

Agenda

Meeting: Tualatin Valley Highway Steering Committee
 Date: Thursday, October 13, 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 high-level elements being used to create Phase 1 design for TV Highway. Receive an update on the Equitable Development Strategy process and upcoming project outreach.

Outcome(s): Members are grounded in elements for future review of transit project design. Members understand the trajectory of the Equitable Development Strategy, Equity Coalition membership, and plan for upcoming outreach.

4:00 p.m.	Welcome and Introductions <i>Are there any updates related to TV Highway you'd like to share from your community?</i>	Metro Councilor Juan Carlos Gonzalez
4:20 p.m.	Approval of August meeting minutes	Councilor Gonzalez
4:25 p.m.	Presentation: Basis of Design	Jess Zdeb, Metro Dave Aulwes, TriMet
4:50 p.m.	Discussion <i>Are there any clarifying questions about design treatments presented? Is the difference between the design approach for downtown and other locations clear?</i>	Councilor Gonzalez
5:10 p.m.	Presentation: Equitable Development Strategy and Outreach Update	Jess Zdeb, Metro Equity Coalition member
5:30 p.m.	Discussion <i>Do you have any questions about the process for creation of the Equitable Development Strategy and Equity Coalition membership?</i>	Councilor Gonzalez
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 the link by emailing Yuliya.lee@oregonmetro.gov.

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកម្មវិធីសេវាសម្រាប់ពលរដ្ឋមានការរើសអើង www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីរៀបចំសេវាបកប្រែសម្រាប់លោកអ្នក។



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

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

Date/time: Thursday, September 8, 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
Commissioner Jerry Willey
Councilor Rick Van Beveren
Mayor Jeffrey Dalin
Mayor Pete Truax
Rian Windsheimer
JC Vanatta
Ernesto Oliva
Maria Dolores Torres
Maria Caballero-Rubio
Karmen Chavez-Sam

Affiliate

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

Panelists Attending

Eryn Kehe
Malu Wilkinson
Yuliya Lee
Tanja Olson
Michaela Skiles
Jessica Zdeb
Jonathan Plowman
Bernadette Le
David Aulwes

Affiliate

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Welcome and introductions (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Councilor Gonzalez called meeting to order at 4:00 p.m. and welcomed the attendees to the meeting. Committee members proceeded to introduce themselves. Ms. Eryn Kehe, Metro, reminded the committee members and attendees about Zoom webinar logistics. Councilor Gonzalez noted that there were not any fatal crashes on TV Highway since the committee's July meeting. He introduced new Tualatin Valley (TV) Highway project manager, Ms. Jessica Zdeb, Metro, and thanked Ms. Eryn Kehe, Metro, for her work.

Ms. Jessica Zdeb, Metro, thanked Councilor Gonzalez for introductions and gave a brief overview of her personal experience using transit and bicycle in the corridor to better understand the work that needs to be done there.

Co-chair Juan Carlos Gonzalez asked the committee for approval of the meeting summaries from May 12, 2022 and July 14, 2022. With all in favor, the meeting summaries were accepted unanimously.

Presentation: Corridor characteristics (Michaela Skiles, Metro)

Ms. Michaela Skiles, Metro, started presentation with a brief description of where TV Highway fits within Regional High-Capacity Transit (HTC) Network and defined project's study area. She continued her presentation with an overview of line 57, which included:

- Frequent Service route (15-minute frequencies most of the day)
- As of Spring 2022
 - 5th highest ridership in TriMet bus network
 - 2nd most productive TriMet bus line

Ms. Skiles elaborated on details concerning ridership and shared the results of Fall 2021 Line 57 rider survey. This survey asked respondents to answer demographics questions and consider their first transit ride of the day to answer others. Findings included:

- 1/3 took survey in Spanish
- Over half identified as people of color
- Almost 2/3 earn below 200 percent of the federal poverty level
- 70 percent of respondents don't have car access
- Half of trips are for work
- 75 percent walk to/from Line 57 stops

Ms. Skiles continued with an overview of the corridor's land use, population and employment density, and projected population and employment growth. She noted that corridor has high low-income population and communities of color, and higher proportion of residents with limited English proficiency. Ms. Skiles pointed out that most of the corridor is within Metro-defined Equity Focus Areas, identified in Regional Transportation Plan (RTP), and explained where affordable housing is located within the corridor. She concluded her presentation with an overview of household characteristics and shared what other data is being collected to present to the Technical and Policy Work Groups, and Steering Committee.

Discussion (Councilor Juan Carlos Gonzalez, Metro)

The committee members were asked the following discussion questions:

- Is there anything that surprises you about these findings?
- Is this a good start to supporting decision-making about the project?
- Is there any additional local data that may help inform our analysis?

The committee members inquired about getting additional information on what defines gathering places for people of color, if there is a substantial portion of the work commuters traveling from the Hillsboro Center, if there would be any impact to agricultural lands in the corridor and how Urban Growth Boundary (UGB) land exchange might impact the project. In addition, the committee members asked for additional data on populations with different physical abilities.

Concerns were expressed about population displacement and impacts on the community, having to prioritize the need for High-Capacity Transit (HCT) and equity, personal security and safety at bus stops. In addition, committee members commented on importance of getting freight users engaged early in the process and that current decisions should consider future industrial and commercial developments in and around the corridor.

HOPE grant schedule (Eryn Kehe, Metro)

Ms. Eryn Kehe gave an overview of the project’s timeline and elaborated on the steering committee’s participation in the current stage of the project. She noted that presented timeline is a rough estimate, however, it gives the committee members a general idea of the project’s milestones and what will be expected of them.

Councilor Ashley Hartmeier-Prigg, City of Beaverton, inquired about the process of securing local funds for the project. Ms. Kehe responded that conversations about funding start at the staff level and will begin shortly. Ms. Malu Wilkinson, Metro, agreed with Ms. Kehe, and assured the committee that conversations about funding for project development will occur in the coming months.

Mr. JC Vanatta, TriMet, asked Ms. Kehe to elaborate about Small Starts funding and what it means to the steering committee. Ms. Kehe explained that Small Starts is a grant program of the Federal Transit Administration (FTA). The grant would require 50/50 local match funding, and in the past projects it proved to be successful mechanism for securing federal funds.

Commissioner Nafisa Fai, Washington County, inquired if Ms. Kehe could explain the process of environmental review and asked if there would be opportunities for the community involvement in the process. Ms. Kehe stated that environmental review is a required process when applying for federal funding and project staff working closely with FTA to determine the level of detail that will be required for that review. She also noted that there would be numerous opportunities for the communities to be involved in various stages of the project.

Ms. Kehe concluded her presentation with a detailed overview of project’s timeline from current stage to approval of the Locally Preferred Alternative (LPA).

Councilor Rick Van Beveren, City of Hillsboro, inquired if LPA is determined by the Steering Committee or just recommended, and if LPA recommendation would be for the entire TV Highway corridor. Ms. Kehe responded that the Committee will make a recommendation for the LPA to be included in the Regional Transportation Plan which is eventually approved by Metro Council. Ms. Kehe also responded that Metro has been advised by FTA that moving an LPA of entire corridor forward would be the best course of action.

Presentation: Public Involvement Plan (Bernadette Le, TriMet, and Eryn Kehe, Metro)

Ms. Bernadette Le started presentation by sharing TV Highway project’s goal, which is to create a concept design that, “is supported by the community, in particular transit riders and communities of color.” She shared public involvement principles, which included:

- Transparency and trust with the public
- Equitable opportunity for participation

- Plans reflect meaningful community feedback
- Key stakeholders' sense of ownership in project outcomes
- Participation by a diverse cross-section of the community along TV Highway

Ms. Le explained that target audience would consist of:

- Transit riders, in particular communities of color and low-income communities
- Spanish-speaking population
- People under the age of 18
- Families with children
- Transit riders who use mobility devices

Ms. Eryn Kehe continued presentation by introducing community partners in outreach, which included APANO, Adelante Mujeres, Unite Oregon, Bienestar, Centro Cultural, and Muslim Educational Trust. She elaborated on planned various involvement activities, such as:

- Information sharing
- Community workshops for Equitable Development Strategy (EDS)
- Concept plan online engagement
- Steering Committee hearing
- Translation

Ms. Kehe proceeded to give an overview of three different phases of the project, which included:

Phase One – Summer/Fall 2022:

- Communicate the need for faster, safer, and more reliable transit along TV Highway
- Describe project goals and decision-making process
- Share information on project timeline and data collected
- First EDS workshop

Phase Two – Winter 2022/2023:

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

Phase Three – Spring 2023:

- Describe project process and concepts
- Gather and review public input from EDS community workshops
- Online engagement tool
- Third EDS workshop
- Public hearing

Discussion (Councilor Juan Carlos Gonzalez, Metro)

The committee members were asked the following discussion questions:

- Are there specific groups or individuals that you recommend involving?
- Are there engagement strategies you know work well in your community?

The committee members commented on the importance of using various languages in its community outreach activities, shared additional information on specific scheduling of outreach events to ensure community's feedback is received prior to the committee's decision-making, and follow-up feedback

opportunities are provided. Update was requested on Equitable Development Strategy and on any safety improvements that are planned or being implemented in the corridor. Concerns were raised about possible negative impacts on drivers and the freight community. The committee members emphasized the importance of including them in the process of providing feedback to ensure informed decision-making.

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 5:57 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	9/8/2022	09/08/2022 TV Highway Steering Committee meeting agenda	090822TVHSC-01
2	Document	9/8/2022	05/12/2022 TV Highway Steering Committee meeting minutes	090822TVHSC-02
2	Document	9/8/2022	07/14/2022 TV Highway Steering Committee meeting minutes	090822TVHSC-03
2	Document	8/19/2022	Memo – TV Highway Characteristics Draft 8/19/22	090822TVHSC-04
2	Document	8/25/2022	Schedule graphic – Draft 8/25/22	090822TVHSC-05
2	Document	8/19/2022	Public Involvement Plan 8/19/22	090822TVHSC-06

00:20:41 Ashley Hartmeier-Prigg: Nice pitch!

00:22:06 Eryn Kehe: Can staff turn off camera unless you are speaking? It will help Our chair see the members,

00:52:50 Eryn Kehe: Great feedback, thank you for the local information!

00:54:06 Councilor Rick Van Beveren: M&M Marketplace in Hillsboro is very popular also

00:58:53 Mayor Jeffrey Dalin: Agree on the M&M Marketplace comment

01:07:09 Pete Truax, City of Forest Grove: I would comment on Commissioner Willey's discussion about bus stops. My take is that bus stops occur when there is a need. For example, there are bus stops that are a block apart, because of the passenger need, and other stops that are almost a mile apart in more rural areas. So I would gently dispute the use of averaging the distance between stops. I.e. one person makes \$15,000 a year, and another makes \$150,000. The average is \$82,500. Averaging doesn't often tell the whole story.

01:12:41 Eryn Kehe: Thank you for that, Mayor Truax. Context is everything. This topic will come up more in the design process.

01:18:29 Karmen Chavez-Sam (she/her), APANO CUF: Thank you for the presentation! I don't have further comments to add at this time.

01:49:03 JC Vannatta, TriMet (he/him): I'm sure you will - but please let us know when the workshops are. I would love to attend. Thanks so much!

01:51:07 Ernesto Oliva (he/him/el) Unite Oregon: Of course!

01:56:07 Ashley Hartmeier-Prigg: Brilliant Ernesto.

01:56:56 Ashley Hartmeier-Prigg: Thank you.

02:03:43 Rian Windsheimer: Some preliminary numbers nearly 40K AADT traffic flow on OR 8, and upwards of 2400 trucks

02:05:51 Rian Windsheimer: ADT = Average Daily Traffic

02:08:15 Councilor Rick Van Beveren: We have a great communication team and tools at the City of Hillsboro to take outreach out to a wider audience...

02:09:18 Eryn Kehe: You do! We've met and will continue to meet with your team to work together on this.

02:10:54 Karmen Chavez-Sam (she/her), APANO CUF: Thank you and congrats, Eryn!!

02:11:22 Ashley Hartmeier-Prigg: Thank you Eryn.

02:11:30 Rian Windsheimer: Everyone be safe out there this weekend and be prepared for the potential loss of power as PGE works to reduce fire danger for us all.



Metro



TV Highway HOPE Grant Steering Committee | October 13, 2022

Basis of Design purpose

- Documents design assumptions and standards
- Living document with updates as design progresses

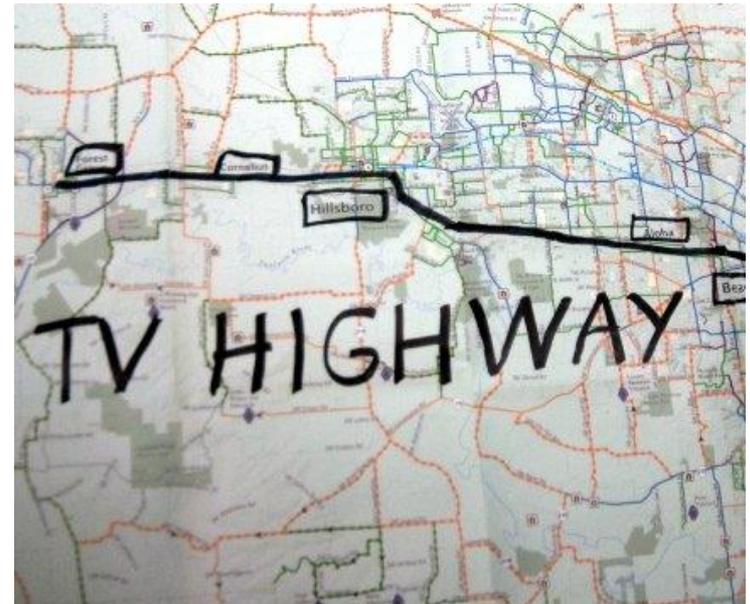


Transit project goals

- **Improves the travel experience** (safety, time, reliability) for transit riders, in particular communities of color and low-income communities
- Advances local goals related to **land use, transportation, equity, and climate**
- **Supported by the community**, in particular transit riders and communities of color

Transit project goals, cont.

- **Feasible to fund,**
construct and operate
- **Able to move** into the
next phase, Project
Development



Phase 1 Design Components

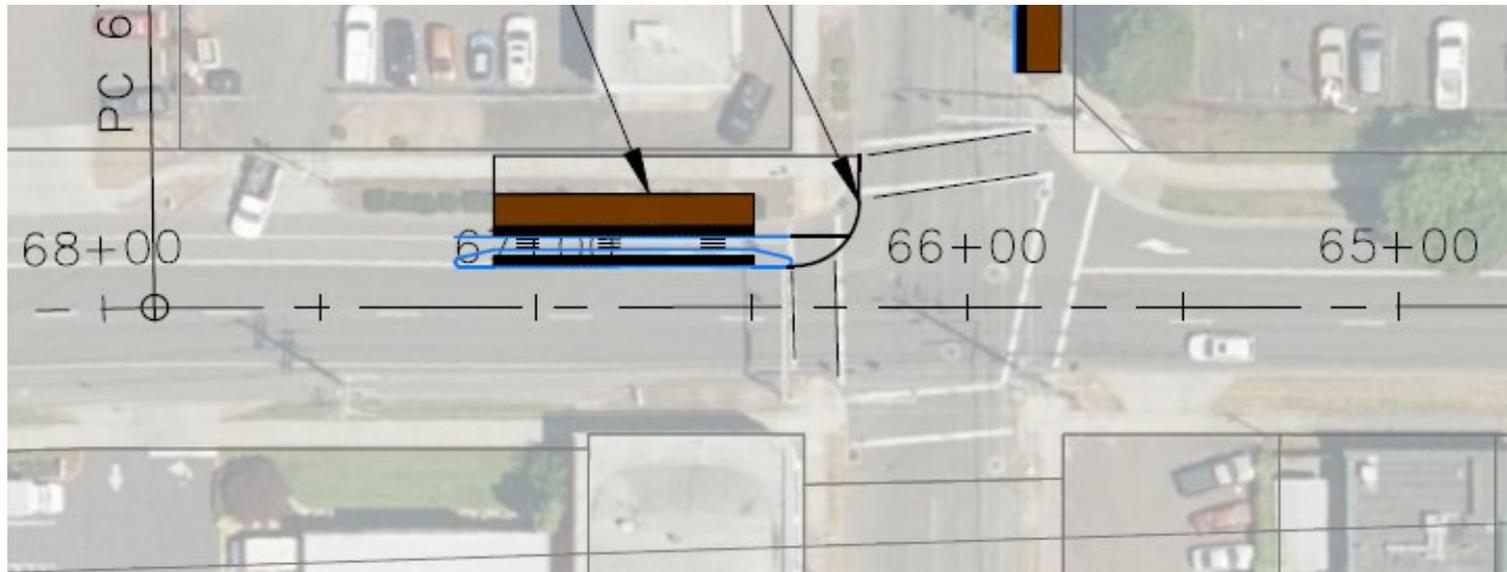
- Placing stations
- Identifying initial transit priority treatments
- Locating enhanced crossings
- Applying cross section modifications
- Establishing design/improvement areas

Draft Station Selection

- Existing Line 57 ridership
- Access to destinations
- Stop spacing
- Proximity to protected crossings
- Partner and public workshop input
- Design considerations

Station Types

In-lane Stations



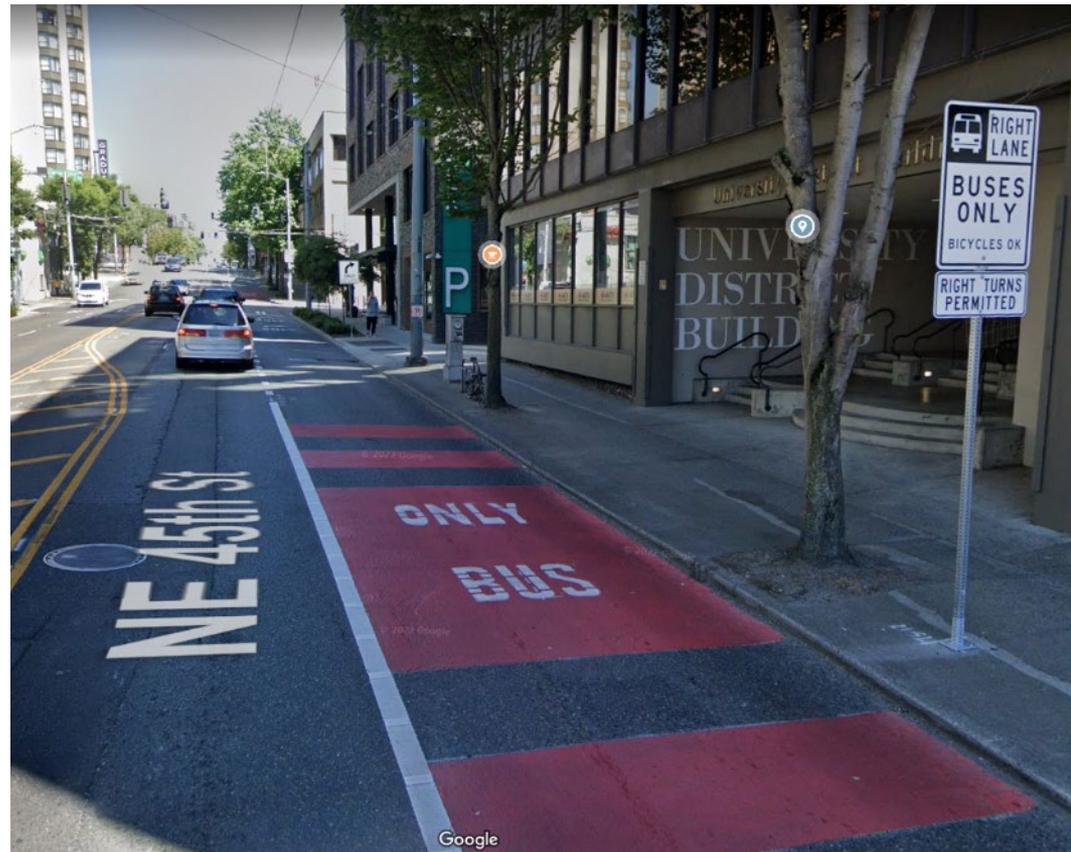
Station Types

Pull Out Stations



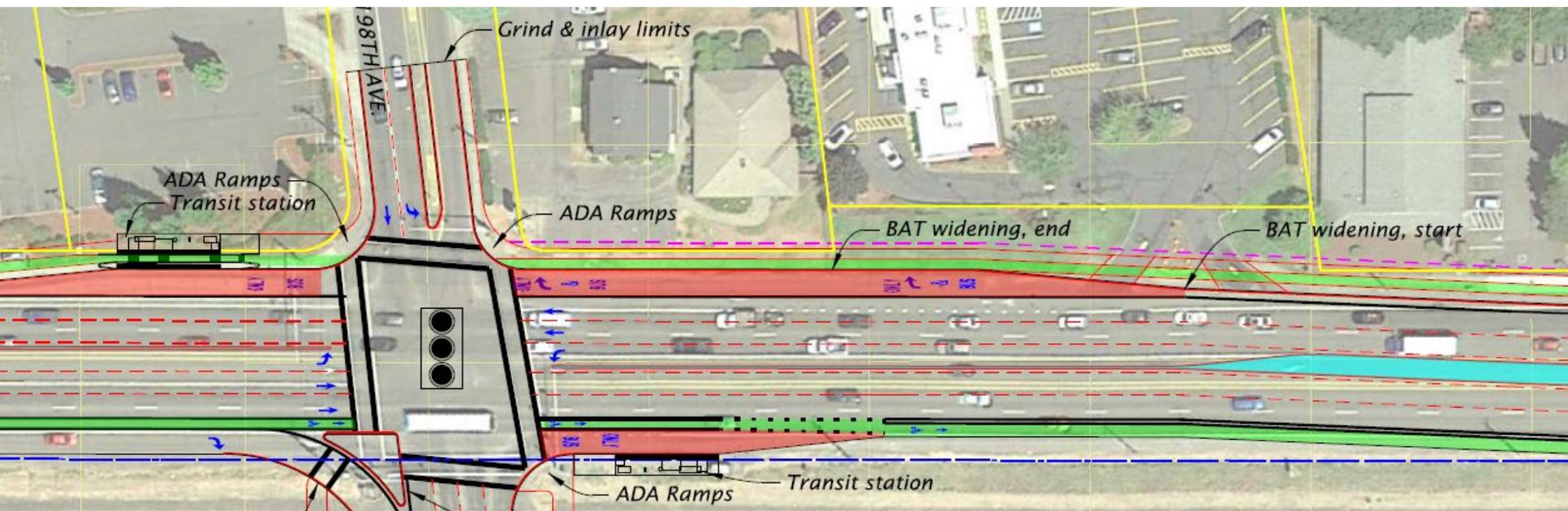
Transit Priority Treatments

Business Access and Transit (BAT) Lanes



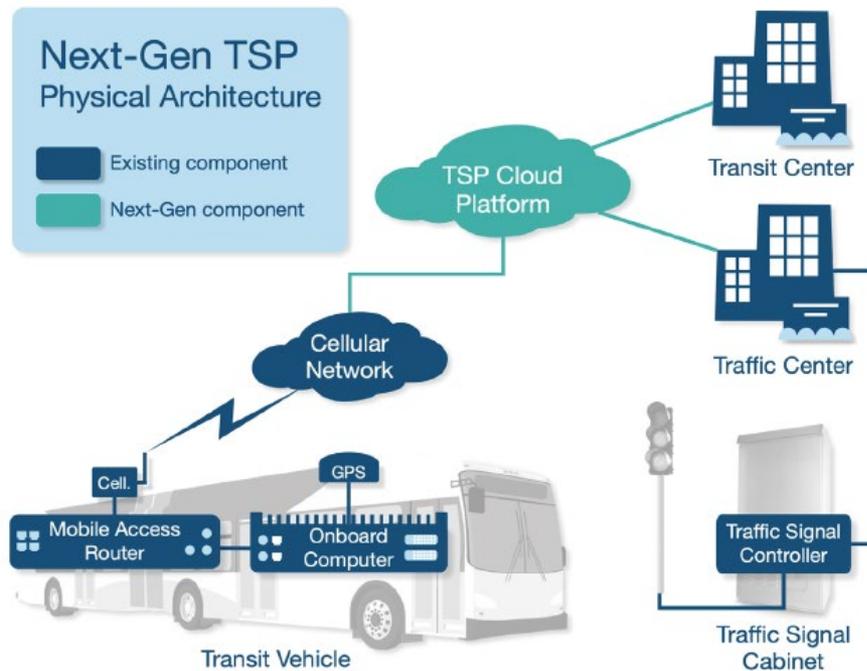
Transit Priority Treatments

Queue Bypass Lane



Transit Priority Treatments

Transit Signal Priority (TSP)



- TSP can improve travel for all users
- Next-Gen TSP Applications
- Some limitations at Beaverton SCATS signals

Enhanced Pedestrian Infrastructure

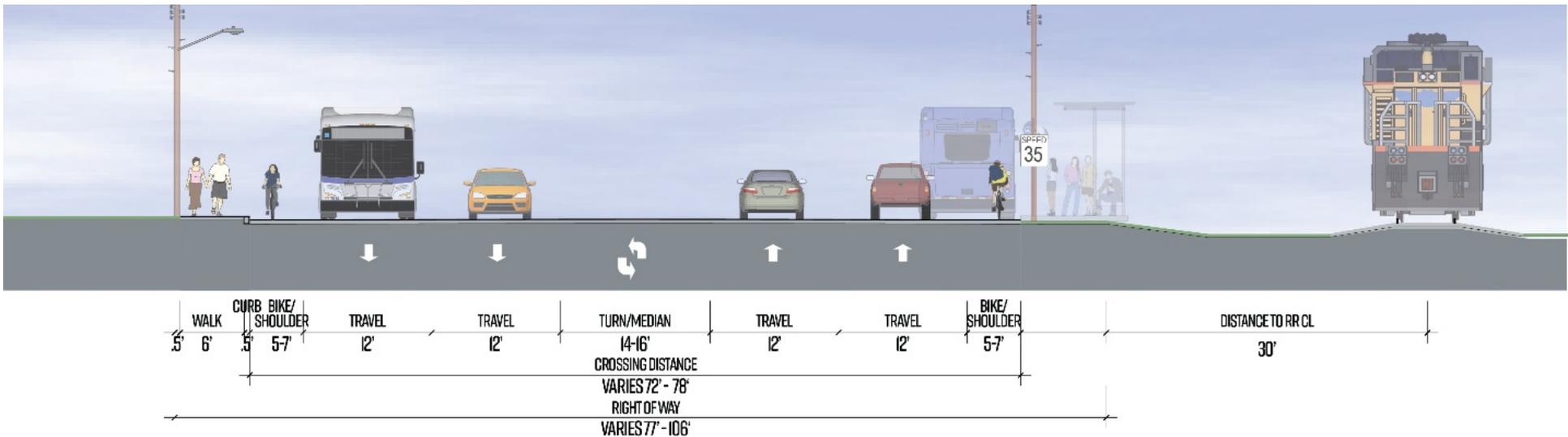


Cross Section Adjustments

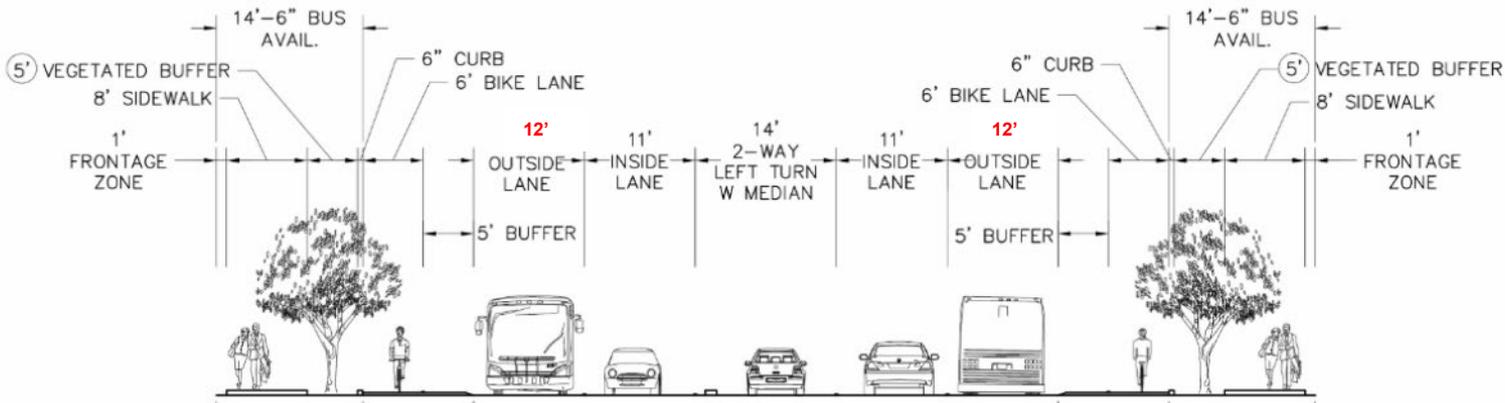
- Inputs to refine cross sections
 - Previous cross sections
 - BUD/HDM (*now combined!*)
 - Coordination with ODOT
 - Speed reduction opportunities
 - RR and ROW Constraints
- Apply to corridor segments

Cross Section Adjustments

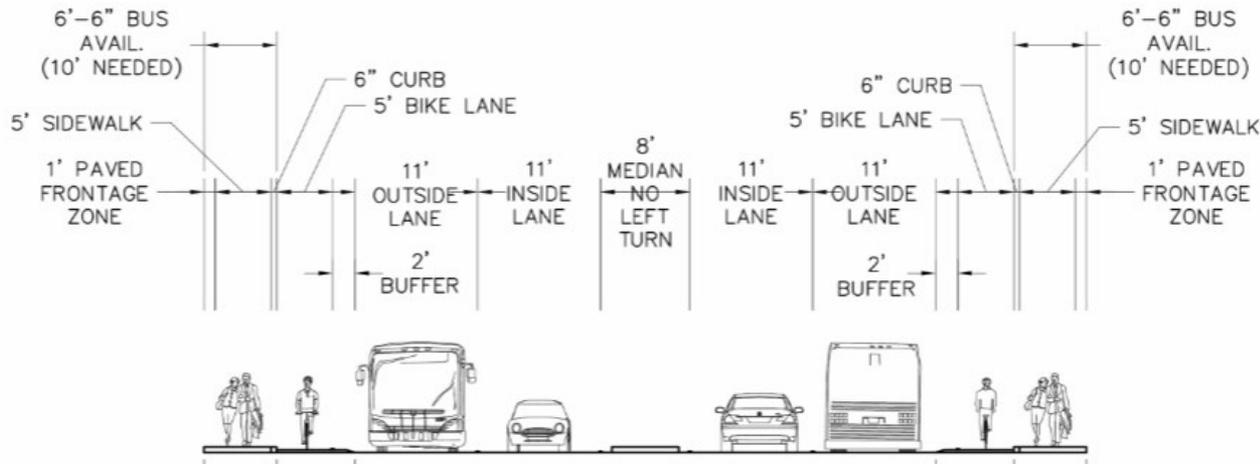
Existing Cross Section (Aloha)



Cross Section Adjustments



Commercial Corridor Preferred (Aloha)

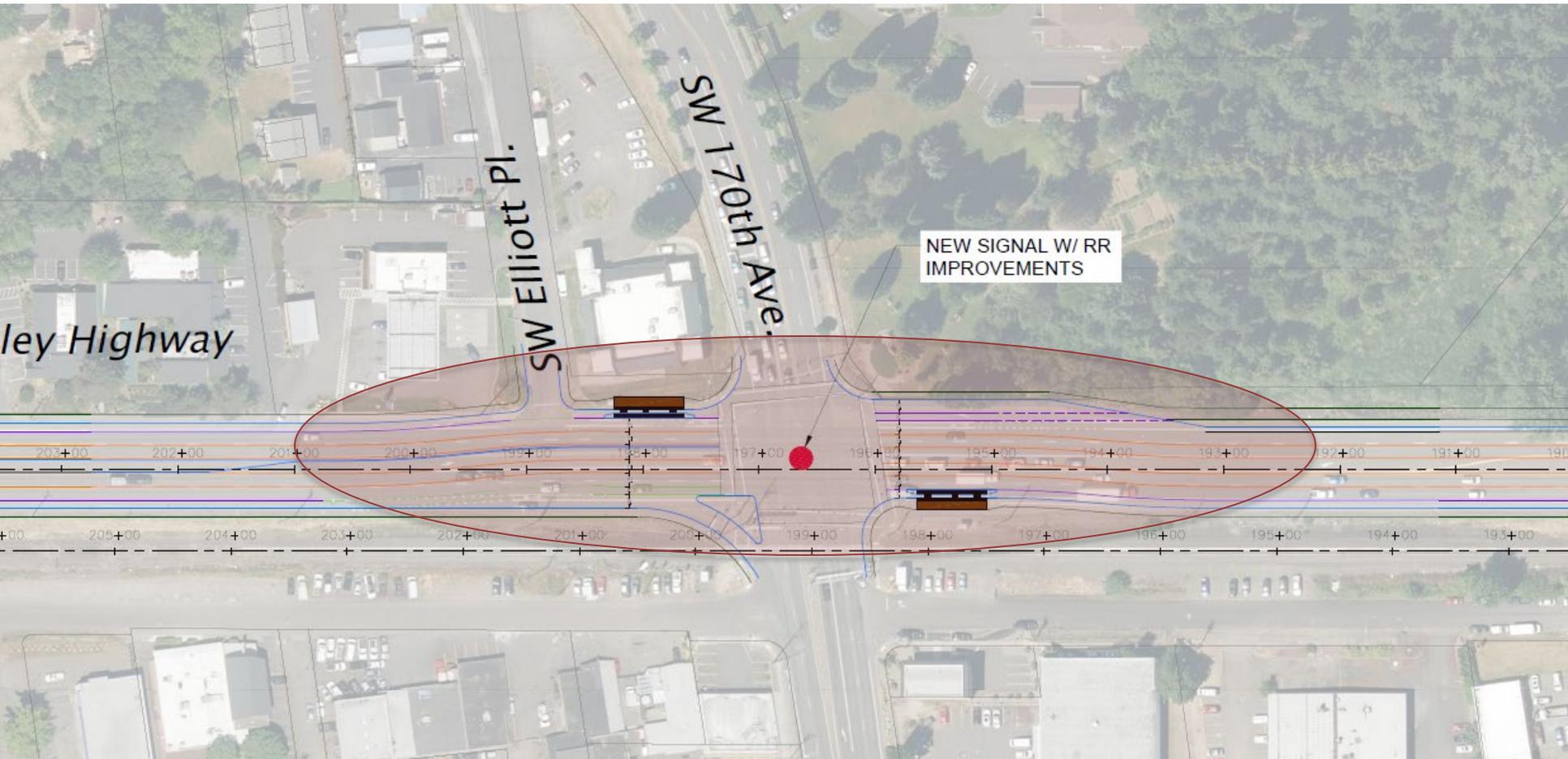


Commercial Corridor Minimum Constrained (Aloha)

Station Improvement Areas



Station Improvements Areas



Transit Project Improvement Area



Transit Project Improvement Area

DRAFT



Next Steps

- Individual agency workshops
- Transit priority analysis
- Travel time estimates
- Project delivery analysis
- Phase 2 design refinement

TV Highway Equitable Development Strategy Update

October 13, 2022



Metro

What is the Equitable Development Strategy?

- Separate from the transit project
- Builds upon SWEDS knowledge and process
- Community-led strategy to support equitable development on corridor



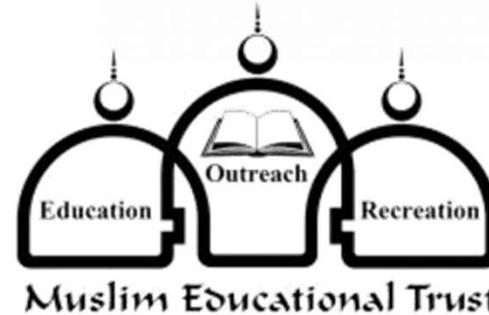
TV Highway Equity Coalition (TEC)



CENTRO



APANO
ASIAN PACIFIC AMERICAN NETWORK OF OREGON



Muslim Educational Trust



Virginia Garcia Memorial
HEALTH CENTER



**ADELANTE
MUJERES**



AFRHEEC

**Small business owners &
residents**

Leadership Cohort

Cultivating
community leaders

Diverse cross-
section of TV
Highway
community



Process and product

- Community-identified needs for prosperity
- Documented commitments for implementation
- Organization responsible to lead

Coalition 2-5 year action initiatives and current status

	Early concept	Pilot/early work	Partially resourced	Resourced/underway	Status
Influence	2-5 year initiative				Lead/possible lead organization
	Formation and operationalization of the Southwest Equity Coalition				Unite Oregon and Community Alliance of Tenants
Equity	Leadership trainings and targeted engagement to empower low-income residents, communities of color and community-based organizations				Unite Oregon
	Community Preservation Work Group to provide anti displacement services and provide parity of tenant protections				Community Alliance of Tenants
Equitable housing	Implementation of the Southwest Equitable Housing Strategy				City of Portland and City of Tigard
	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 CPAH
Workforce stability	Identification of sites for directing outside capital to affordable housing in Southwest Corridor through a Real Estate Investment Trust				Meyer Memorial Trust
	Major employers engagement to train entry level workers from diverse backgrounds for middle skill/wage career advancement pathways among major employers				IRCO, Worksystems Inc. and OHSU
	Aligned and expanded workforce development resources and programs between Multnomah and Washington counties				Worksystems Inc.
Business stability	Exploration of community and/or public benefits agreements in the Southwest Corridor				Metro and O'Neill Construction
	Inventory and survey of disadvantaged businesses to establish improved representation and activate anti-displacement financial and technical resources				Prosper Portland and Mercy Corps NW
Community development	Improved access to affordable commercial space for disadvantaged businesses				Craft 3 and Prosper Portland
	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
Health	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
Mobility	Collaboration with coordinated care organizations to improve healthy food access and address other health equity needs in corridor				Oregon Health Authority
	Identification of resources and construction of MAX light rail line along with walking, biking and roadway projects in the Southwest Corridor				Metro and TriMet

Upcoming outreach

- Workshop 1: Online, October 29, 10am-12pm
- Presentations to committees, boards



Comments?

oregonmetro.gov

