

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Tualatin Valley Highway BRT Steering Committee

Date: Thursday, March 9, 2023

Time: 4:00 to 6:00 p.m.

Place: Zoom

<https://us02web.zoom.us/j/83778045336?pwd=RGRiZVNHVnpIWmwrVlIvTXFsSDNIZz09>

Passcode: 791611

US: +1 253-215-8782 or 877-853-5257 (Toll Free)

Webinar ID: 837 7804 5336

Purpose: Refresh Committee's understanding of project scenarios under evaluation and evaluation framework. Present initial results of evaluating Small Starts criteria and additional project considerations.

Outcomes: Understanding of scenarios, evaluation approach, and findings. Airing of initial reactions to ratings. Feedback for staff on suggested further work.

- | | | |
|-----------|--|---|
| 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 December meeting minutes | Councilor Gonzalez |
| 4:25 p.m. | Equitable development strategy update | Mohanad Alnajjar, Unite Oregon |
| 4:40 p.m. | Project scenarios evaluation initial results <ul style="list-style-type: none">• Scenarios orientation• Small Starts evaluation results• Additional scenario considerations | Jess Zdeb, Metro
Kelly Betteridge, Metro
Michaela Skiles, Metro |
| 5:15 p.m. | Discussion <ul style="list-style-type: none">• <i>Do you have any clarifying questions about work to date?</i>• <i>Are there additional analyses or aspects of these scenarios that need to be explored to choose a path forward?</i>• <i>Do you have initial reactions to the identified scenarios and the evaluation results so far?</i> | Councilor Gonzalez |

5:50 p.m. Public comment

5:55 p.m. Next steps

Councilor Gonzalez

Upcoming TV Highway meetings

- *Equitable development strategy workshop (March 11)*
- *Technical Working Group (March 15)*
- *Policy Group (March 22)*
- *Steering Committee (April 13, likely in person)*

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Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

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

Date/time: Thursday, December 15, 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
Mayor Malynda Wenzl
Councilor Ashley Hartmeier-Prigg
Commissioner Nafisa Fai
Commissioner Jerry Willey
Mayor Jeffrey Dalin
Councilor Rick Van Beveren
Rian Windsheimer
JC Vanatta
Ernesto Oliva
Maria Dolores Torres
Nansi Lopez
Karmen Chavez-Sam
Bryan Pohl

Affiliate

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

Panelists Attending

Jess Zdeb
Malu Wilkinson
Yuliya Lee
Kelly Betteridge
Jamie Snook
Jesse Stemmler
David Aulwes

Affiliate

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Welcome and introductions (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Councilor Gonzalez called meeting to order at 4:01 p.m. and welcomed the attendees to the meeting. Jess Zdeb, Metro, gave a brief overview of the Zoom webinar logistics. The committee members proceeded to introduce themselves and shared their reasons for being involved in Tualatin Valley Highway project.

Councilor Juan Carlos Gonzalez gave a brief overview of the agenda and upcoming presentations. He also asked the committee for approval of the meeting summary from November 10, 2022. With all

in favor, the meeting minutes were accepted unanimously.

Presentation: Preliminary FX2 Division Travel Time Information – What we are seeing so far (Jesse Stemler, TriMet)

Jesse Stemler, TriMet, started presentation with an overview of FX travel time improvements preliminary data. He emphasized that current data is incomplete at this time and shared other factors that could impact early FX travel times, which included:

- Bus operator experience with new route, bus technologies
- Ongoing construction
- Machine learning by transit signal priority system
- Pandemic impacts on ridership, overall traffic, etc.
- Temporary use of 40-foot buses (not included in this data set)

Jesse explained that median travel times between static timepoints was compared between 12th and 82nd Avenues and between 82nd Avenue and Gresham Transit Center, and included peak travel times in peak directions:

- Westbound: AM peak (6:30 a.m. – 9:00 a.m.)
- Eastbound: PM peak (4:00 p.m. – 6:00 p.m.)

He presented percentage amounts showing preliminary FX median travel time improvements versus Line 2, comparing data collected from Fall 2019 and Fall 2021. In conclusion, he highlighted travel time savings for FX2 Division line, and noted that as more data is collected and analyzed, there would be more complete report of travel time improvements available to the committee.

The committee members asked for additional details on information showing which factors contributed to increase in percentage of travel time savings and if there is any feedback from FX2 bus line operators. Jesse Stemler responded that with preliminary data, travel time savings is a combination of contributing factors, some of which included signal priority, optimized stops spacing, and near level boarding. He commented on positive feedback from the bus operators due to better bus maneuverability.

Presentation: Project Scenarios Evaluation (Jess Zdeb, Metro and Jamie Snook, TriMet)

Jess Zdeb, Metro, gave an overview of the agenda items for her presentation, which included reasons for evaluating project scenarios, project process overview, scenarios overview, and scenario screening measures, including Small Starts feasibility.

She explained that the reasons for evaluating implementation scenarios are to seek the best transit project to serve corridor needs and meet project goals and, because transit project alone cannot meet all the needs of the corridor, there is a need to investigate other opportunities for safety and roadway improvements. Jess Zdeb noted that the study area is large, and it is longer than most Small Starts BRT projects. She listed some of the anticipated challenges that included:

- Ridership modeling may show sub-segments to be less competitive
- Competitive segment for ridership may be ineligible with current cost assumptions

Jess reminded the committee about project process, which included:

- Steering Committee will eventually endorse a Locally Preferred Alternative (LPA) for Federal Transit Administration (FTA) Small Starts
- Locally Preferred Alternative consists of:
 - Concept design: mode, alignment, general station locations
 - Conceptual financial plan
- LPA needs to be adopted into the fiscally constrained Regional Transportation Plan (RTP)
 - Prior to RTP, LPA voted on by local bodies

Jess Zdeb shared that Division Transit Project is an example of LPA and gave a more detailed overview of the project process to get to a Steering Committee-approved LPA, which consisted of:

1. Scenarios analysis orientation plus LPA/Small Starts refresher to get agreement on a framework for analysis
2. Scenario analysis findings presented and discussion on further data needs to identify eligible project(s)
3. Refined scenario(s) and additional data to understand Small Starts competitiveness
4. Partners agree which scenario to advance to LPA
5. Review of Phase 2 design for preferred scenario in order to share design for public review

She continued with an overview of project goals, which included:

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

Jess Zdeb explained next steps in meeting project goals and clarified that scenarios for analysis will comprise of capital investments (stations, pedestrian infrastructure, transit priority treatments) and service characteristics (how the bus line serves the corridor). She noted that project team is studying a subset of the combinations of capital and operating options. She presented Capital Investment Grant (CIG) funded potential segments and invited members of the committee to make comments or ask questions.

Maria Dolores Torres, Adelante Mujeres, inquired about the cost of the project to be able to determine which improvements were feasible. Jess Zdeb responded that next presentation would address her question.

Councilor Ashley Hartmeier-Prigg, City of Beaverton, asked if multiple grants and sources of funding can be combined to cover the cost of the project. Jamie Snook, TriMet, responded that project staff and partners would need to be creative to raise the funds and would look for various funding opportunities for this project.

Councilor Rick Van Beveren, City of Hillsboro, inquired if the project could include improvements in more than one segment, not necessarily connected to each other. Malu Wilkinson, Metro, responded that such approach may not qualify for the Small Starts project, however, there are other sources of funding to address other needs of the TV Highway corridor.

Rian Windsheimer, ODOT, commented on the importance of finding opportunities to tie projects together, leveraging funding from each other, and figuring out which funds are already allocated for similar projects that can be combined.

Jamie Snook started presentation with an overview of where this project fits within FTA's discretionary Capital Investment Grant (CIG) Program, noting that TV Highway is not viable for New Starts due to the requirement for over 50% dedicated transitway. She shared that Small Starts project feasibility would need to include the following:

- **BRT eligibility:** What are the critical project elements?
- **Cost constraints:** How expensive can the project be? How much could come from Small Starts?
- **Ratings:** Would the project meet minimum rating thresholds? Would it be competitive?

Jamie explained that TV Highway project could be eligible for Small Starts as a corridor-based BRT, mostly in mixed traffic but with features that emulate rail transit, such as **defined stations** (with accessibility, weather protection, info on schedules and routes), **consistent branding** (for stations and vehicles), and **faster travel times** (through congested intersections). She gave an overview of the Small Starts cost constraints and noted that it must be less than \$400 million total capital cost and CIG share must be less than \$150 million. She stated that TriMet targets 50% CIG share, to balance competitiveness with leveraging federal money and, added that less than 50% CIG share improves rating and maximum Federal share is 80% for all sources.

Jamie Snook presented Small Starts rating system ranging from 1 (being the lowest) to 5 (being the highest) and noted that the project must be rated at least 3 to be competitive. She elaborated that overall rating is an average of two summary ratings, Project Justification and Local Financial Commitment, and both must be 3 or better to receive a grant. Jamie explained that Project Justification consists of six equally-weighted individual measures, based on:

- Transit-supportive land use and policies
- Ridership modeling:
 - Informed by routing, runtimes, headways
 - Can be an average of current and horizon year results, or just current
- Federal share of project capital cost

Jamie continued with an overview of Project Justification measures, which included:

- **Land Use** (based on existing conditions, plans and policies):
 - Access to jobs
 - Population density
 - Affordable housing

- Parking cost and supply
- **Economic Development** (based on existing conditions, plans and policies): qualitative measure of support for transit-oriented development, based on plans and policies
- **Mobility Improvements** (based on ridership projections): number of trips on the transit project, double counting transit-dependent riders
- **Congestion Relief** (based on ridership projections): net change in overall system transit trips
- **Environmental Benefits** (divided by the cost): annualized monetary value of the change in auto VMT and bus VMT electrification, divided by the annualized federal share of the capital cost
- **Cost Effectiveness** (divided by the cost): number of annual trips on the transit project divided by the annualized federal share of the capital cost

In conclusion, Jamie shared an example of calculating numeric rating for a project's medium (3) score or better and showed possible feasible scenarios for a competitive rating.

Discussion (Councilor Juan Carlos Gonzalez, Metro)

The committee members were asked the following discussion questions:

- Do you agree with the presented approach for screening project scenarios?
- Is the process toward an LPA clear, or do you have questions about the general path for decision-making?
- Are any clarifications needed regarding Small Starts criteria and the levers that exist to influence scores?

The committee members inquired if land use included regulated or naturally occurring affordable housing and if new buses needed to be purchased for this project or could the money be saved and, instead, investments were made to make ridership experience more safe, convenient, and affordable. Kelly Betteridge responded that the affordable housing needed to be regulated. Jamie Snook clarified that FTA requires the buses to be branded for a Small Starts project and due to TriMet's commitment to zero emissions goal, their plan is to acquire electric buses.

Mayor Jeffrey Dalin, City of Cornelius, commented on the importance of exploring more efficient use of existing buses. He emphasized the greater need for improvements on safety, lane reassessments, and betterment of local communities.

Commissioner Nafisa Fai, Washington County, inquired if project staff could share Division Transit Project (DTP) cost and which local funding match scenarios were implemented there, when the committee would have discussion about local match funding, and who covers the other 50% funding, when 50% CIG share is achieved. Jamie Snook and David Aulwes, TriMet, responded that at this time, total cost for the entire TV Highway corridor is around \$550-600 million, the other 50% after CIG share is consists of combination of various funding sources which have not been identified yet, and total cost of DTP was \$175 million, \$87.5 million of which came from a local funding. Jamie Snook noted that for DTP there wasn't as much of a need for a roadway work as there is for TV Highway, therefore it is hard to compare those two projects.

Commissioner Nafisa Fai followed up with a question for Rian Windsheimer about what percentage of

funds ODOT plans to commit to this project. Rian Windsheimer responded that it would not be a percentage, but a combination of utilizing numerous funding opportunities and current allocations for improvements to offset the overall cost. Commissioner Fai asked if TV Highway project will need to go through the process of Jurisdictional Transfer. Rian answered that currently it is not and so would not be along the same model as 82nd Avenue in Portland. Councilor Gonzalez commented that there may need to be some conversations about state legislative asks for project funding.

Maria Dolores Torres, Adalante Mujeres, commented on the importance of addressing safety concerns and suggested gradual implementation of zero emissions goals to ensure the money are being used to improve more urgent and needed aspects of TV Highway.

Nansi Lopez, Centro Cultural, inquired about communication and involvement with local communities and partners about work that is planned to be done in the corridor. Jess Zdeb responded that project staff needed to revise community involvement plan to ensure public involvement is effective and occurs at the right stage of the project.

Councilor Gerritt Rosenthal, Metro, commented on the complexity of ownership transfer for TV Highway corridor versus 82nd Avenue Transit Project.

Karmen Chavez-Sam, APANO, inquired how Equitable Development Strategy fits into Small Starts project timeline and can contribute to securing funding for transportation improvements, and how much weight does Land Use and Economic Development have in Project Justification. Malu Wilkinson responded that it is critical to have Equitable Development Strategy in place before transit project is even built to ensure that local partners and communities can benefit from improvements. Kelly Betteridge added that the focus is on investments that would benefit communities along the corridor now and in the future. Jamie Snook emphasized that the main focus of the project is on people.

Public comment

No public comment was submitted.

Next steps (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Juan Carlos Gonzalez gave a brief summary of the meeting and next steps in the year 2023. There being no further business, he 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, December 15, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	12/15/2022	12/15/2022 TV Highway Steering Committee meeting agenda	121522TVHSC-01
2	Document	11/10/2022	11/10/2022 TV Highway Steering Committee meeting minutes	121522TVHSC-02
3	Document	12/15/2022	Implementation Scenarios Introduction – December 15, 2022	121522TVHSC-03
4	Memo	12/15/2022	Responses to November 10, 2022 TV Highway Steering Committee meeting	121522TVHSC-04

16:04:17 From Rian Windsheimer to Hosts and panelists : Sorry I'm not on camera but unfortunately I'm not in the office this evening.

16:43:07 From Malynda Wenzl-Forest Grove Mayor to Hosts and panelists : I need to leave for another meeting. I hope you have a nice holiday break. ~Malynda

17:02:03 From Rian Windsheimer to Hosts and panelists : I have a response to the funding question too, when it's appropriate.

17:43:25 From Rian Windsheimer to Hosts and panelists : Or, could we use IIJA climate funding to purchase busses outside the project and use more project funding for on the ground improvements? Great question...

17:44:42 From Ernesto Oliva (he/him/el) Unite Oregon to Hosts and panelists : Hi everyone, I have to head out a bit early, my apologies. No further question at this moment, but will reach if I think of anything by tomorrow. Thank you!

17:52:11 From JC Vanatta to Hosts and panelists : My apologies - I have to duck out as I need to head to another meeting. Thanks for this great conversation. Have a safe and happy holidays!

17:59:43 From Maria Dolores Torres to Hosts and panelists : Happy Hollydays to Everybody!!!

18:00:10 From Maria Dolores Torres to Hosts and panelists : Happy

18:00:12 From Nansi Lopez to Hosts and panelists : Ditto, Happy Holidays!



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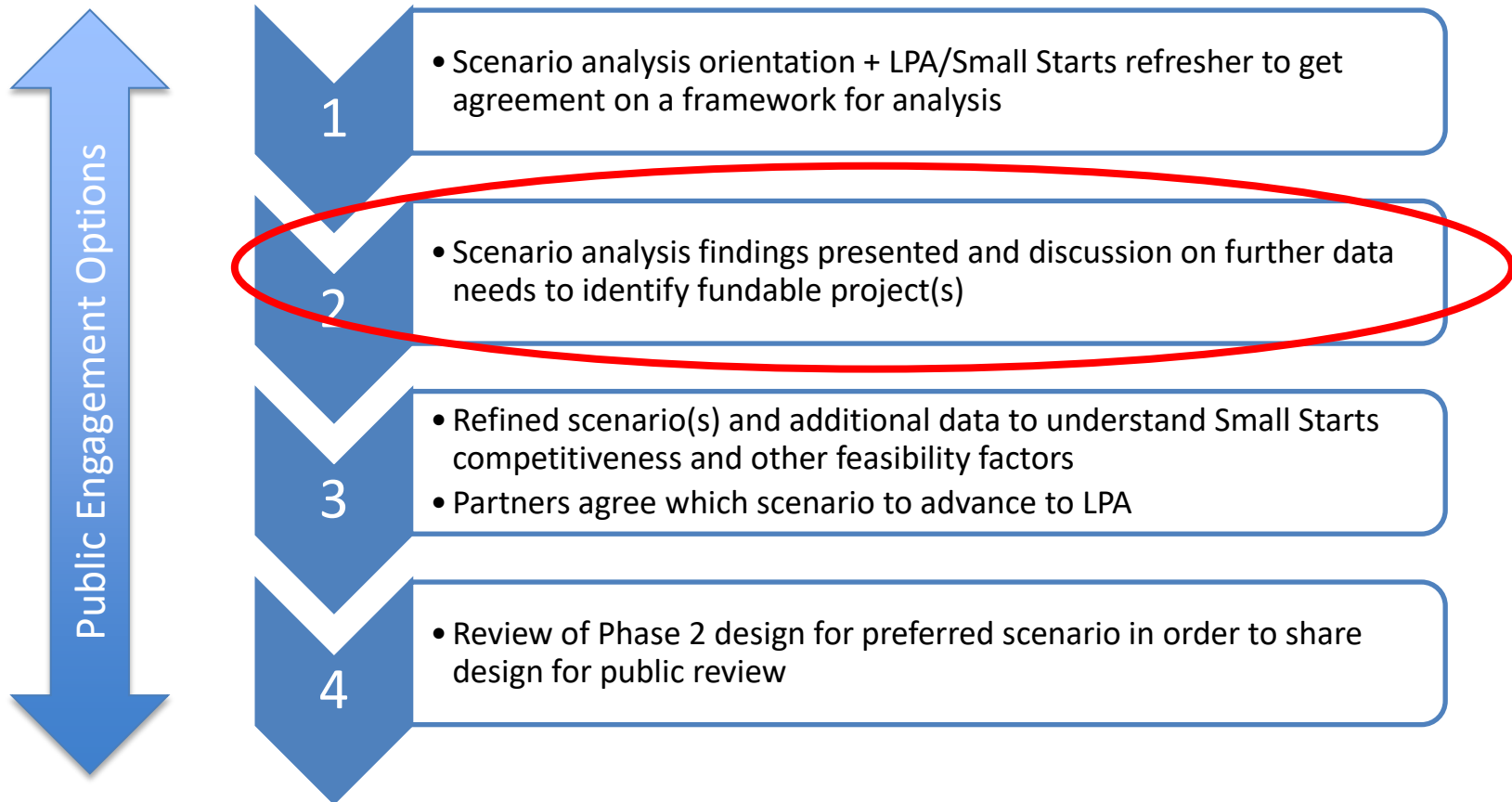


Project Scenario Evaluation Steering Committee | March 9, 2023

Why evaluate implementation scenarios

- Seeking the best transit project to serve corridor needs and meet project goals
- The transit project alone cannot meet *all* needs of the corridor, so we're starting to investigate other opportunities for safety/roadway
- Study area is large: longer than most Small Starts BRT projects

Project LPA process



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

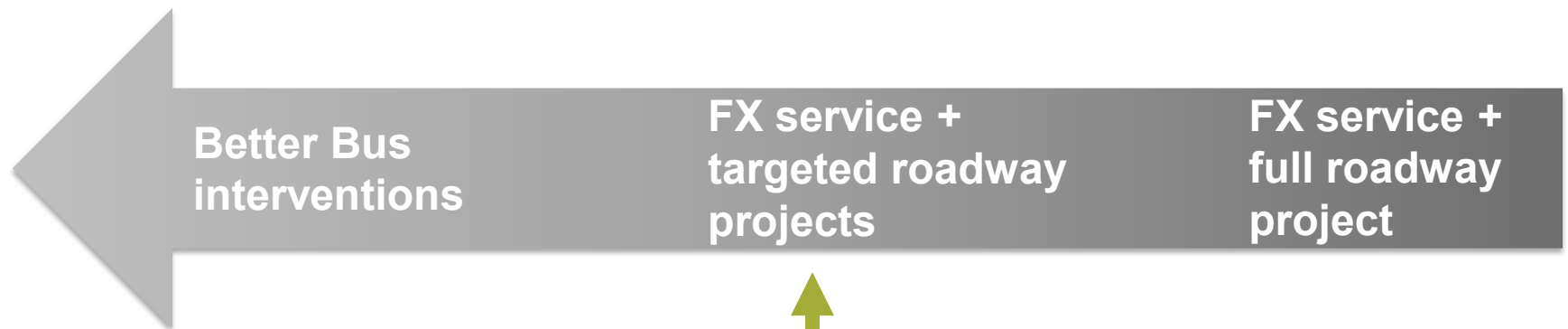
Feasible to fund, construct and operate

Able to move into the next phase, Project Development

Range of scenarios



Range of scenarios



**This is where we've
been focused.**

Better Bus interventions

- Tactical spot projects to provide transit speed and reliability improvements: space on the roadway time at the signal
- Does not include station upgrades or new fleet
- Could be combined with limited spot safety treatments



FX service + full roadway project

- A concurrent or preceding roadway project from Beaverton to Forest Grove, similar to Get Moving 2020 proposal
- Transit project would FX service with full BRT improvements

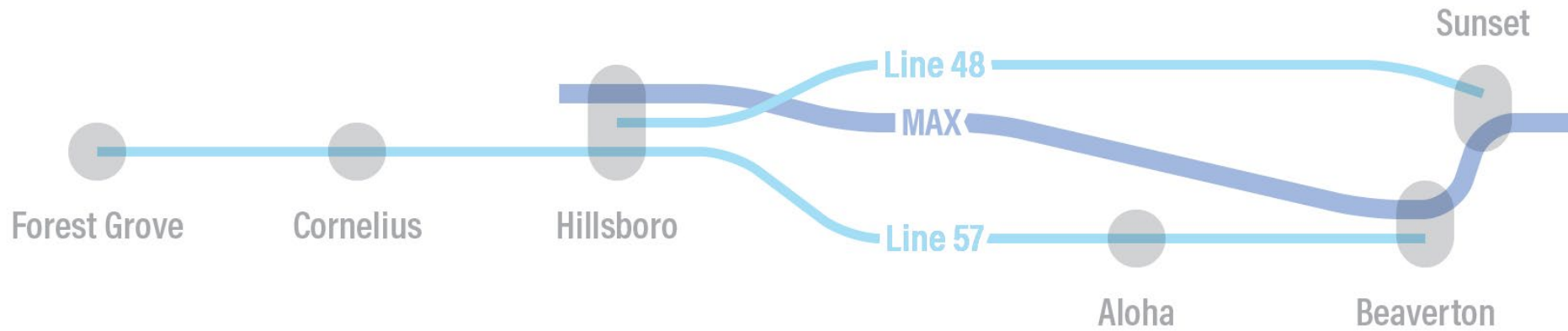
FX service + targeted roadway project



FX service + targeted roadway project



Existing context



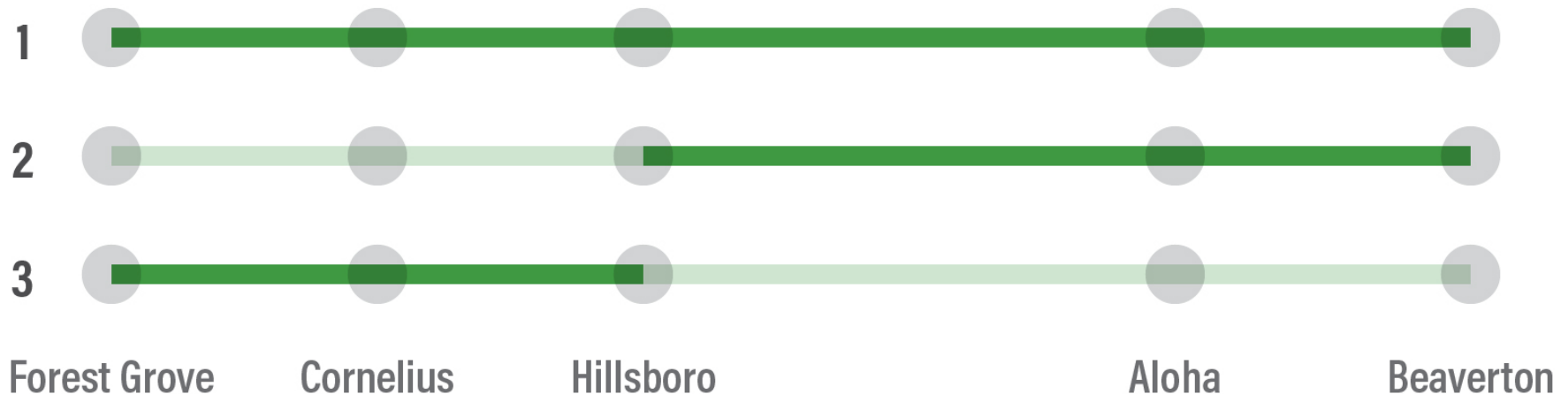
FX service + targeted roadway project

Full corridor

- Group 1

Segmented corridor

- Group 2
- Group 3



BRT 1: Beaverton–Forest Grove



- Service: continuous line
 - Beaverton to Forest Grove: FX vehicle
- Capital improvements
 - Stations, transit speed and access improvements from Beaverton to Forest Grove

BRT 2: Beaverton–Hillsboro



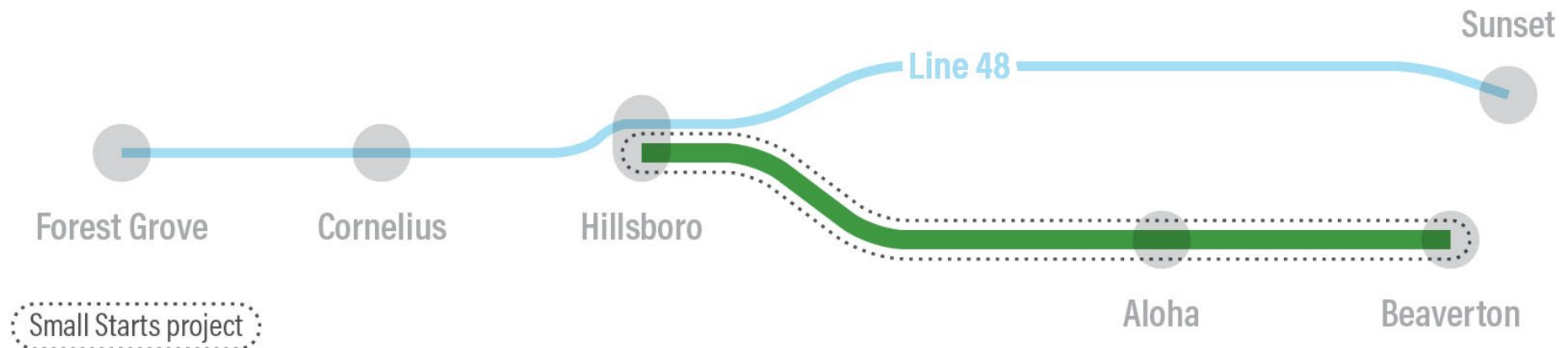
- Service: split line
 - Beaverton to Hillsboro: FX vehicle
 - Hillsboro to Forest Grove: bus vehicle
- Capital improvements
 - Beaverton to Hillsboro: stations, transit speed and access improvements
 - Hillsboro to Forest Grove: TBD to meet project goals

BRT 2a: Beaverton–Hillsboro



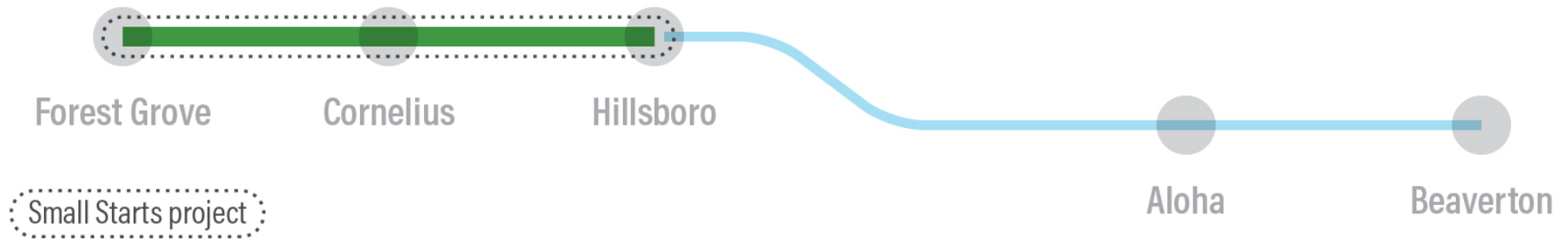
- Service: continuous line
 - Beaverton to Forest Grove: FX vehicle
- Capital improvements
 - Beaverton to Hillsboro: stations, transit speed and access improvements
 - Hillsboro to Forest Grove: TBD to meet project goals, accommodate vehicle

BRT 2b: Beaverton–Hillsboro



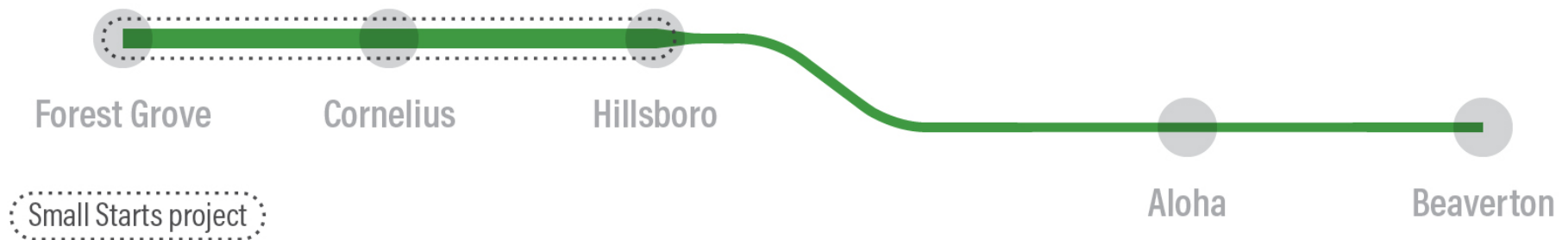
- Service: split line
 - Beaverton to Hillsboro: FX vehicle
 - Hillsboro to Forest Grove: Line 48 extension
- Capital improvements
 - Beaverton to Hillsboro: stations, transit speed and access improvements
 - Hillsboro to Forest Grove: TBD to meet project goals

Group 3: Forest Grove–Hillsboro



- Service: split line
 - Beaverton to Hillsboro: bus vehicle
 - Hillsboro to Forest Grove: FX vehicle
- Capital improvements
 - Beaverton to Hillsboro: TBD to meet project goals
 - Hillsboro to Forest Grove: stations, transit speed and access improvements

Group 3a: Forest Grove–Hillsboro



- Service: continuous line
 - Beaverton to Forest Grove: FX vehicle
- Capital improvements
 - Beaverton to Hillsboro: TBD to meet project goals, accommodate vehicle
 - Hillsboro to Forest Grove: stations, transit speed and access improvements

Scenario range comparison

ROADWAY	Limited spot improvements	Spot imp. & rebuild at stations	Full rebuild
TRANSIT	Better Bus	FX service & amenities	FX service & amenities
COST	\$ Local funding	\$\$ CIG +	\$\$\$\$ CIG ++
TIME	2-5 years	5-10 years	10+ years
SPEED	No speed change required	35mph (majority)	35mph (majority)

Small Starts refresher

BRT eligibility:

What are the critical project elements?

Cost constraints:

How expensive can the project be?

How much could come from Small Starts?

Ratings:

Would the project meet minimum rating thresholds? Would it be competitive?

Small Starts questions for FTA

- Alignments without continuous sidewalk
- Level of certainty needed to enter Project Development
 - Travel speed improvements and relationship to posted speed/pullouts
- Support for creative operating scenarios

Possible Small Starts program criteria changes

- **Shift from pre-COVID to current year ridership:** expected this year
- **Broader changes to ClG ratings:** as soon as 2024, with proposed guidance for comment possibly by this summer

Small Starts ratings

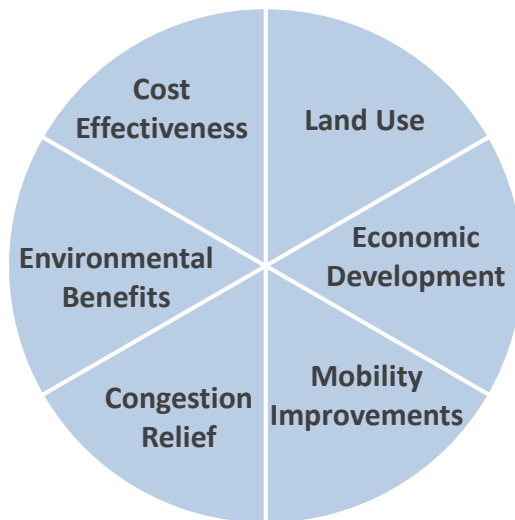
Overall project rating and individual ratings all use this scale:

5	High
4	Medium-High
3	Medium
2	Medium-Low
1	Low

Small Starts ratings

- Overall rating is an average of two summary ratings
- Both must be **Medium or better** to receive a grant
- Goal is overall rating of **Medium-high**

Project Justification



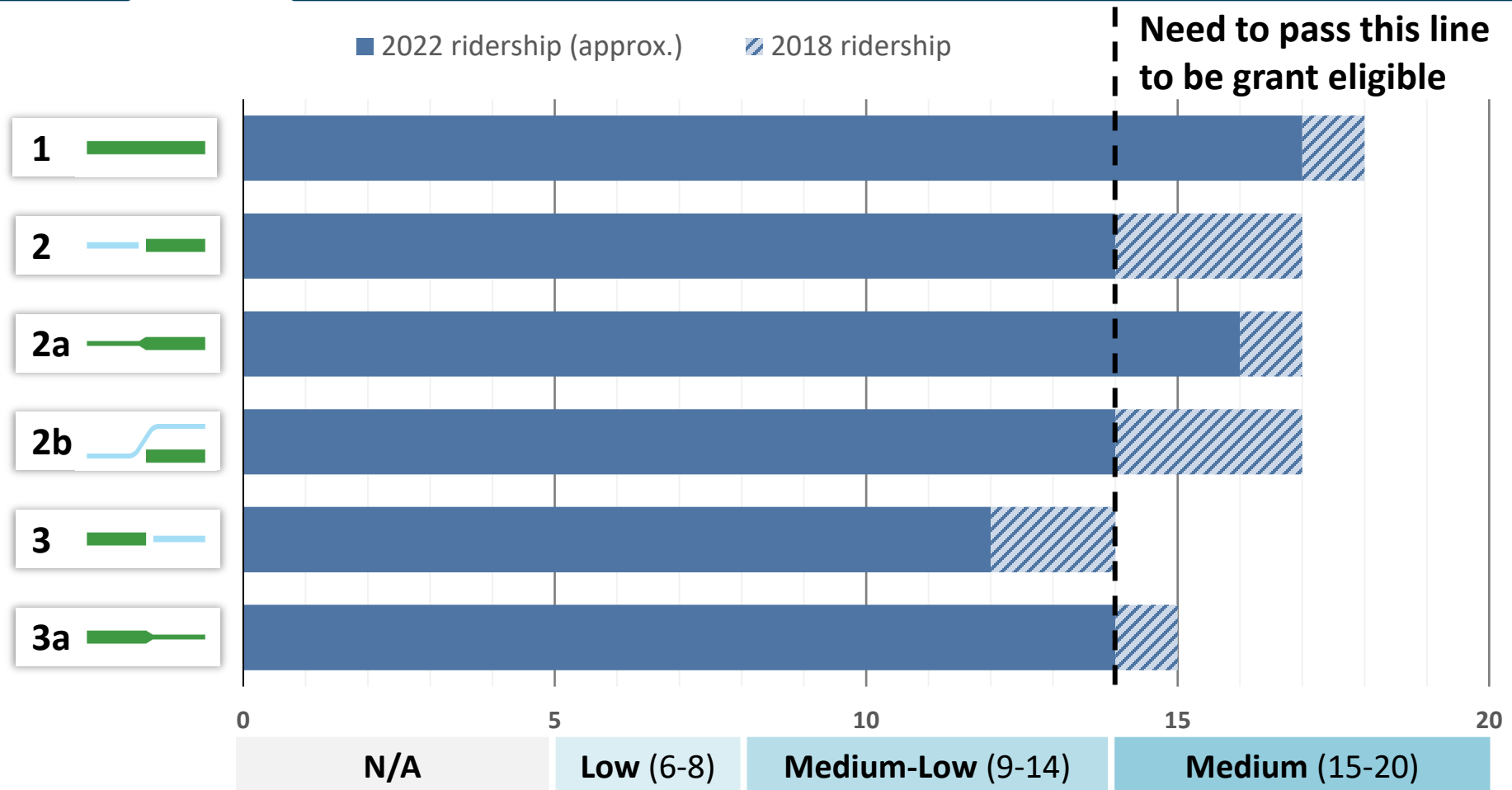
Local Financial Commitment



Ratings context

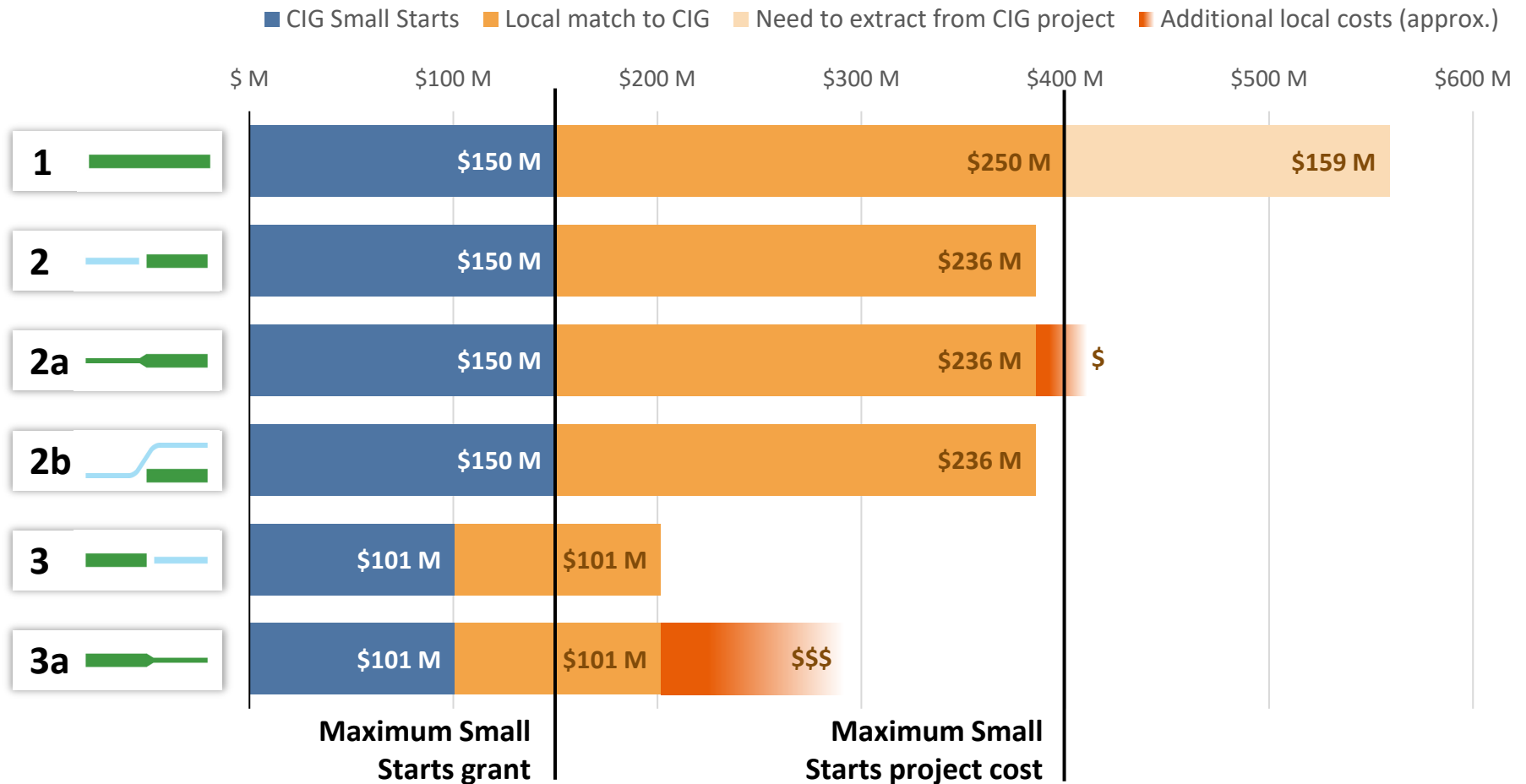
- Preliminary costs and ridership; subject to change as we continue refining estimates
- Model calibrated to 2018 ridership, but also estimating ratings with 2022 ridership
- Ratings based on January 2023 CIJG policy guidance

DRAFT Project Justification ratings



Note: Draft ratings are based on current (2013) FTA Small Starts guidelines, draft ridership projections and draft cost estimates which are subject to change.

Additional considerations: capital cost



Note: Cost estimates are draft based on Phase 1 design and preliminary assignment of project elements to Federal cost categories. Estimates are subject to change.

Additional considerations: partial corridor CIIG project

- Group 2 and Group 3 scenarios
 - Initial CIIG investment serves half of corridor
- BRT 2a and 3a likely need some capital improvements outside Small Starts area
 - Uncertainty about feasibility of BRT 3a due to UPRR requirements

Additional considerations: line splitting

- BRT 2, BRT 2b and BRT 3 add a transfer at Hillsboro for riders whose trips pass through Hillsboro
 - Represents approximately 20% of Line 57 ridership today
- By inserting the Line 48, BRT 2b serves different destinations

Further work to inform decisions

- Current travel patterns analysis
 - What impact will service change scenarios have on Line 57 users?
- Project phasing feasibility
 - Which scenarios have a Small Starts-feasible second phase?
- Costing required additional infrastructure in the non-Small Starts part of the corridor
 - What is the complete non-Small Starts cost for scenarios 2a and 3a?

Further work to inform decisions

- Seeking FTA advice about required project elements and operating approaches
 - Do all of our scenarios meet FTA's expectations for a Small Starts project? E.g., presence of sidewalk
 - What level of certainty does FTA need regarding project design?
- Meetings with ODOT on pathway to approved design
 - How can we achieve a level of certainty needed regarding design approval?

Discussion Break

Next steps

- Continued evaluation of scenarios
- Potential narrowing of scenario options by partners and project staff
- April: hybrid meeting
- May: in-person meeting