

Agenda

Meeting: Tualatin Valley Highway Steering Committee
 Date: Thursday, September 8, 2022
 Time: 4:00 p.m. to 6:00 p.m.
 Place: Zoom
https://us02web.zoom.us/j/82491231728?pwd=I4dVzvshKwHi9mQ4eSL3hNSa_fjxTb.1
 Passcode: 201580
 US: +1 253 215 8782 or 877 853 5257 (Toll Free)
 Webinar ID: 824 9123 1728

Purpose: Learn about characteristics of Line 57 service and surrounding corridor communities. Review Public Involvement Plan.

Outcome(s): More complete understanding of existing transit service and community characteristics. Input given on Public Involvement Plan. Suggestion of future work on corridor characteristics memo and public involvement strategies.

4:00 p.m.	Welcome and Introductions <i>What's your favorite thing about September?</i>	Metro Councilor Juan Carlos Gonzalez
4:20 p.m.	Approval of May and July meeting minutes	Councilor Gonzalez
4:25 p.m.	Presentation: Corridor characteristics	Michaela Skiles, Metro
4:50 p.m.	Discussion <i>Is there anything that surprises you about these findings?</i> <i>Is this a good start to supporting decision-making about the project?</i> <i>Is there any additional local data that may help inform our analysis?</i>	Councilor Gonzalez
5:10 p.m.	HOPE grant schedule <i>Questions?</i>	Eryn Kehe, Metro
5:20 p.m.	Presentation: Public Involvement Plan	Eryn Kehe, Metro Bernadette Le, TriMet
5:35 p.m.	Discussion <i>Are there engagement strategies you know work well in your community?</i> <i>Are there specific groups or individuals that you recommend involving?</i>	Councilor Gonzalez
5:50 p.m.	Public Comment	
5:55 p.m.	Next steps	Councilor Gonzalez

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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

00:24:07 Eryn Kehe (she/her), Metro:Rian - let's set it up so ODOT can give a larger update about projects on TV Hwy at the bus tour on June 25

00:24:51 Rian Windsheimer: Sounds like a good opportunity for that. Thanks.

00:31:57 Eryn Kehe (she/her), Metro:Audience members can use the Q&A to ask any questions during the meeting.

00:32:36 Luis Aguilera (Interpreter): Please ask the presenter to slow down

00:33:06 Jessica Martin, Metro Staff: Hi Brian - Can you speak a little slower for the translator?

00:39:24 Eryn Kehe (she/her), Metro: Maria Dolores Torres - Estas escuchando Espanol?

00:39:42 Eryn Kehe (she/her), Metro: The handout is in the meeting packet

00:40:20 Maria Dolores Torres (She/ella/ Adelante Mujeres: Si Eryn. Muchas gracias.

00:43:04 Councilor Juan Carlos Gonzalez: Commissioner Fai is on her computer now, if she can be promoted. Thanks.

00:43:45 Yuliya Lee: I got it

00:48:16 Eryn Kehe (she/her), Metro: Discussion Questions:

- 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?

00:48:50 Ernesto Oliva (he/him/el) Unite Oregon: Preguntas de discusión:

- ¿Qué pasa con los SWED parece particularmente aplicable a TV Hwy?
- A medida que el TEC comienza este trabajo, ¿cuál sería el ¿A los representantes del gobierno aquí les gustaría que supieran?

01:07:45 Eryn Kehe (she/her), Metro: Questions to think about while Jennifer presents:

- Which of these bus improvements are you most excited about for TV Highway?
- Which would you like to talk about more?

01:07:51 Bernadette Le, TriMet: Hi everyone - Please put any questions into the Q & A feature so that staff can see them.

01:10:27 Mayor Jeffrey Dalin: how does the bus make people safer?

01:13:38 Rick Van Beveren: Concerned about the constraints posed by the railroad and existing business on the route, Articulated buses are very large and seem to require large bust stops/turnouts.

01:15:54 Rian Windsheimer: Me too. While these may work on Division, we're going to need to consider how to serve large busses like these in a constrained ROW corridor, especially adjacent to Rail and maintaining the freight needs.

01:30:13 Luis Aguilera (Interpreter): everyone have to chose one achannel

01:32:59 Nafisa Fai : Thank you for a great meeting.

01:39:12 Councilor Ashley Hartmeier-Prigg (she/her): Public art can help deter that.

01:47:26 Eryn Kehe (she/her), Metro: Discussion questions:

- 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 you initial ideas or thoughts?

01:50:54 Rian Windsheimer: Sorry, have to step away for a second.

02:00:45 Eryn Kehe (she/her), Metro: Ernesto, thanks for the assistance.

02:01:11 Eryn Kehe (she/her), Metro: I love that!

02:02:23 Ernesto Oliva (he/him/el) Unite Oregon: Anytime :)

02:03:45 Jennifer Koozer, TriMet (she/her): WE'RE HIRING: https://trimet.org/careers/bus-operator.htm?utm_source=drive&utm_medium=link&utm_campaign=hiring2021

02:04:06 Rian Windsheimer: We're hiring too!



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Meeting minutes

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

Date/time: Thursday, July 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 Marc San Soucie
Commissioner Nafisa Fai
Commissioner Jerry Willey
Councilor Rick Van Beveren
Mayor Jeffrey Dalin
Chris Ford (alternate)
JC Vanatta
Bryan Pohl
Ernesto Olivia
Maria Dolores Torres
Maria Caballero-Rubio
Karmen Chavez-Sam

Affiliate

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

Panelists Attending

Eryn Kehe
Malu Wilkinson
Yuliya Lee
Tanja Olson
Tom Shook
David Aulwes

Affiliate

Metro
Metro
Metro
Metro
HDR
TriMet

Welcome and introductions (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Councilor Gonzalez called meeting to order at 4:04 p.m. and welcomed the attendees to the meeting. Councilor Gonzalez noted that there wasn't any traffic incidents or fatalities on TV Highway since the committee's last meeting.

He inquired if any members of the public wished to provide a comment. No public comment was provided.

Councilor Gonzalez reminded members of the committee of the project's goals, which included:

- The project improves the travel experience for transit riders, in particular communities of color and low-income communities

- The project advances adopted state, regional, and local goals and objectives related to land use, transportation, equity, and climate
- The project is supported by the community, in particular transit riders and communities of color
- The project is feasible to fund, construct and operate
- The project is able to move into the next phase, Project Development

Co-chair Councilor Gonzalez introduced Mr. Tom Shook, HDR, Inc., to present on TV Highway project's cost estimate.

Presentation: Magnitude cost estimate (Tom Shook, HDR)

Mr. Tom Shook, HDR, started presentation with a brief description of the work that was done to provide the most updated cost estimate for the TV Highway project. He shared key assumptions for the project, which included:

- Transit (stations, vehicles/charging, signal priority, Merlo Garage upgrades)
 - 111 individual BRT-style platforms, approximately 1/3 mile spacing
- Traffic modifications (illumination, signals, signs/stripes, fiber)
 - Pedestrian lighting within station area/crossings, no additional street lighting
 - New signals with cross section changes
- Access features (sidewalk, ADA ramps/buttons, Pedestrian Hybrid Beacons, crossings)
 - 150 feet of sidewalk infill approaching platforms
 - New ADA improvements at stations and new signals
- Railroad fencing
- Reconstruction of some roadway and intersections as required
- Allowances (stormwater, site work, landscape, ROW, utilities, engineering, etc.)
- Contingency and escalation

Mr. Shook stated that potential transit corridor project cost, from Beaverton to Forest Grove, estimated around \$500-600M. In conclusion, he added that concept design will provide more clarity on cost ranges.

JC Vanatta, TriMet, inquired about a more refined cost estimate, what would that entail and what percentage of design can HOPE grant cover.

Mr. Tom Shook responded that as project design progresses, it would reflect a more detailed and refined cost estimate. He also added, that the goal is to cover 5-10% of the design cost with HOPE grant funds.

Mr. Bryan Pohl, Forest Grove, asked if project staff foresees any issues working with Union Pacific Railroad. Mr. David Aulwes, TriMet, acknowledged challenges working with the railroad that will need to be addressed, however, he also stated that those challenges have been accounted for to the best of the project's staff ability.

Councilor Rosenthal, Metro, inquired if the corridor has been divided into segments, having each section reflecting its own specific characteristics. Mr. Shook responded that the corridor was divided into 8 sections, and it helped to identify and prioritize improvements and costs for each segment.

Mr. Chris Ford, ODOT, inquired if current ODOT investments were taken into account in the provided project cost estimate. Mr. Shook responded that at this time, the total number provided is a basic overall cost for this project without including planned projects.

Commissioner Jerry Willey, Washington County, asked for a copy of materials that were shared during TV Highway Bus Tour and inquired if the committee can take a closer look at costs for each segment of the corridor to better understand the overall cost of the project. Co-chair Councilor Gonzalez responded that next presentation will address parts of this question and suggested to discuss it later on.

Presentation/Questions: Implications for Small Starts (David Aulwes, TriMet)

Mr. David Aulwes, TriMet, gave an overview of Small Starts project grant eligibility, which included:

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

Mr. Chris Ford noted that there are other investment strategy opportunities to use federal funds in local funding match to offset the overall cost of the project.

Ms. Malu Wilkinson, Metro, commented that, as the committee and partners work together in finding a way to fund this project, many other needs identified in the corridor will have to be addressed and funded also.

Discussion (Councilor Juan Carlos Gonzalez, Metro)

Councilor Gonzalez asked the committee members to reflect on and comment on the following questions:

- What data and information would you like brought to this group to help us solve our funding challenge?
- My staff has told me that other cities have been successful getting two Small Starts grants – subsequently, not consecutively – to build a longer corridor. Is this something to explore?

Commissioner Jerry Willey, Washington County, commented that the committee’s work would be looking at the funding opportunities and aligning them with the prioritized needs in the TV Highway corridor.

Ms. Maria Caballero-Rubio, Centro Cultural, inquired if the committee can get additional information on the various segments of the corridor that already have existing jurisdictional plans for improvement. She noted that such information can assist with local funding and prioritization.

JC Vanatta, TriMet, stated that he would be interested in finding out more information about getting two Small Starts grants. He also commented that the committee members and project staff should explore any possible opportunities for the funding.

Councilor Rick Van Beveren, City of Hillsboro, inquired if HOPE grant would cover the cost of the project's design to uncover enough details to assist with better understanding which segments are in the most need and how to get them funded.

Co-chair Councilor Rosenthal raised question if the committee should review sections of the corridor that were identified in previous studies as those in need from the standpoint of community, equity and safety.

Councilor Marc San Soucie, City of Beaverton, echoed other committee member's concerns about working around rail proximity and requirements. He inquired if the committee can get more information concerning which segments of the corridor are the most readily available to implement improvements. Councilor Marc San Soucie added that it might be worthwhile to look for alternative ways to connect destinations in the corridor.

Commissioner Nafisa Fai, Washington County, welcomed additional details and information about the segments of the corridor to engage Board of County Commissioners (BCC) and Washington County Coordinating Committee (WCCC) to ensure informed feedback is provided concerning funding. She also inquired if project staff can provide information on equity and equality. Commissioner Fai expressed interest in hearing more about examples of getting two Small Starts grants.

Ms. Karmen Chavez-Sam, APANO, reiterated comments concerning getting additional information about existing plans for improvement. She emphasized the need to look for alternative solutions to fill in the funding gaps to ensure the needs are addressed, specifically for the elderly and communities of color.

Mayor Jeffrey Dalin, City of Cornelius, highlighted the importance of addressing safety in the corridor and expressed concern about some of the communities having to wait for years to see improvements in their segment of the corridor.

Mr. Bryan Pohl, Forest Grove, echoed comments made by Councilor Marc San Soucie, and expressed hope the committee would find balance among implementation-ready segments, equity, and prioritized needs.

Co-chair Councilor Gonzalez, Metro, emphasized the importance of making data-driven decisions to ensure the needs of communities that are reliant on transit are met. He also noted that the timing of this project aligns with the region's desire to invest in itself, therefore adding possibilities to additional funding opportunities.

Mr. Ernesto Oliva, Unite Oregon, inquired about additional information on student ridership in the corridor, current transportation projects in and near Washington County, and how equity lenses are applied in gathering data.

Co-chair Councilor Rosenthal, Metro, noted potential cross connections, specifically South Hillsboro and any areas that are likely to be developing.

The committee members commented on the success of the TV Highway Bus Tour.

Public comment

Ms. Carina Solis, Unite Oregon, applauded project staff for being inclusive in planning and decision making for the TV Highway project.

Next steps (Councilor Juan Carlos Gonzalez, Metro)

There being no further business, co-chair Juan Carlos Gonzalez adjourned the meeting at 5:24 p.m.

Respectfully submitted,
Yuliya Lee, TV Highway Steering Committee Recorder

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

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	7/14/2022	07/14/2022 TV Highway Steering Committee meeting agenda	071422TVHSC-01
2	Document	7/14/2022	05/12/2022 TV Highway Steering Committee meeting minutes	071422TVHSC-02

00:13:34 Mayor Jeffrey Dalin: Mayor Dalin here. I'll stay off camera as internet is flaky where I am.

00:17:04 Ernesto Oliva (he/him/el) Unite Oregon: Friendly reminder: Please make sure to speak at a moderate rhythm and slow enough for interpreters to hear

00:17:40 Eryn Kehe (she/her), Metro: My mistake. Chris Ford is here to represent ODOT in the first part of the meeting. Kristen Stallman will cover the second half for ODOT

00:40:07 Eryn Kehe (she/her), Metro: I can send that handout again by email. I'll make sure everyone has it.

00:41:11 Eryn Kehe (she/her), Metro: There are no questions from the audience at this time.

00:45:26 Councilor Juan Carlos Gonzalez: Get moving also included funding to complete Council Creek Trail Corridor, FYI

00:52:51 Eryn Kehe (she/her), Metro: 1. What data and information would you like brought to this group to help us solve our funding challenge?

00:53:25 Eryn Kehe (she/her), Metro: 2. Other cities have been successful getting two Small Starts grants-- subsequently, not consecutively—to build a longer corridor. Is this something to explore?

00:59:25 Ernesto Oliva (he/him/el) Unite Oregon: Currently, commuting---almost home!

00:59:36 Karmen Chavez-Sam (she/her) APANO CUF: Still digesting the question and information!

01:00:27 Eryn Kehe (she/her), Metro: Thank you both, Karmen and Ernesto. Take your time.

01:09:34 Chris Ford, ODOT (he/him): My apologies for leaving early. Kristen Stallman, Region 1 Major Projects Manager, will be representing ODOT for the remainder of the committee meeting today.

01:18:00 Mayor Jeffrey Dalin: safety

01:18:25 Mayor Jeffrey Dalin: segment concern

01:18:43 Mayor Jeffrey Dalin: minimum requirements for fta

01:21:04 Eryn Kehe (she/her), Metro: Ernesto put his hand up

01:28:54 Karmen Chavez-Sam (she/her) APANO CUF: Sad to have missed the bus tour - looking forward to hearing takeaways and insights!

01:28:58 Mayor Jeffrey Dalin: 3000 new folks in SE Cornelius. zero change to the the trimet support. similar to south Hillsboro only 20,000 new folks

01:30:19 Ernesto Oliva (he/him/el) Unite Oregon: Can we see the data of population growth from cities along the TV highway? Maybe from from the last 5-10years?

01:30:38 Eryn Kehe (she/her), Metro: Yes, we can get that. We have the new 2020 census data

01:30:50 Ernesto Oliva (he/him/el) Unite Oregon: Thank you!

01:32:52 Mayor Jeffrey Dalin: thanks everyone for attending

Memo

Date: **DRAFT Friday, Aug. 19, 2022**
 To: TV Highway Steering Committee
 From: Eryn Kehe, TV Highway Project Manager
 Subject: Tualatin Valley Highway Corridor Characteristics

Introduction

This memo provides information about the Tualatin Valley (TV) Highway corridor to inform the TV Highway Transit Project. It includes information about existing transit service and the people who live in the corridor. The memo may be updated to provide additional information as it is collected.

Corridor overview

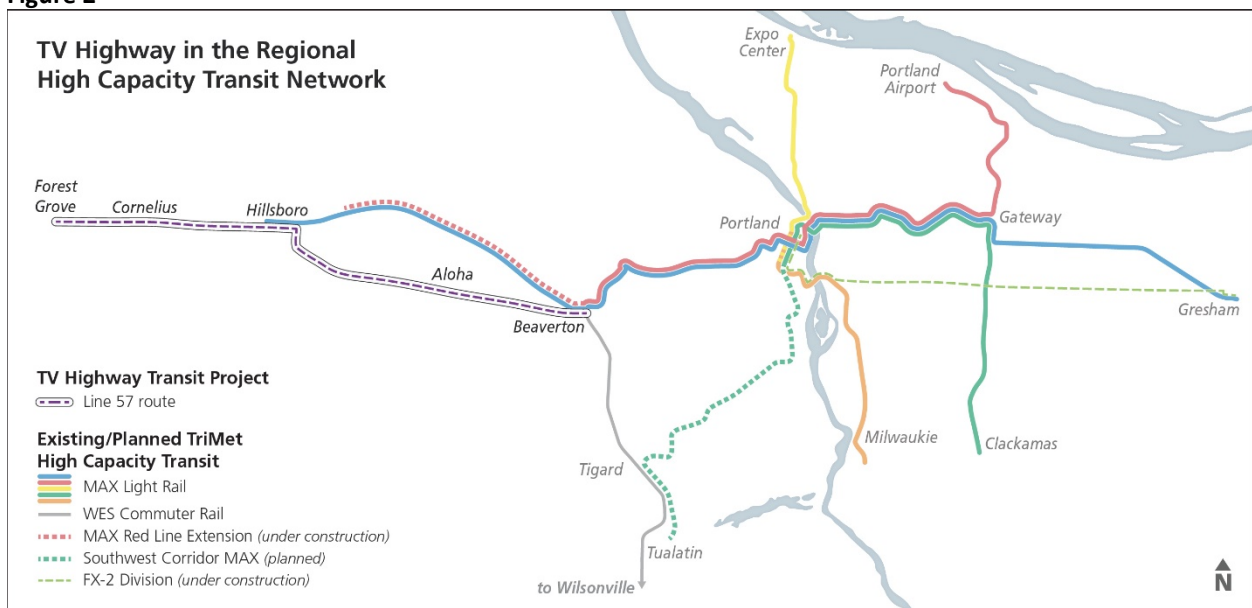
TV Highway (Oregon Route 8) is an important regional and county urban arterial that supports the movement of goods and people through the communities of Forest Grove, Cornelius, Hillsboro, Aloha, and Beaverton (Figure 1). It serves as an access route to Highway 217 from points west, connects to the regional 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



The TV Highway corridor was identified in regional plans as a location for future high-capacity transit as early as 2010 (Figure 2). Additional planning at the county and local level has supported that recommendation and planned for how bus rapid transit could be designed on the corridor.

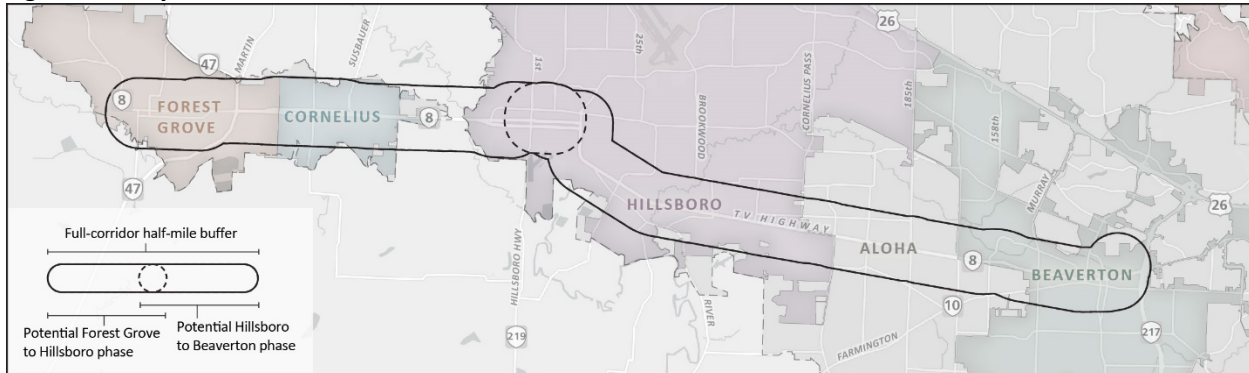
Figure 2



Study area

The study area for the TV Highway Transit Project is an area one half mile on either side of the Line 57 bus route.¹ Data in this memo is presented for the full corridor and for two sections of the corridor: Forest Grove to Hillsboro and Hillsboro to Beaverton (see Figure 3). These two sections represent a potential approach for splitting the financing and construction of the transit project into two phases, separated at the Hillsboro Transit Center.

Figure 3. Study Area



This memo compares the study area to Washington County and the region overall, defined by the Metropolitan Planning Area boundary.

Existing transit

TriMet's Line 57 bus route provides the main existing transit service in the corridor. The following sections describe the characteristics of the Line 57, other transit connections in the corridor, and information about Line 57 ridership.

Line 57 characteristics

The Line 57, a frequent service route, serves TV Highway between Forest Grove and the Beaverton Transit Center. Service runs every 15 minutes between 5 a.m. and 8 p.m., reducing to twice an hour in the late evening hours. Prior to service reductions associated with the Covid-19 pandemic, the Line 57 operated 24 hours a day.

Line 57 has 134 stops, which are spaced every quarter mile on average over the 16.6-mile route. As of spring 2022 the line has an average of 4,510 weekday boardings, which is the highest bus ridership in Washington County and the fifth highest in the TriMet network overall. The Line 57 had the second highest ridership retention rate among TriMet's frequent service lines during the pandemic, demonstrating its importance as an essential transit service line.

¹ Because census tracts do not fall evenly inside the half-mile study area, demographic variables from the 2020 Census and the American Community Survey (2016-2020) were calculated using areal interpolation. Census tracts were "split" using the study area boundaries. Afterwards an allocation of the specific variable estimate was calculated for the tract area that intersects a study area proportionate to the percentage of areal overlap. Additionally, tracts were "masked" where homes do not exist, such as in parks, cemeteries, large water bodies, and transportation rights-of-way.

Table 1. Line 57 characteristics

Measure	Line 57 total	Forest Grove to Hillsboro ¹	Hillsboro to Beaverton ¹
Length	16.5 miles	6.6 miles	9.9 miles
Number of stops	134 stops	64 stops	72 stops
Weekday ons and offs	8,700	3,600	5,100
Percent of ons and offs	100%	41%	59%

Source: TriMet’s Fall 2021 passenger census

¹ Ons and offs at the Hillsboro Transit Center stops are split based on the direction of travel (e.g., WB ons and EB offs are included in the Beaverton to Hillsboro portion)

Transit network

Line 57 is connected to other lines in the regional TriMet transit network in 20 locations (see Figure 4 and Table 2). The highest concentration of connections is at Beaverton Transit Center, followed by the Hillsboro Transit center. In Beaverton the Line 57 connects to 11 other lines. There are eight local bus lines, the MAX Blue and Red Line, and the WES Commuter Rail at Beaverton TC. At Hillsboro Transit Center, Line 57 connects with three local bus lines, MAX Blue Line, and the Yamhill County Transit Route 33. In Forest Grove, Line 57 connects with GroveLink, a Ride Connection service providing free, local service in Forest Grove and Cornelius.

Figure 4

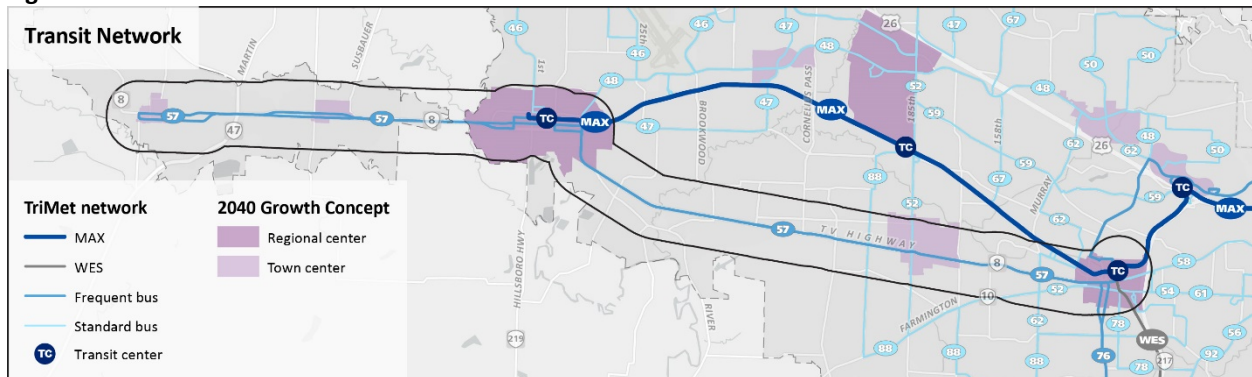


Table 2. Line 57 transit connections

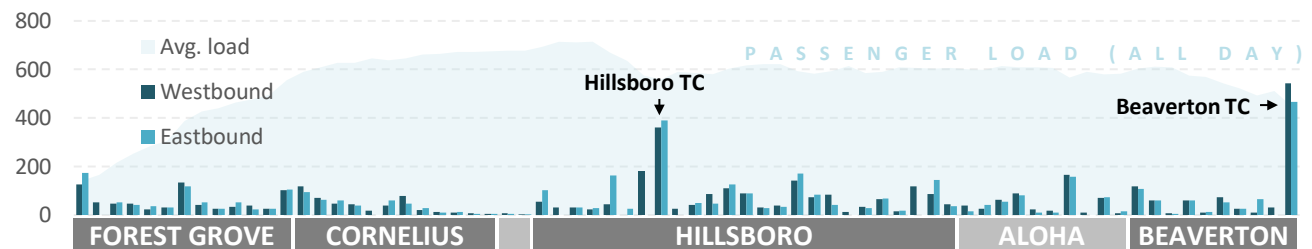
Forest Grove and Cornelius	Hillsboro Transit Center	198th	185th	Murray	Beaverton Transit Center
Ride Connection (GroveLink, WestLink)	MAX Blue Line 46 – North Hillsboro* 47 – Main/Evergreen* 48 – Cornell* YCTA Route 33 Ride Connection (WestLink)	88 – Hart/198th	52 – Farmington/185th	62 - Murray	MAX Blue & Red Line WES Commuter Rail 20 – Burnside/Stark 52 – Farmington/185th 53 – Arctic/Allen 54 – Beaverton Hillsdale Hwy 58 – Canyon Rd 61 – Marquam Hill/Beaverton 76 – Hall/Greenburg* 78 – Denney/Kerr Pkwy 88 – Hart/198th

* These lines also have transfer opportunities at stops nearby each transit center.

Passenger census

Figure 5 shows the ons and offs and average passenger load from TriMet’s fall 2021 passenger census. There is a steady passenger load along the line, tapering off toward the end of the line in Forest Grove. On and offs are highest at Beaverton Transit Center, followed closely by Hillsboro Transit Center; both transit centers have more than double the ons and offs at other stops. However, the ons/offs chart also shows that the whole line is used heavily.

Figure 5. Line 57 ons and offs and average passenger load



Source: TriMet’s Fall 2021 passenger census

Rider survey

TriMet conducted a voluntary survey of Line 57 riders over seven weeks in the fall of 2021. The survey was advertised by email, online newsletter, Facebook ad, and signage placed at Line 57 stops. TriMet offered incentives to increase the response rate. A total of 763 riders participated, including both current Line 57 riders and those planning to return when Covid-19 is under control.

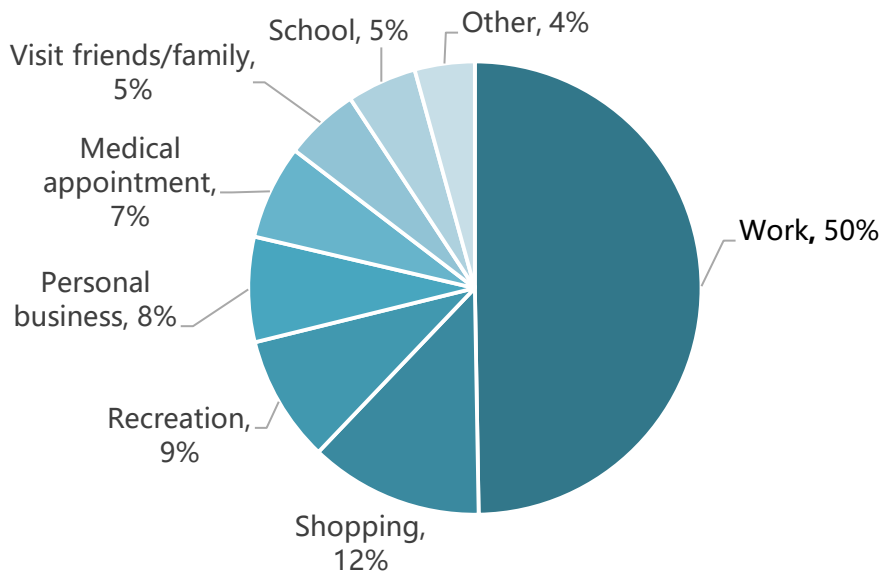
The demographics of the survey respondents were representative of the area:

- One third took the survey in Spanish.
- Slightly more than half identified as people of color.
- Almost two thirds identified as earning below 200 percent of the federal poverty level.

Additionally, 70 percent of respondents said they did not have access to a car and therefore are transit dependent.

The survey asked respondents to focus on their “usual one-way trip earliest in the day.” About three quarters of respondents are walking to and from the Line 57 stops. Half of respondents said their trips were for work, followed by shopping (12 percent), and recreating (9 percent) (see Figure 5).

Figure 6. Purpose of trip



Source: TriMet Line 57 rider survey 2021

For the first trip of the day, Beaverton, Hillsboro, and Forest Grove had a comparable number of trip origins (22 to 24 percent each). Hillsboro (29 percent) and Beaverton (31 percent) were the most common destinations, which could reflect an easterly flow in the morning to the employment centers around Hillsboro and Beaverton.

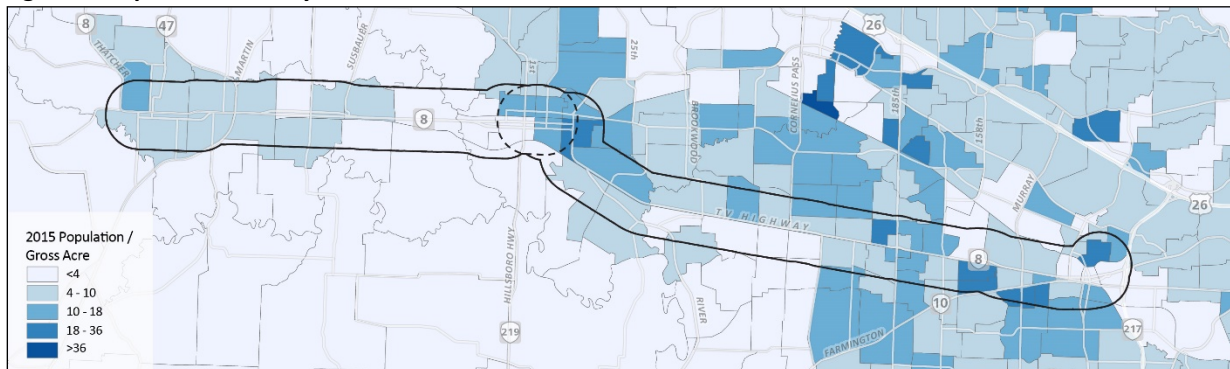
Overall, 79 percent of survey takers reported satisfaction with Line 57. Spanish survey takers were more satisfied than English survey takers. Amenities at stops (benches, lights, real-time displays) ranked lowest in satisfaction with 21 percent dissatisfied. Reliability and timeliness were both a source of satisfaction (18 percent) for some respondents and a source of dissatisfaction (14 percent) for other respondents.

Population and employment

Population density

Population density in the TV Highway corridor is highest in Hillsboro, Aloha, and Beaverton (see Figure 7).

Figure 7. Population density



Population growth

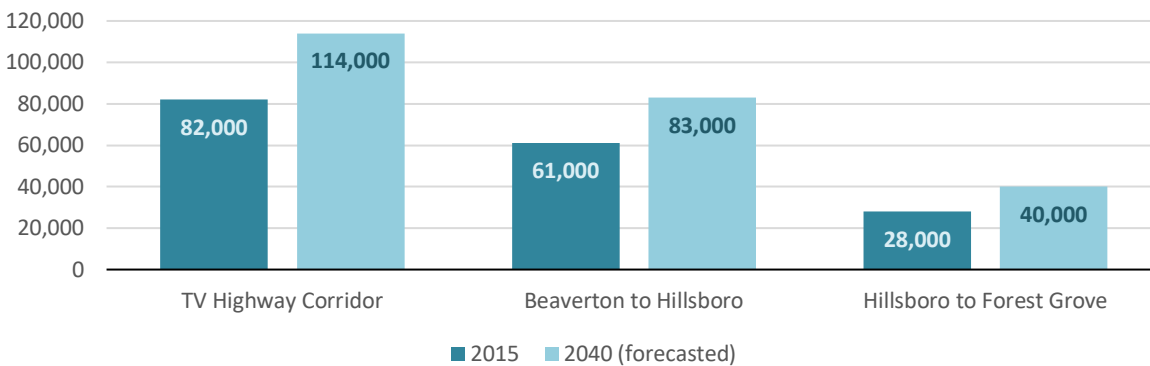
The TV Highway corridor population is forecasted to increase 38 percent by 2040, adding 31,000 people, which is a higher rate than both Washington County and the region (see Table 3 and Figure 8). The section from Forest Grove to Hillsboro is projected to grow at a slightly higher rate than the Hillsboro to Beaverton section.

Table 3: Forecasted population change

Population	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
2015	1,595,000	570,000	82,000	28,000	61,000
2040 forecast	2,045,000	711,000	114,000	40,000	83,000
2015–2040 growth	450,000	141,000	31,000	11,000	22,000
% growth	28%	25%	38%	40%	37%

Source: MetroScope, Metro’s tool to forecast land use change over time

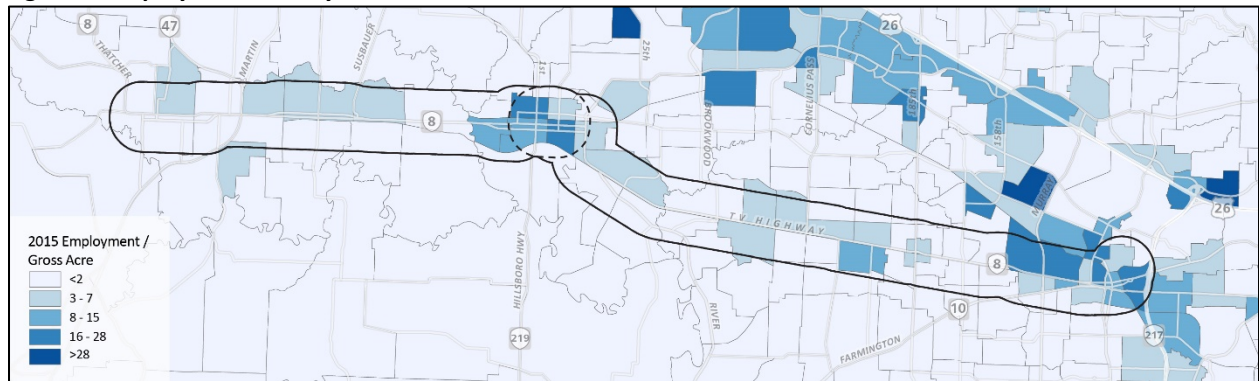
Figure 8. TV Highway Corridor Population



Employment density

Employment density along TV Highway is clustered in the regional centers of Hillsboro and Beaverton (see Figure 9). Job concentrations show up in downtown Hillsboro (Hillsboro Medical Center), at 198th (Intel Aloha Campus), Murray (Tektronix, Nike), and downtown Beaverton (Cedar Hills Crossing and Beaverton Town Square). The strongest concentration of employment is just north of the study area, along the Highway 26 corridor. Lower concentrations are also found in Forest Grove (Pacific University), Cornelius town center, north of TV Highway between Brookwood and 198th, and around 185th and TV Highway.

Figure 9. Employment density



Employment growth

The 2040 employment forecast for Washington County and the TV Highway Corridor is expecting a higher growth rate than the region. Growth will be the strongest in the Forest Grove to Hillsboro section of the corridor, which is forecasted to grow by 63 percent.

Table 4. Forecasted employment change

Employment	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
2015	888,000	273,000	44,000	16,000	35,000
2040 forecast	1,211,000	401,000	64,000	26,000	51,000
2015–2040 growth	331,000	129,000	21,000	10,000	16,000
% Growth	38%	47%	47%	63%	45%

Source: MetroScope, Metro’s tool to forecast land use change over time

Population characteristics

Communities of color

There is a higher percentage of people of color living in the TV Highway corridor than in either the region or in Washington County (Tables 5 and 6). Based on the 2020 Census, the population of the corridor is 49 percent people of color in the TV Highway Corridor compared to 35 percent in Washington County and 31 percent in the region overall.

In particular, the TV Highway corridor has a large Hispanic/Latino population. Based on the 2020 Census, 49 percent of the residents in the study area identify as Hispanic or Latino compared to 17 percent in Washington County and 13 percent in the region overall. All of these percentages could be higher in reality, because there was a statistically significant undercount of the Hispanic/Latino population in the 2020 Census.²

² <https://www.census.gov/newsroom/press-releases/2022/2020-census-estimates-of-undercount-and-overcount.html>

Table 5. Communities of color

Race/Ethnicity	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Hispanic/Latino	214,900	100,100	29,200	11,100	20,600
Black or African American	57,500	12,500	2,200	300	2,000
American Indian and Alaska Native	8,100	1,600	200	100	150
Asian	139,600	63,900	4,800	700	4,300
Native Hawaiian and Other Pacific Islander	7,900	2,300	60	20	50
Other race	5,300	1,600	200	40	200
Two or more races	79,000	28,600	3,100	1000	2,200
Total people of color	512,300	210,600	39,760	13,260	29,500
Total 2020 Census population	1,652,200	595,700	81,100	29,100	58,200

Source: 2020 Census

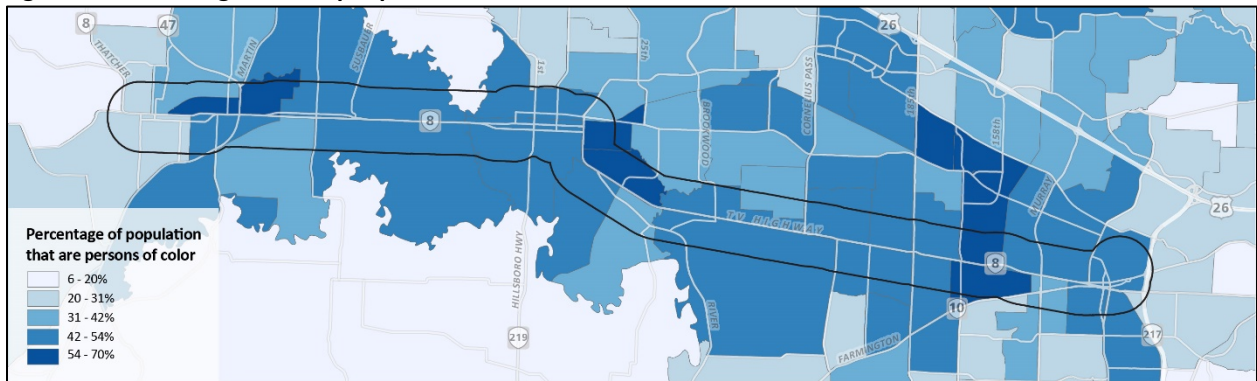
Table 6. Percentage of communities of color

Race/Ethnicity	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Hispanic/Latino	13%	17%	36%	38%	35%
Black or African American	3%	2%	3%	1%	3%
American Indian and Alaska Native	<1%	<1%	<1%	<1%	<1%
Asian	8%	11%	6%	2%	7%
Native Hawaiian and Other Pacific Islander	<1%	<1%	<1%	<1%	<1%
Other race	<1%	<1%	<1%	<1%	<1%
Two or more races	5%	5%	4%	3%	4%
Total people of color	31%	35%	49%	46%	51%

Source: 2020 Census

Almost all of the TV Highway corridor has a higher proportion of people of color than the regional rate of 31 percent (see Figure 10). The census tracts with the highest percentages are on the north side of TV Highway in Forest Grove, east of SE 10th Avenue near downtown Hillsboro, and east of 170th Avenue on both sides of TV Highway near the Beaverton-Aloha border.

Figure 10. Percentage of total people of color



Low-income population

The TV Highway corridor has a higher proportion of low-income residents than both the region and Washington County (see Table 7). One third of the corridor’s population is living below 200 percent of the Federal Poverty Level (\$55,500 for a family of four in 2020). Both sections of the corridor have a similar rate, but the Forest Grove to Hillsboro section is slightly higher at 34 percent.

Table 7. Low-income population

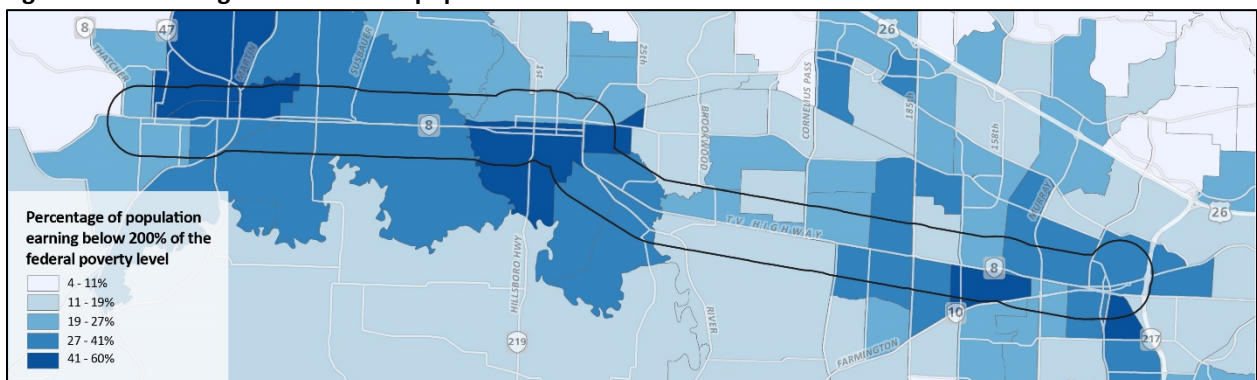
Low-income population	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Population earning below 2x Federal Poverty Level	389,700	121,200	26,700	10,000	18,700
Percentage of population below 2x Federal Poverty Level	24%	20%	33%	34%	32%

Source: 2016–2020 American Community Survey

The entire corridor has a relatively high proportion of low-income residents, but there are a few areas that have higher concentrations (see Figure 11). These areas include:

- the north side of TV Highway in Forest Grove
- two areas in downtown Hillsboro: south of TV Highway and east of 10th Avenue in
- south of TV Highway and 160th Avenue, just west of Valley Catholic
- south of Farmington Road and east of Hall Boulevard in downtown Beaverton

Figure 11. Percentage of low-income population



Limited English proficiency

The TV Highway corridor has a higher proportion of residents with limited English proficiency (see Table 8). Fifteen percent of the corridor’s population speaks English less than “very well,” which is approximately double the regional rate of 7 percent. Most of the people with limited English proficiency in the corridor speak Spanish. The other most common languages spoken by people with limited English proficiency are Vietnamese, Korean, Arabic, Tagalog, and Chinese.

Table 8. Population with limited English proficiency

Limited English proficiency ¹	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Population with limited English proficiency	118,500	48,400	12,000	4,100	8,900
Percentage of population with limited English proficiency	7%	8%	15%	14%	15%
Percentage of people with limited English proficiency who speak Spanish	43%	53%	80%	94%	76%

Source: 2016–2020 American Community Survey

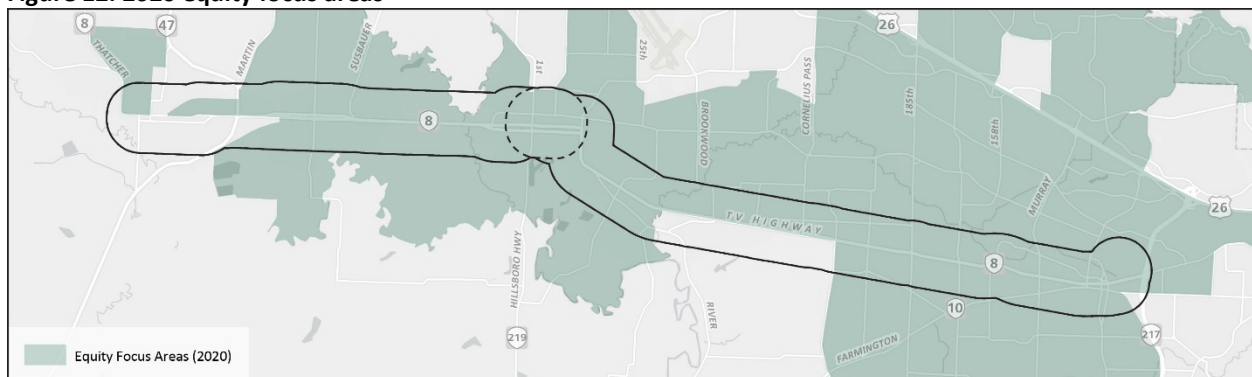
¹ Defined as people over age 4 who speak English less than “very well”

Equity focus areas

Equity focus areas are defined by Metro as census tracts where the rate of people of color, people with limited English proficiency, or people with low income (i.e., incomes equal to or less than 200% of the Federal Poverty Level) is greater than the regional average. Additionally, the density (persons per acre) of one or more of these populations must be double the regional average.

Most of the Line 57 route is bordered by equity focus areas on at least one side of TV Highway (see Figure 12). Some adjacent census tracts in Forest Grove and South Hillsboro are not designated as equity focus areas because they do not meet the population density threshold.

Figure 12. 2020 equity focus areas



Affordable housing

Regulated affordable housing is structured to prevent tenants from paying more than 30 percent of their gross household income for rent. Specific rent amounts vary because rent is regulated to be affordable at different income levels, from zero to 80 percent of area median income (AMI).

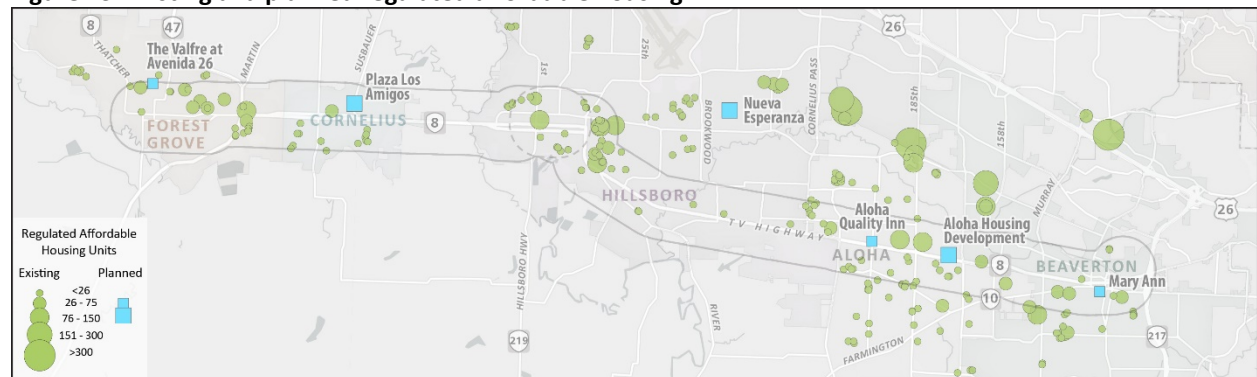
Table 9 and Figure 13 present information on existing and planned regulated affordable housing in the corridor. The distribution of affordable housing throughout the corridor is generally correlated with the population density. Figure 13 shows the largest cluster in Hillsboro east of 10th, with smaller clusters in Forest Grove, Aloha, and Beaverton. The corridor has a higher share of regulated affordable housing out of all housing units compared to both Washington County and the region.

Table 9. Existing and planned regulated affordable housing

Regulated affordable housing	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Existing units	38,219	8,058	1,994	731	1,428
Planned units	3,107	1,255	339	149	190
Total existing and planned	41,326	9,313	2,333	880	1,618
% of existing housing units that are regulated affordable	6%	3%	7%	7%	7%

Source: Metro affordable housing inventory

Figure 13. Existing and planned regulated affordable housing



There are 339 units of affordable housing within a half mile of TV Highway that were funded by Metro’s 2018 affordable housing bond. Below is a summary of the Metro-funded projects that are completed or in the pipeline.

- In Forest Grove, **The Valfre at Avenida 26** will offer 36 units for households between 30 percent and 60 percent of AMI and 83 percent of units will be two and three bedrooms. The project features five two-story buildings clustered around a centralized community building.
- In Cornelius, **Plaza Los Amigos** will bring 113 units, doubling the regulated affordable housing in that city. The project will focus on larger units to prioritize families earning 30 percent to 60 percent of AMI and will include 16 units for Permanent Supportive Housing.
- At 198th, the **Aloha Quality Inn** is being converted into 54 units of Permanent Supportive Housing (PSH) and a shelter. Permanent Supportive Housing serves the most acute and chronically houseless individuals who have been living on the streets for long periods of time.

- **Aloha Family Housing** will develop 82 units targeted to 30 to 60 percent of AMI, 61 percent of which will be two- or three-bedrooms, within 300 feet of a Line 57 bus stop.
- **The Mary Ann** is a four-story building with 54 one-, two-, or three-bedroom units in Beaverton, targeted for 30 to 60 percent of AMI. The Mary Ann is now open and offers culturally specific services through a partnership with Bienestar.

In addition to the Metro-funded projects above, **Cornelius Place** opened in 2019 and created 45 apartments for low-income seniors over the new public library on Adair.

Household characteristics

Tenancy

There is a lower rate of home ownership and higher rates of renting in the corridor compared to the county and the region (see Table 10). The Hillsboro to Beaverton section has the highest rate of renting. For both rented and owned housing units, the corridor has a higher rate of units with 5 or more people.

Table 10. Rent vs. own

Housing units	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Total units	687,800	232,000	29,100	10,000	20,900
Vacant	5%	4%	3%	4%	3%
Owned	56%	59%	53%	55%	52%
Rented	40%	37%	44%	41%	45%

Source: 2016-2020 American Community Survey

Table 11. High-occupancy housing units

% of housing units with 5+ people	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Owned units	5%	6%	8%	10%	7%
Rented units	3%	3%	5%	4%	6%

Source: 2016-2020 American Community Survey

Household composition

The TV Highway corridor has a higher proportion of large families and families with single mothers than Washington County and the region overall (see Table 12).

Table 12. Household composition

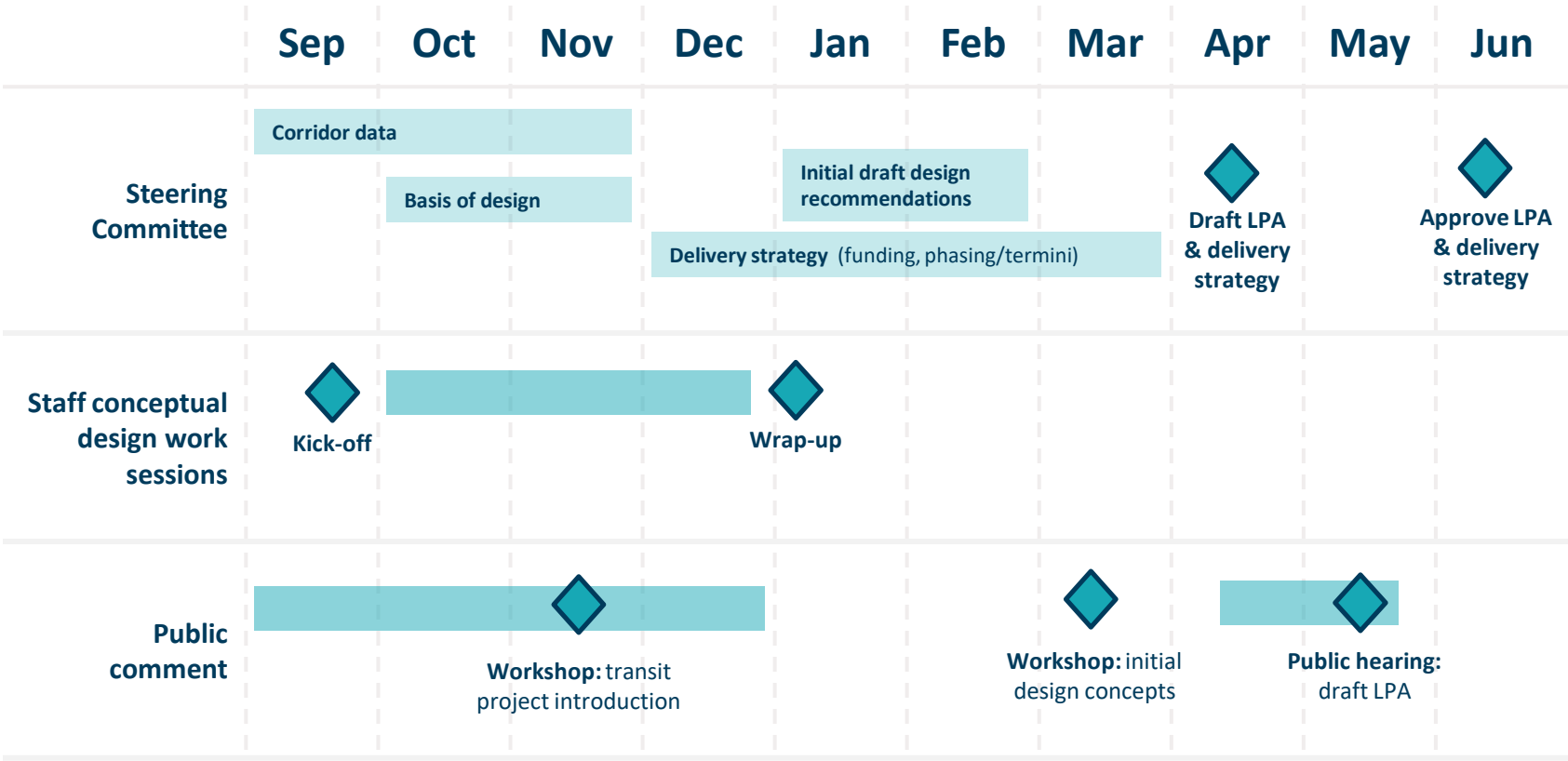
Households	Region	Washington County	TV Highway Corridor	Forest Grove to Hillsboro	Hillsboro to Beaverton
Families with 5+ members	8%	9%	13%	14%	12%
Families with single mothers	10%	10%	14%	13%	14%

Source: 2016-2020 American Community Survey

Overall project timeline



Timeline to LPA



Public Involvement Plan

Background

The TV Highway HOPE Grant continues planning and design for transit improvements on Tualatin Valley (TV) Highway between Beaverton and Forest Grove, currently served by TriMet's Line 57 bus. Concept planning during this phase will build upon the corridor-based BRT project proposed in the Get Moving 2020 transportation funding measure. The grant effort includes a study of electric buses to reduce the number of diesel vehicles traveling through the corridor. It also supports the creation of a community-led Equitable Development Strategy (EDS) to counteract gentrification and ensure that broader community economic and housing needs are reflected in the final transit concept.

The public is an important participant in the TV Highway project. Both the Equitable Development Strategy and the transit concept design require input from people familiar with the communities along TV Highway and with experience using transit, particularly TriMet Line 57. One project goal for the transit project is to create a concept design that, "is supported by the community, in particular transit riders and communities of color."

The purpose of this involvement plan is to ensure that this goal is reached.

Public involvement principles

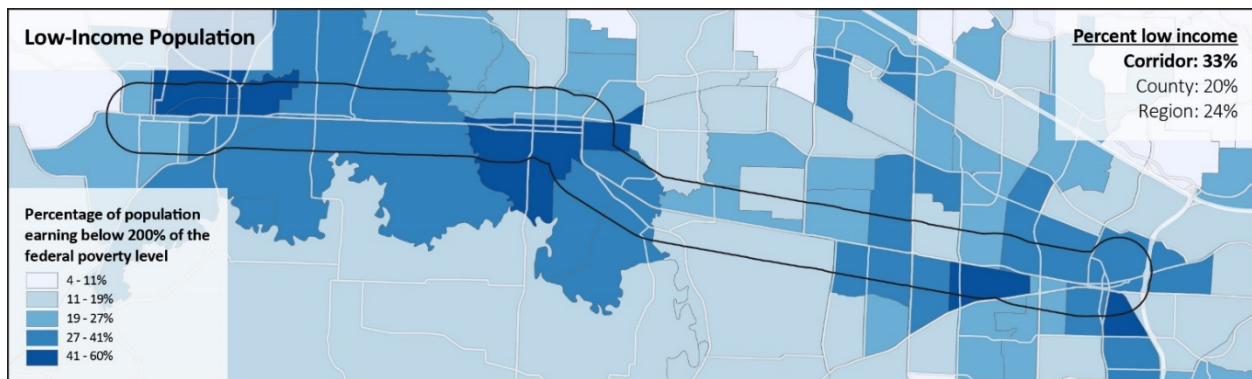
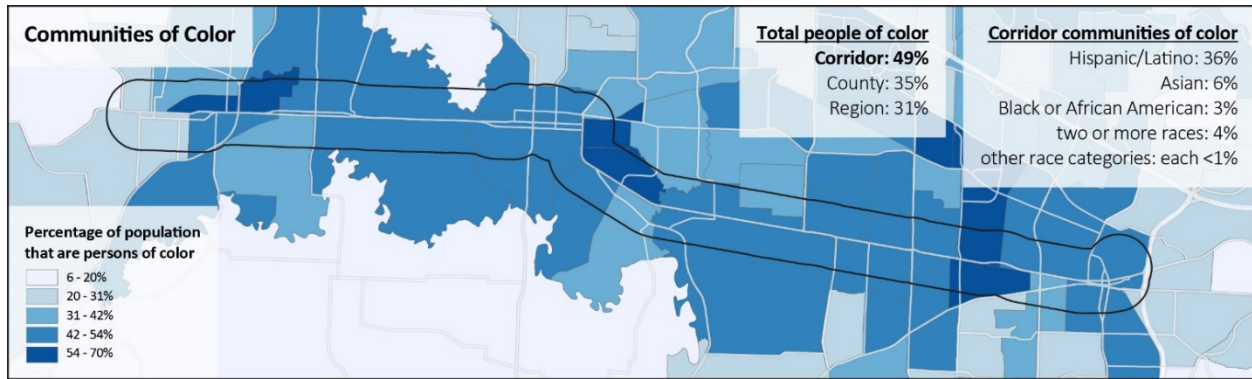
There have been several planning studies on TV Highway over the past 10 years. They have all included community input about potential improvements in the corridor. Local planning efforts such as the Beaverton Civic plan, the Aloha-Reedville Community plan, the TV Highway Corridor plan, Aloha Tomorrow and Moving Forward TV Highway have consistently identified transportation infrastructure investments as critical to providing safer, affordable and equitable travel options for surrounding communities. This plan will build upon what has already been heard during those planning processes and aims to set reasonable expectations about transit improvements by establishing the feasibility of concepts before requesting public input.

The following are public involvement goals for the TV Highway project:

- Transparency and trust with the public about the planning efforts of government and community groups
- Equitable opportunities for participation in planning
- Project plans reflect meaningful community feedback
- Key stakeholders' sense of ownership in project outcomes
- Participation by a diverse cross-section of the community along TV Hwy from Beaverton to Forest Grove including transit riders, residents, businesses and employees

Audience

A goal of the TV Highway transit project is to improve the travel experience for transit riders, in particular communities of color and low-income communities. In order to achieve this goal, the public involvement plan will focus attention on the involvement of these community groups.



Percentage of communities of color throughout the region.

Race/Ethnicity	Region ¹	Washington County	TV Highway Corridor
Hispanic/Latino	13%	17%	36%
Black or African American	3%	2%	3%
American Indian and Alaska Native	<1%	<1%	<1%
Asian	8%	11%	6%
Native Hawaiian and Other Pacific Islander	<1%	<1%	<1%
Other race	<1%	<1%	<1%
Two or more races	5%	5%	4%
Total people of color	31%	35%	49%

Source: 2020 Census

¹ Metropolitan Planning Area

The 2020 US Census demonstrated a larger Spanish-speaking population within ½ mile of TV Highway than exists in the region or in Washington County. There are also a higher number of people under the age of 18 and a higher rate of families and families with children than in Washington County or the region. For these reasons, youth, families, and Spanish-speakers are another target population for this involvement plan.

Percentage of Low English Proficiency (LEP)

Low English Proficiency (LEP)	Region ¹	Washington County	TV Highway Corridor
	8.3%	7.3%	14.4%

Source: 2020 Census

¹ Metropolitan Planning Area

Top five LEP languages spoken

1. Spanish LEP 12.5 %
2. Vietnamese LEP 0.6%
3. Korean LEP 0.3%
4. Arabic LEP 0.3 %
5. Tagalog LEP 0.2%

Source: American Community Survey 2015-2019 and Oregon Department of Education 2018-2019

Public Involvement Activities

The sections of this plan describe approaches for sharing information with the public and for seeking their feedback and review during the planning process. It anticipates five categories of work:

1. Information sharing
2. Community workshops for Equitable Development Strategy (EDS)
3. Concept plan online engagement
4. Steering Committee public hearing
5. Translation

These activities are organized into three phases: Summer/Fall 2022, Winter 2022/2023, and Spring 2023.

Information Sharing

The purpose of information sharing is to bring awareness of this work to people beyond the organizations actively participating in the planning so that they may share their perspectives and opinions when transit design options are shared for public review. On the IAP2 Spectrum of Public Involvement, this section is in the Inform category. It includes visits to committees and organizations along the corridor and the production of informational materials.

For the transit project, project team members will visit stakeholder groups to share project information and gather initial feedback to incorporate into the process.

Equitable Development Strategy (EDS) Community Workshops

The EDS process will include three public workshops hosted by Unite Oregon and Metro with participation by TriMet and TV Highway Equity Coalition (TEC) member organizations. These events are planned in October 2022, March 2023, and May 2023.

For the EDS, the IAP2 Spectrum of Public Involvement level of participation is collaborate. The TEC will partner with the public in each aspect of the strategy's decision-making.

The events will focus on participation by those most potentially impacted by the transit project and future transportation investments on TV Highway. Those groups include the following categories of people/businesses located within a ½ mile of TV Highway from Beaverton Transit Center to Pacific University in Forest Grove.

- low-income people/families
- transit riders
- people of color
- renters
- youth

The workshops will also include information and engagement questions about the transit project specific to the messaging and information needed during each phase of engagement. The three phases are described later in the plan.

Concept Plan Online Engagement

The transit project will need the most public involvement at the later part of design when there are options, all buildable, that the community can choose between and provide feedback based on their personal experience riding transit and using the roadway. At that point, the IAP2 Spectrum level of participation will be consult. Before the final LPA recommendation is made to the Steering Committee, staff will make changes based on feedback received. In addition, a summary of comments will be created and presented to the Steering committee so they understand what was heard and what changes resulted from the public comment received.

There will be an online engagement survey which displays and explains the design options for consideration and provides opportunity for a broad range of community members to participate.

The survey opportunity will be promoted through the TriMet Rider email list, Metro and TriMet social media, the project website, the TEC and the TV Highway Leadership cohort members, an ED workshop planned in March 2023, stakeholder emails, and stakeholder group visits.

Steering Committee Public Hearing

The transit project Steering Committee meetings are open to the public and include time on every agenda for public comment. Before the Steering Committee identifies a locally preferred alternative—the concept plan for transit—a public hearing will be held at a Steering Committee meeting to provide a final opportunity for comment. The IAP2 Spectrum level of participation will be consult.

Translation

Where possible, materials for public review should be produced in English and Spanish. Other languages may be needed for specific events and will depend on participation. Meetings for in-person and online engagement activities will be bilingual in English and Spanish.

Schedule/Phases of Work

There are three phases for public involvement activities.

1. Summer/Fall 2022
2. Winter 2022/2023
3. Spring 2023

Phase One - Summer/Fall 2022

The period focuses on visits to stakeholder groups and information sharing through a project website.

Objectives:

- Communicate with the public about the need for higher quality transit along TV Hwy
- Describe project goals and decision-making process
- Share information on project timeline and data collected regarding alignment and bus stop locations

Public Involvement Activities

Information Sharing

- Post a project webpage on the Metro site
- Prepare a fact sheet for summer 2022
- Create a stakeholder database and a method for joining a project email list
- Reflect coordination of engineering efforts (e.g., RTP, HCT plan, County transit study, Council Creek, Beaverton Downtown Loop)

Beginning in August, visit stakeholder groups with regular meetings to share information including project purpose, goals and schedule. Take feedback and invite interested people to join the email list for updates and notification of opportunities to participate.

The following is a list of potential stakeholder groups or individuals to consider for direct involvement. With consultation and agreement with local jurisdictions, the team will share information and ultimately involve as many of these groups in review of the draft concept design as possible.

- TV Hwy Equity Coalition
- Washington County Community Participation Organizations (CPO): CPO6, CPO9, CPO12C, CPO12F
- Westside Economic Alliance
- WashCo Bikes
- OPAL Environmental Justice Oregon / Bus Riders Unite!
- Beaverton Bicycle Advisory Committee
- Beaverton Neighborhood Association Committees (NAC): Central Beaverton, Five Oaks/Triple Creek, West Beaverton
- Hillsboro Transportation Committee
- Hillsboro Economic Development Council
- Tualatin Hills Parks and Rec Board
- Westside Transportation Alliance
- Youth Advisory Councils: Cornelius, Hillsboro, Beaverton

- Downtown Associations: Beaverton, Hillsboro, Aloha Business Association
- Chambers of Commerce: Washington County, Beaverton (Impact Beaverton), Forest Grove-Cornelius
- ODOT's Mobility Advisory Committee (MAC)
- GroveLink
- Street Trust
- Beaverton Downtown Loop CAC
- Large employers

EDS Community Workshops

The first EDS Community workshop is planned for October 2022. This workshop will be led by Unite Oregon and Metro with participation by TriMet and TEC member organizations.

Phase Two - Winter 2022/2023

Information sharing expands to include storytelling and opportunities to participate in workshops held by the TEC. Regular emails and newsletters keep interested members of the public up-to-date with project progress.

Objectives:

- Describe project process and concepts
- Gather and review public input from EDS community workshops

Public Involvement Activities

Information Sharing

Metro will send update emails to the interested parties email list approximately three times during phase 2, and a total of six times throughout the project. They will be sent when a new fact sheet is available or when there are upcoming opportunities to participate.

- Nov 2022
- Dec 2022
- Feb 2023

Other information sharing tasks in phase two include:

- Update the website as needed
- Submit articles to local jurisdiction and non-profit newsletters
- Bi-annual storytelling opportunities featuring TAC or Steering Committee members; stories published on the metro website and social media channels
 - Provides posts and taglines with partner organizations and jurisdictions and request them to share on their channels
- Drive online traffic to the project website where interested parties can join an email list for updates
- Update the project fact sheet as needed

EDS Community Workshops

The second EDS Community workshop is planned for March 2023. This workshop will be led by Unite Oregon and Metro with participation by TriMet and TEC member organizations.

Phase Three - Spring 2023

In this phase, the focus shifts to notification of opportunities to comment on the draft transit concept design.

Objectives:

- By May 2023, provide the public with a comparison of how various bus stop locations and the alignment meet the stated project criteria. Obtain advice and suggestions for improvement based on their personal experience riding transit and using the roadway. Also, obtain feedback on how they have felt about the process. Use this feedback to make changes to the concept designs.

Public Involvement Activities

Information Sharing

- Update emails-- Include information about when this information is going to Boards and Commissions
 - April 2023
 - May 2023
 - June 2023
- Promote the online engagement opportunity at existing events (tabling):
 - Farmer's markets (might include: Beaverton, Hillsboro, Cornelius, Forest Grove, Orenco, Aloha)
- Promote the online engagement opportunity with signs at line 57 bus stops
- Promote the online engagement opportunity through email lists:
 - TriMet's rider email list
 - Project email list
 - TV Highway equity coalition members
 - TV Highway leadership cohort members
 - TV Highway Steering Committee members
- Promote the online engagement opportunity through social media
 - TriMet social media channels
 - Metro social media channels
 - Partner social media channels
- Promoting the online engagement opportunity through the project website
- Stakeholder emails
- Communicate Steering Committee decision to public

EDS Community Workshops

The final EDS workshop is planned to occur in May 2023. This workshop will be led by Unite Oregon and Metro with participation by TriMet and TEC member organizations.

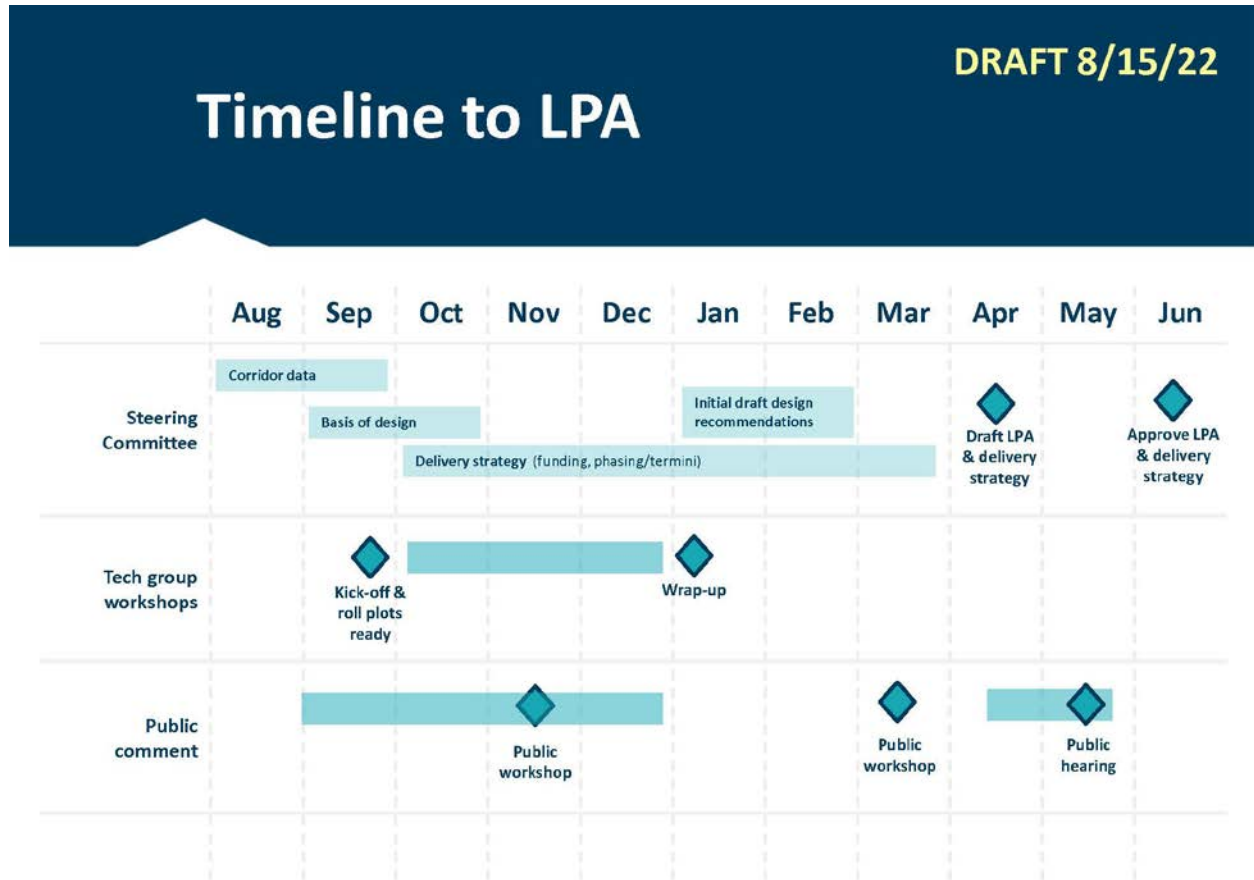
Online Engagement

The online engagement survey will display and explain the design options for consideration and provide opportunity for a broad range of community members to participate.

Steering Committee Public Hearing

A public hearing before the Steering Committee is anticipated in May or June 2023 before the Steering Committee’s decision on the LPA.

Schedule



Staffing

Task	Date	Staff	Phase
Website established	May 2022	Metro	1
Website updates	As needed	Metro	All
Fact Sheets	Summer 2022 Winter 2022 Spring 2023 June 2023	Metro	All
Storytelling	Fall 2022 <i>Winter 2023 (if time)</i> Spring 2023	Metro in Fall 2022 <i>Featured writer from the TEC or Unite leadership cohort?</i>	All
Stakeholder group visits	Summer/Fall 2022	Metro & TriMet staff	1
Submit articles to newsletters (County weekly; COH every other month; COB, others?)		Metro	All
Stakeholder database	Ongoing	Metro	All
Update emails	Nov 2022 Dec 2022 Feb 2023 April 2023 May 2023 June 2023	Metro	All
Community workshops	Nov 2022 March 2023 May 2023	Unite Oregon and the TEC	2 and 3
Online survey	Spring 2023	TriMet's consultant Metro & TriMet	3