kehe (she/her), Metro: Councilor Gonzalez, yes, there is some good data collected by Washington County in their "Moving Forward TV Hwy" plan.

01:34:15 Jahed Sukhun - MET: How can we use Farmington rd to reduce the pressure on TV highway

01:34:24 Ernesto Olivia: The community will provide their vision of what equity means for the corridor.

01:35:47 Jahed Sukhun - MET: Maybe something like what the MAX line has with an elevated stop for in and out, especially for wheel chairs

01:40:54 Councilor Juan Carlos Gonzalez: Carina, welcome and thank you for taking this role on. Excited to work alongside you.

01:42:09 Rick Van Beveren: Might be nice to consult with minority owned businesses along the corridor.

01:43:37 Eryn Kehe (she/her), Metro: <https://www.oregonmetro.gov/events/tualatin-valley-highway-transit-project-steering-committee-meeting/2022-04-14>

01:45:40 Rick Van Beveren: How far along is the BTR on Division? Would love to see it...

01:46:34 Rian Windsheimer: I love in person tours. No substitute for seeing it in person.

01:47:20 Malu Wilkinson, she/her, Metro: We are hoping that there can be a tour of the Division BRT as well

01:48:24 Ernesto Olivia: An equitable transit concept.

01:56:20 Nafisa Fai : The Steering Committee is anticipated to meet approximately eight times between February 2022 and June 2023. should that say April 2022?

02:01:09 Councilor Ashley Hartmeier-Prigg (she/her): This is a statement in the Charter

02:01:30 Ernesto Olivia: Are you thinking about contract equity?

02:01:37 Malu Wilkinson, she/her, Metro: We had hoped to start earlier!

02:02:36 Ernesto Olivia: how do we provide opportunities for minority owned businesses on this project and provide economic opportunities. Do we have minority contracting goals?

02:02:51 Eryn Kehe (she/her), Metro: Thank you, Yuliya.

02:03:24 Rick Van Beveren: Do we need to have the entire project designed (ADA ramps, etc.) before we submit the LPO...

02:04:12 Ernesto Oliva (he/him/el) Unite Oregon: Yes, Eryn

02:04:20 Ernesto Oliva (he/him/el) Unite Oregon: Thank you

02:05:36 Eryn Kehe (she/her), Metro: BRT = Bus Rapid Transit

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 nine times between April 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 an equitable transit 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

Eryn Deeming Kehe, Project manager
eryn.kehe@oregonmetro.gov

Gerritt Rosenthal, Metro Council, District 3
gerritt.rosenthal@oregonmetro.gov

Juan Carlos González, Metro Council District 4
juancarlos.gonzalez@oregonmetro.gov
 @JCGonzalezOR

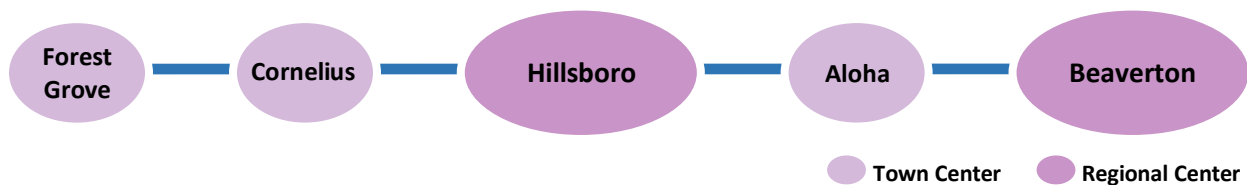
TV Highway Transit Project

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, accessibility 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 access and 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



SW Corridor Equitable Development Strategy

Background

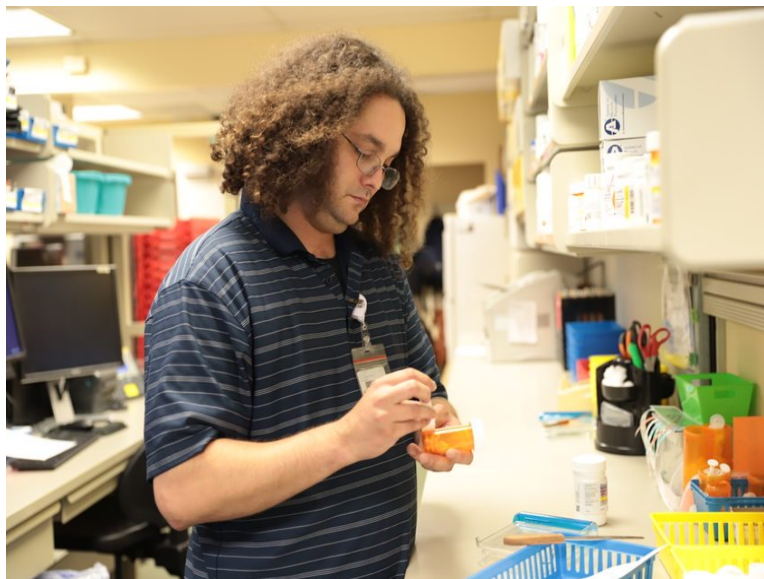
- \$895,000 FTA Grant
- Diverse representation of ideas
- Goal:
To ensure that the residents of the SW Corridor have access to the opportunities that light rail will bring and concurrently address the impacts associated with this major infrastructure investment



Project Goals

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

A Project About People



Business & Workforce Awards

Mercy Corps NW

Getting minority and women-owned businesses ready to weather the impact of Light Rail construction

IRCO & OHSU

Providing immigrants, people of color, and other marginalized communities access to career advancement opportunities in healthcare

Equity & Housing Awards

Community Partners for Affordable Housing (CPAH)

Engaging historically marginalized communities in the design of existing and future affordable housing developments

Home Forward

Helping the Muslim community in SW Corridor navigate and influence affordable housing opportunities

Equity & Housing Awards

Proud Ground

Helping targeted communities access affordable homeownership opportunities in the SW Corridor

Momentum Alliance

Enhancing the ability of communities of color to participate and influence the SW Corridor Plan

Coalition 2-5 year action initiatives and current status

		Early concept	Pilot/early work	Partially resourced	Resourced/underway
	2-5 year initiative				
Influence	Formation and operationalization of the Southwest Equity Coalition				
	Leadership trainings and targeted engagement to empower low-income residents, communities of color and community-based organizations				
Equity	Community Preservation Work Group to provide anti-displacement services and provide parity of tenant protections				
	Implementation of the Southwest Equitable Housing Strategy				
Equitable housing	Implementation of Regional Affordable Housing Bond in the Southwest Corridor				
	Multi-jurisdictional Memorandum of Understanding to coordinate acquisition and redevelopment of public properties and station area planning				
	Extension of SWEDS pilot projects to implement housing design and siting criteria refinements identified through outreach on culturally specific needs				
	Identification of sites for directing outside capital to affordable housing in Southwest Corridor through a Real Estate Investment Trust				
Workforce stability	Major employers engagement to train entry level workers from diverse backgrounds for middle skill/wage career advancement pathways among major employers				
	Aligned and expanded workforce development resources and programs between Multnomah and Washington counties				
	Exploration of community and/or public benefits agreements in the Southwest Corridor				
Business stability	Inventory and survey of disadvantaged businesses to establish improved representation and activate anti-displacement financial and technical resources				
	Improved access to affordable commercial space for disadvantaged businesses				
Community Development	Exploration of Community Investment Trust to leverage successful model in East Portland to capture increased property values for community wealth creation in the Southwest Corridor				
	Establishment of community land bank organization to secure property for community assets such as affordable housing and/or job/service centers				
	Groundwork for a tax increment finance district in the Southwest Corridor that advances equitable development outcomes				
	Tigard Triangle equitable tax increment finance district implementation				
Health	Collaboration with coordinated care organizations to improve healthy food access and address other health equity needs in corridor				
Mobility	Identification of resources and construction of MAX light rail line along with walking, biking and roadway projects in the Southwest Corridor				

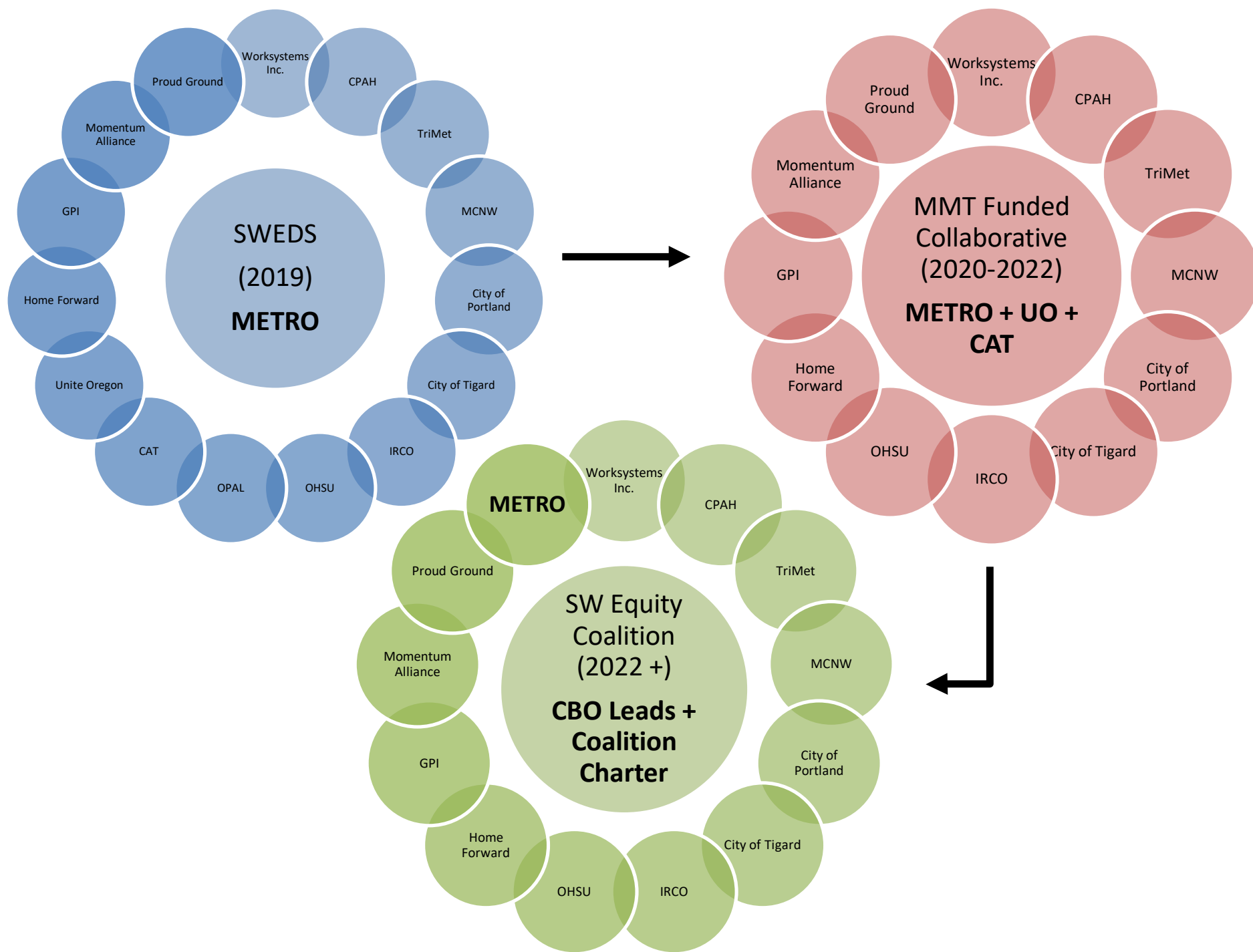
- Influence
- Equity
- Equitable Housing
- Workforce Stability
- Business Stability
- Community Development
- Health
- Mobility

Long-Term Implementation

- Federal Grant expired - December 2019
- Next 10 years are key to successful outcomes
- Community needed a strong coalition to push for implementation
- Support of local and national philanthropy critical to long-term coalition health

Long-Term Implementation

- SW Equity Coalition
- Initial support
 - ◆ Meyer Memorial Trust
 - \$250,000 over two years
 - ◆ Other sources of funding
 - \$50,000/yr – City of Portland
 - \$20,000/yr – City of Tigard
 - \$100,000 in-kind – TriMet
 - \$100,000 in-kind – Metro
- Philanthropic support ongoing



SW Equity Coalition Goals

- 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.

Executive Committee



APANO
Statewide Network



HAKI
Community Organization



community
alliance of
tenants

unite oregon



CENTRO

Opportunities in equitable development: Southwest Corridor

Overview

Historically, decisions on major public investments have not fully involved the people impacted by the immediate or downstream effects of these investments.

Without bringing in the perspectives of the full range of impacted stakeholders, the social and economic implications of major transportation, land use and economic development decisions are not adequately explored. This lack of direct dialogue results in missed opportunities to effectively address key concerns, develop sustainable solutions and, ultimately, achieve equitable outcomes.

An opportunity in the Southwest Corridor

Housing and education costs are rising significantly in the greater Portland region, and changes in workforce demands and rising population growth continue to put pressure on the region's existing infrastructure and social services.

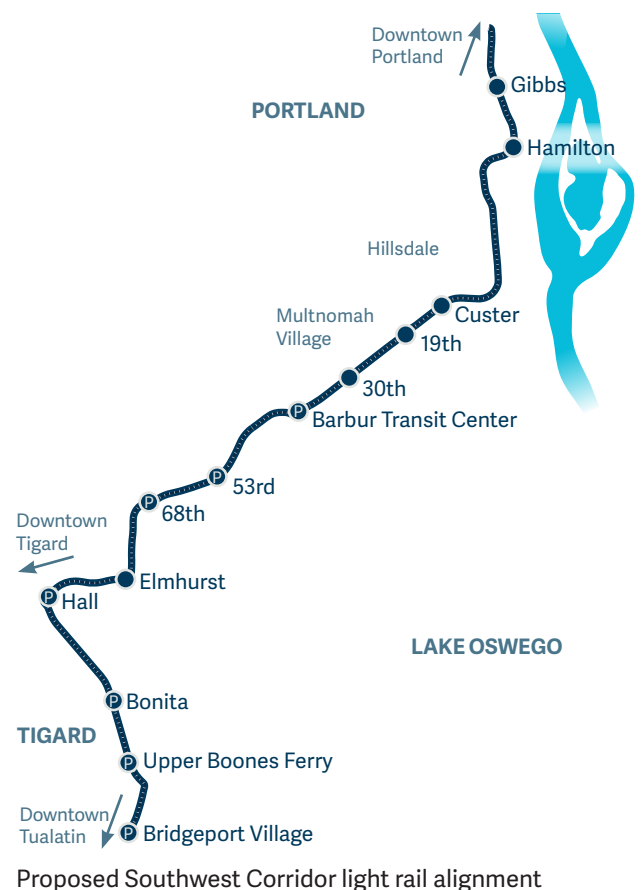
The Southwest Corridor – stretching from downtown Portland to Tigard and Tualatin – is home to more than 10 percent of the region's population and more than 250,000 jobs. One of the fastest growing areas in the state, the Southwest Corridor is experiencing increased traffic congestion, growing demand for transit service and unsafe conditions for people walking and biking.

Thanks to an initial Federal Transit Administration grant, Metro has worked with its partners to explore how a proposed light rail and other investments in the Southwest Corridor can support community development and improve the quality of life for people of all incomes and backgrounds.

Emerging best practices in equitable community development demonstrate that new approaches are needed to engage with and ensure that planning efforts – and the public benefits – extend to people of all incomes, races and ethnicities. The Southwest Corridor Equitable Development Strategy continues to be an unprecedented opportunity to engage community as active partners in developing and implementing a strategy to achieve more equitable outcomes as the light rail extension is built.

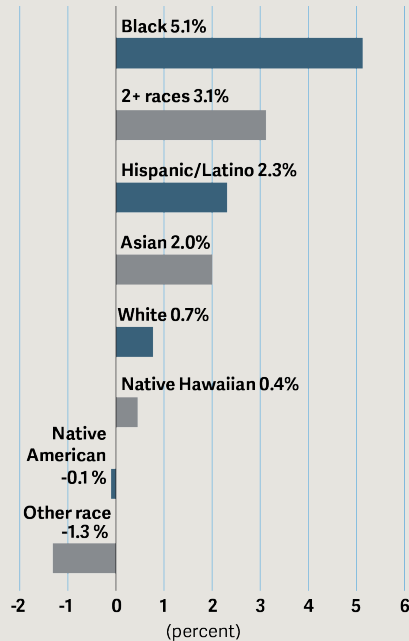
Southwest Corridor Equitable Development Strategy goals

- 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 and build community capacity for wealth creation
- Address residential and business displacement
- Promote transportation mobility and connectivity
- Develop healthy and safe communities



SW Corridor population growth and diversity

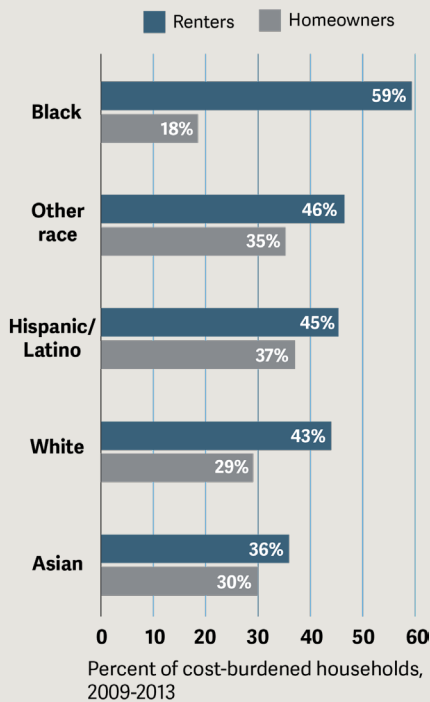
2000, 2011-15 population growth by race



Source: SW Corridor Equitable Housing Strategy, Cities of Portland and Tigard, 2018.

SW Corridor cost-burdened households by race and ethnicity

Households spending more than 30 percent of income on housing, 5-year ACS estimate, 2011-2015



Percent of cost-burdened households, 2009-2013

Source: American Community Survey (ACS)

Implementation

Southwest Equity Coalition

The vision for building on the existing community oversight of the Southwest Equitable Development Strategy, or SWEDS, is for a Southwest Equity Coalition to continue forward through the implementation of the strategy.

The coalition will work to prepare current residents in the Southwest Corridor for the economic forces that will accompany the new light rail line and to ensure that existing residents are able to remain and experience the opportunities that this major public investment will bring. This work is beyond the reach of any single agency or organization – advancing equitable development in the corridor requires a more intentional and collaborative approach.

The coalition leverages existing partnerships and action plans in the SWEDS to stabilize existing residents and businesses while offering opportunities for new residents of all incomes and backgrounds to participate in the community's prosperity.

The 10-year vision

The Southwest Equity Coalition would serve as the collaborative organization for implementation and advocacy in the corridor over the next 10 years.

The goal for the initial two years of local government assistance is to test effective methods and establish a sustainable, community-led, collective impact model with a 10-year, \$10 million target (combining the initial local government support and staffing with new resources from philanthropic investment).

This support and fundraising would allow community-based organizations in the corridor to continue ownership and leadership of SWEDS implementation.




















The design of the coalition will be up to partner organizations that can lift up the voice of the community and leverage existing efforts to advance equitable development.

Considerations for the coalition include:

- the future vision of the Southwest Corridor and this initial strategy
- existing and ongoing commitment or involvement by public sector partners
- community-led or collective impact model
- the long-term (10+ years) local and national philanthropic, federal government and philanthropic resource commitment.

Coalition 2-5 year action initiatives and current status


 Early concept Pilot/early work Partially resourced Resourced/underway

	2-5 year initiative	Lead/possible lead organization	Status
Influence	Formation and operationalization of the Southwest Equity Coalition	Unite Oregon and Community Alliance of Tenants	
	Leadership trainings and targeted engagement to empower low-income residents, communities of color and community-based organizations	Unite Oregon	
Equity	Community Preservation Work Group to provide anti-displacement services and provide parity of tenant protections	Community Alliance of Tenants	
	Implementation of the Southwest Equitable Housing Strategy	City of Portland and City of Tigard	
Equitable housing	Implementation of Regional Affordable Housing Bond in the Southwest Corridor	Metro, Washington County and City of Portland	
	Multi-jurisdictional Memorandum of Understanding to coordinate acquisition and redevelopment of public properties and station area planning	TriMet, Metro, cities and counties	
	Extension of SWEDS pilot projects to implement housing design and siting criteria refinements identified through outreach on culturally specific needs	Home Forward and Community Partners for Affordable Housing	
	Identification of sites for directing outside capital to affordable housing in Southwest Corridor through a Real Estate Investment Trust	Meyer Memorial Trust	
Workforce stability	Major employers engagement to train entry level workers from diverse backgrounds for middle skill/wage career advancement pathways among major employers	Immigrant and Refugee Community Organization, Worksystems Inc. and OHSU	
	Aligned and expanded workforce development resources and programs between Multnomah and Washington counties	Worksystems Inc.	
	Exploration of community and/or public benefits agreements in the Southwest Corridor	Metro and O'Neill Construction	
Business stability	Inventory and survey of disadvantaged businesses to establish improved representation and activate anti-displacement financial and technical resources	Prosper Portland and Mercy Corps Northwest	
	Improved access to affordable commercial space for disadvantaged businesses	Craft 3 and Prosper Portland	
Community Development	Exploration of Community Investment Trust to leverage successful model in East Portland to capture increased property values for community wealth creation in the Southwest Corridor	Mercy Corps	
	Establishment of community land bank organization to secure property for community assets such as affordable housing and/or job/service centers	Proud Ground	
	Groundwork for a tax increment finance district in the Southwest Corridor that advances equitable development outcomes	Prosper Portland	
	Tigard Triangle equitable tax increment finance district implementation	City of Tigard	
Health	Collaboration with coordinated care organizations to improve healthy food access and address other health equity needs in corridor	Oregon Health Authority	
Mobility	Identification of resources and construction of MAX light rail line along with walking, biking and roadway projects in the Southwest Corridor	Metro and TriMet	

Next steps

The current model seeks to provide resources to a specific set of engaged SWEDS oversight committee partners dedicated to racial equity to develop, staff, and structure the Southwest Equity Coalition as it gets off the ground.

The coalition members are applying for philanthropic funding to support the initial phase of work. This group is exploring how to partner together as a funding or executive committee that can advance the initiative. The goal is for each organization to receive funding to staff and support the Southwest Equity Coalition in these crucial first years. This support will help leverage and enhance existing work to advance leadership training and empowerment.

This funding would also help advance developing a Community Preservation Work Group for anti-displacement services and tenant protections and would pay for staff time to participate in the committee.

The group is seeking additional resources to fund an Equity Coalition Coordinator to be housed at Unite Oregon. This position would be an external co-manager of the Southwest Equity Coalition, representing the overall coalition and managing the project alongside Metro staff.

Additional fundraising from local philanthropies will support specific implementation efforts prioritized by the coalition.



Prospective Southwest Equity Coalition members

These current Southwest Project Oversight Committee members have expressed strong interest in continuing on as part of an equitable development coalition.

- Ascent Funding
- Business for a Better Portland
- City of Portland
- City of Tigard
- City of Tualatin
- Coalition for Communities of Color
- Community Alliance of Tenants
- Community Housing Fund
- Community Partners for Affordable Housing
- Constructing Hope
- Craft3
- Enterprise Community Partners
- Federal Reserve Bank of San Francisco
- Greater Portland Inc.
- Home Forward
- Immigrant and Refugee Community Organization
- Metro Regional Solutions Center
- Mercy Corps Northwest
- Meyer Memorial Trust
- Momentum Alliance
- Multnomah County Health Department
- Multnomah Village Business Association
- Muslim Education Trust
- Neighborhood House + Hillsdale Neighborhood
- Network for Oregon Affordable Housing
- O'Neill Construction
- OPAL Environmental Justice
- Oregon Health and Science University
- Portland Community College
- Prosper Portland
- Proud Ground
- Southwest Neighborhoods, Inc.
- State of Oregon
- TriMet
- UNITE Oregon
- Venture Portland
- Washington County
- WorkSystems Inc.

Bus Rapid Transit and Enhanced Transit Overview: the tools that speed up a bus



FX 2-Division opening Sept 2022

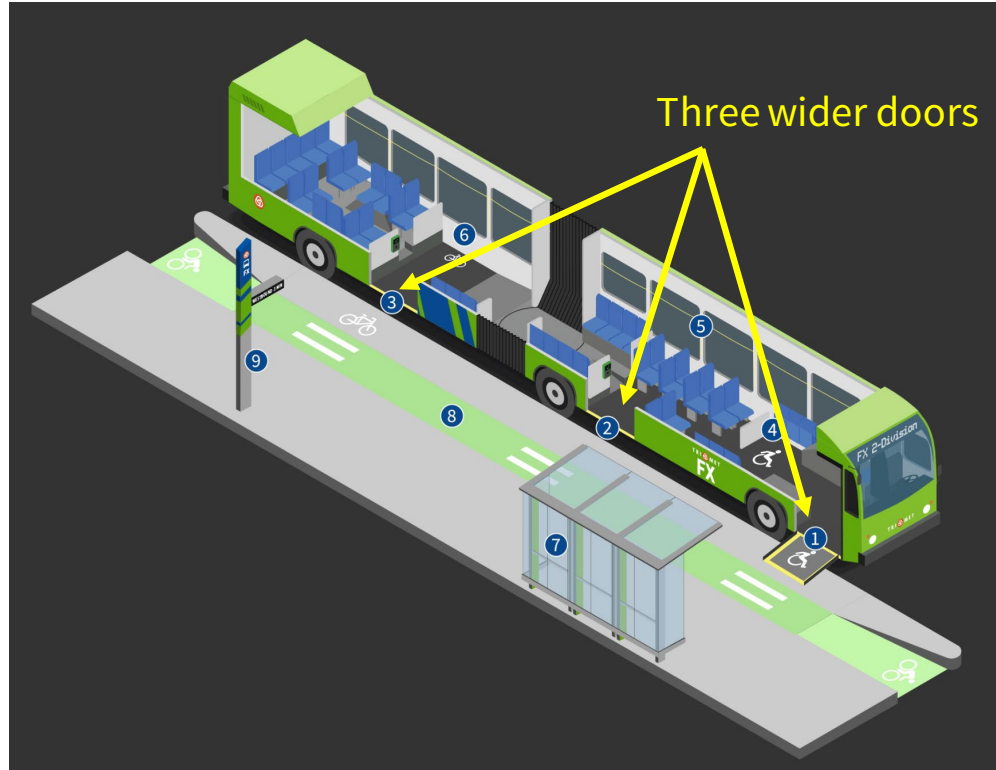


Faster, More Reliable Service

- 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



3-Door Boarding



Fast Fare Collection

- Riders can pay with their Hop card at machines located at all doors.
- A cash fare box is also available at front door.



Near Level Platform

- The 6- to 9-inch high platform minimizes delays from kneeling and ramp deployments.



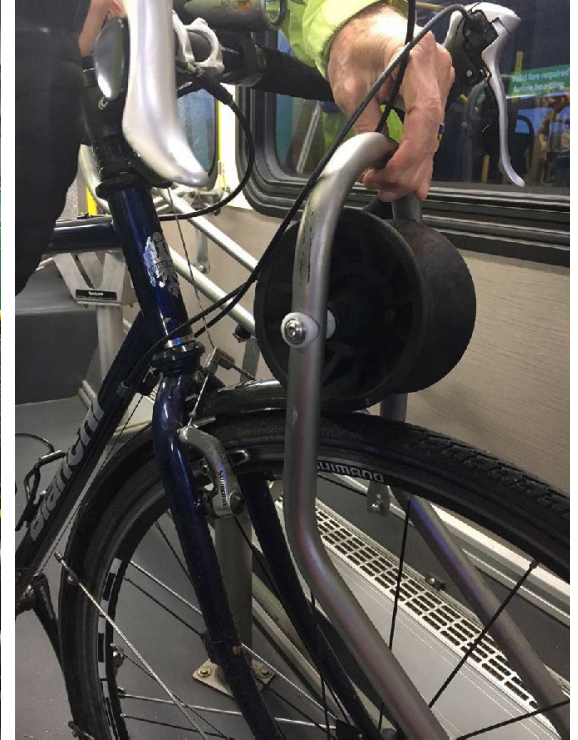
In-Lane Stops

- In-lane stops avoid delays from buses merging back into traffic.



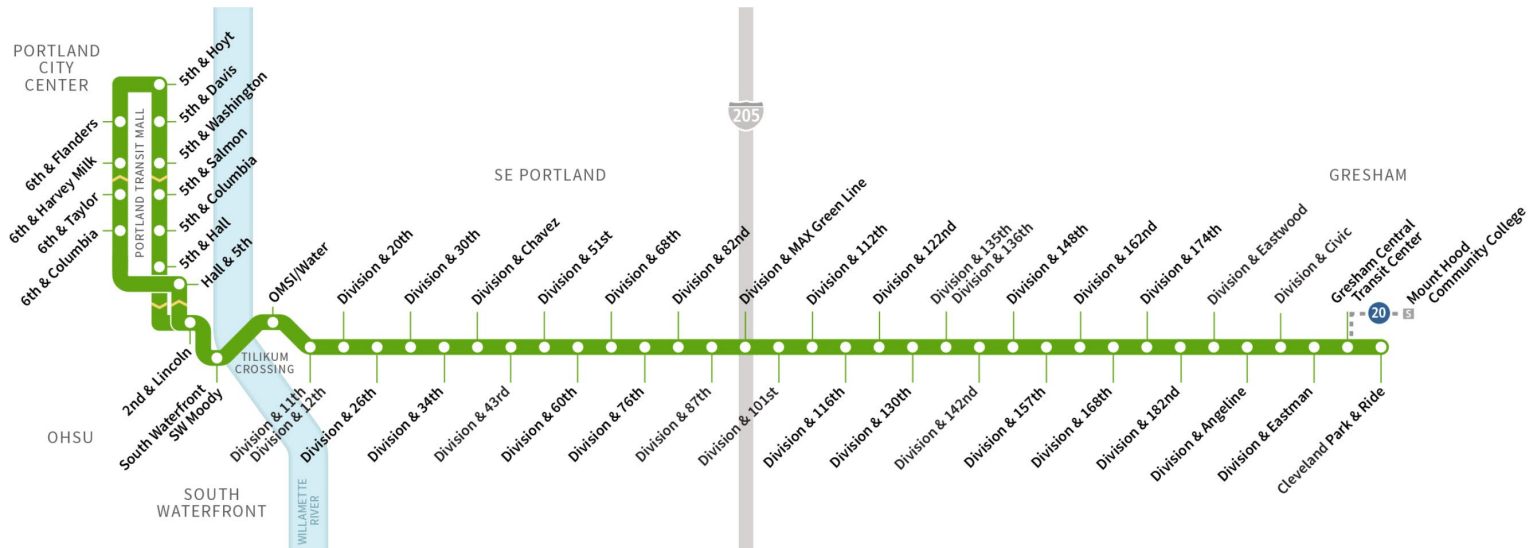
Bike Storage Inside Bus

- Floor-mounted bike storage located inside the bus is faster and easier to use than exterior racks.



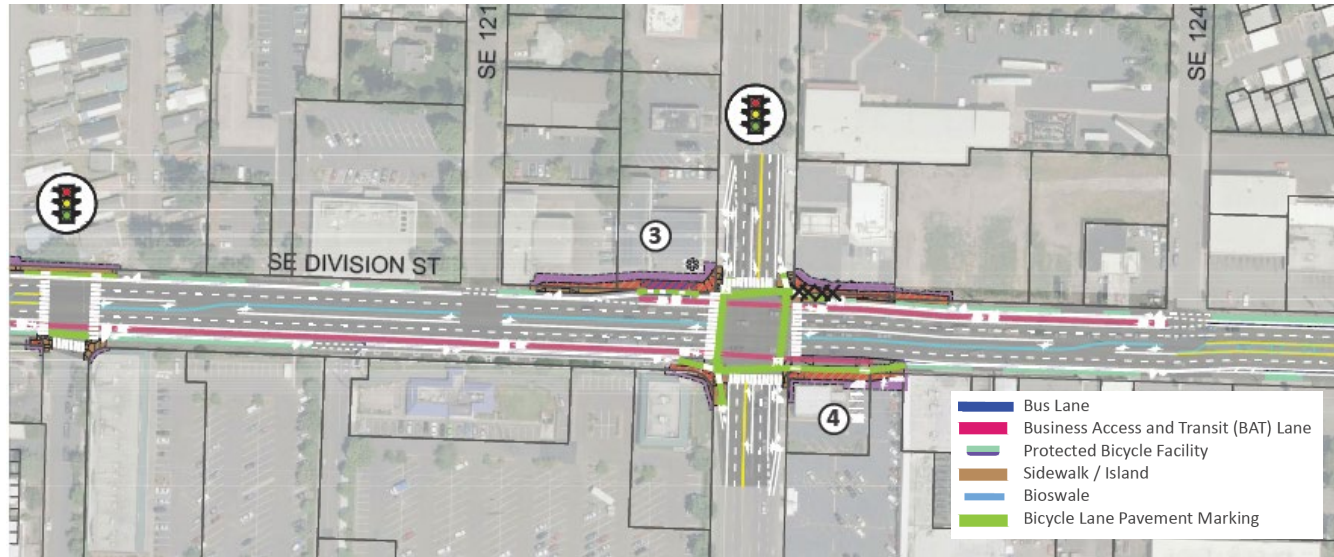
Optimized stop spacing

- Consolidate stops for safety, transfers, and key destinations.



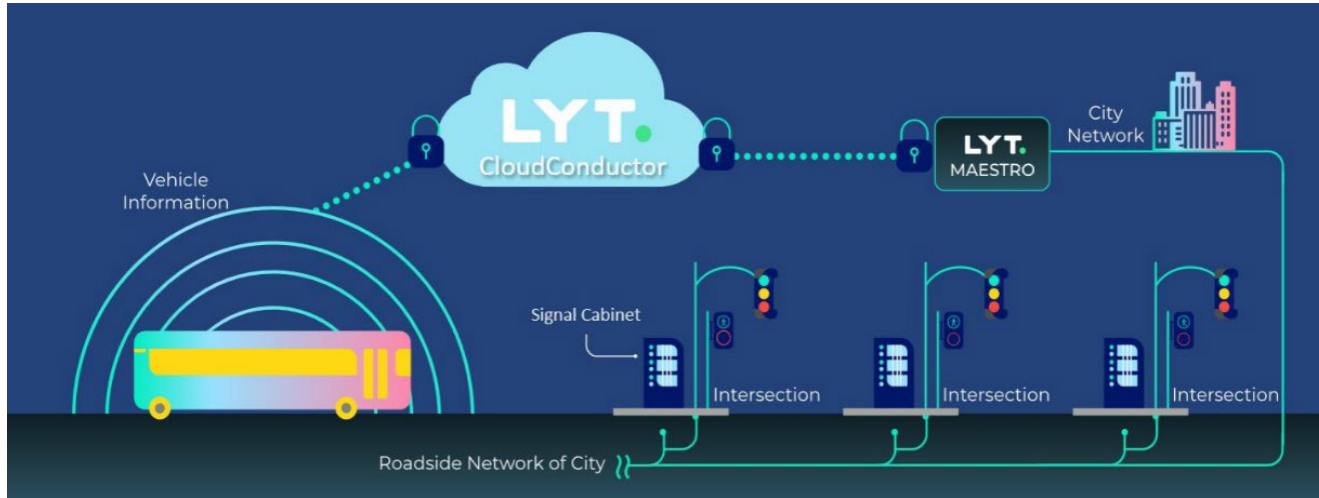
Business Access and Transit (BAT) Lanes

- BAT lanes at congested intersections - reserved for buses and right turning vehicles
- Allows bus to move past traffic congestion



Next Generation Transit Signal Priority

- Bus stop placement is on the far side of the signal.
- TSP equipment tracks the bus's location/speed and can extend the green or truncate the adjacent signal.
 - Hardware: upgraded signal controllers and a fiber optic backbone
 - Software: links vehicles, traffic command centers, and signals to prioritize buses



How to Prepare a Successful Federal Transit Administration Small Starts Application



Regional success

Local success:

- **Division Transit Project**
 - *\$87.4 M federal*
 - *\$175 M total project*
- **A Better Red Project**
 - *\$99.9 M federal*
 - *\$ 215 M total project*

Maximized available federal match



Small Starts eligibility: funding request

During Get Moving 2020:

- Maximum Federal Transit Administration (FTA) project size - \$300 M
- Maximum federal contribution - \$100 M
- Determined project was cost effective at \$200 M

Recent Bipartisan Infrastructure Bill

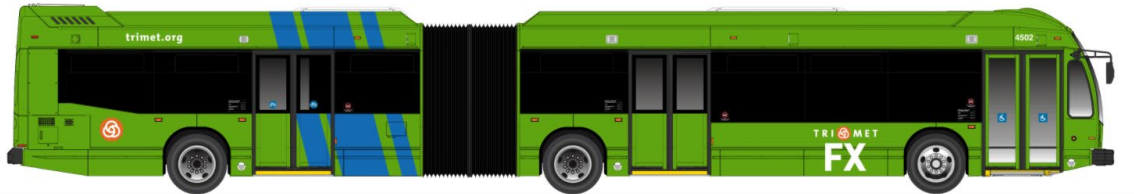
- Maximum FTA project size - \$400 M
- Maximum federal contribution - \$150 M
- The project size needs to be reanalyzed to determine cost effectiveness

Small Starts eligibility: project design

Corridor-based Bus Rapid Transit (BRT)

Features that emulate rail transit:

- defined stations, accessibility, shelter from weather, and information on schedules and routes
- consistent branding for stations and vehicles



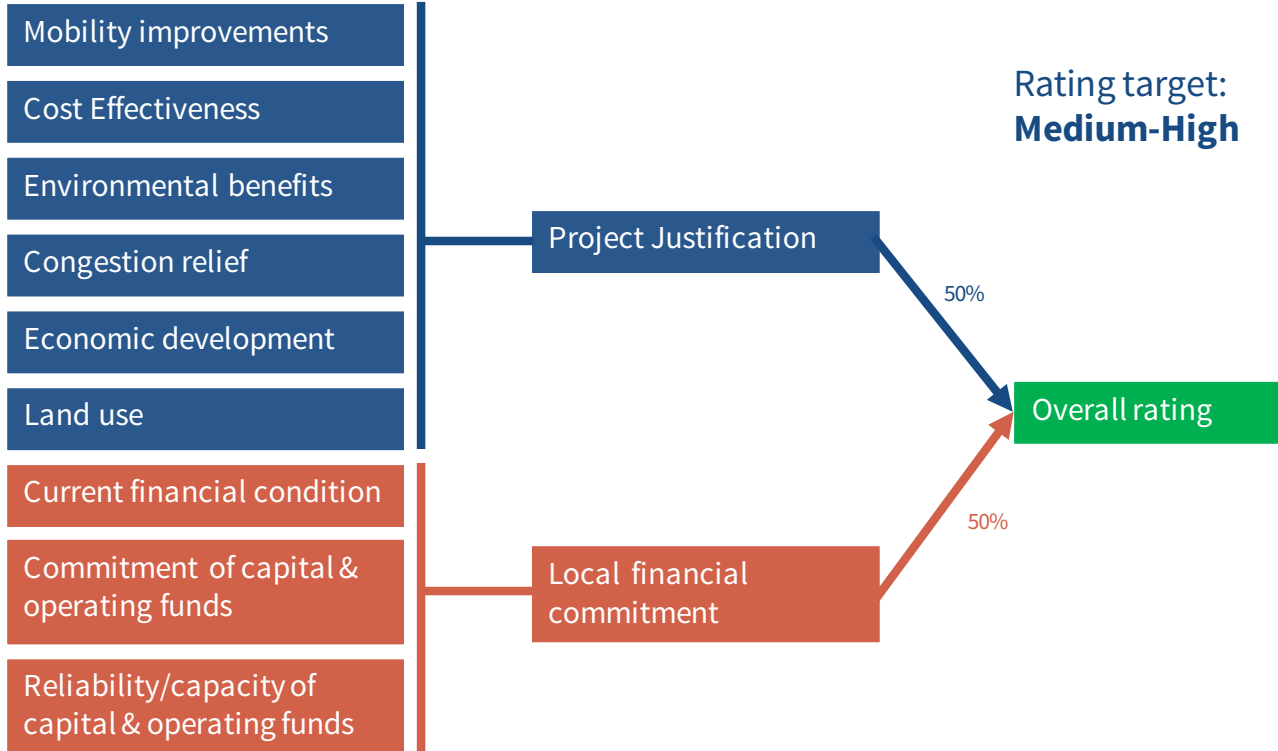
Small Starts eligibility: project design

Features (continued):

- faster travel times through congested intersections (transit signal priority or dedicated transit lanes, near level boarding, bus stop optimization)
- buses arriving every 15 min. in both directions for 14-hours per day



FTA funding criteria



Small Starts roadmap

FTA approval to enter project development
Local funding for project development committed

FTA evaluation, rating, and grant award
Congressional review

