



Metro

600 NE Grand Ave.  
Portland, OR 97232-2736

# Agenda

Meeting: Tualatin Valley Highway BRT Steering Committee  
 Date: Thursday April 13, 2023  
 Time: 4:00 to 6:00 p.m.  
 Place: *HYBRID*  
 Washington County Public Services Building, Room 120D; 155 N 1<sup>st</sup> Ave, Hillsboro, OR 97214, *AND*  
 Zoom  
[https://us02web.zoom.us/j/82491231728?pwd=I4dVzvshKwHi9mQ4eSL3hNSa\\_fjxTb.1](https://us02web.zoom.us/j/82491231728?pwd=I4dVzvshKwHi9mQ4eSL3hNSa_fjxTb.1)  
 Passcode: 201580  
 US: 253-215-8782 or 877-853-5257 (Toll Free)  
 Webinar ID: 824 9123 1728

Purpose: Clarify outstanding questions about scenarios analysis provided to date. Provide update on TriMet’s consideration of application of the FX brand. Provide updated cost and Small Starts ratings. Seek initial input regarding partner needs for LPA approval.

Outcomes: Understanding of scenarios and new information shared. Development of list of analysis asks and initial list of partner needs for LPA approval.

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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 Gerritt Rosenthal
4:30 p.m.	Approval of March meeting minutes	Councilor Rosenthal
4:35 p.m.	Updates on: FX brand, project cost, project ratings, and phasing feasibility	Dave Aulwes, TriMet Jesse Stemler, TriMet Michaela Skiles, Metro Jess Zdeb, Metro
4:55 p.m.	Discussion <ul style="list-style-type: none"> <li>• <i>Do you have any clarifying questions about the cost and ratings updates?</i></li> <li>• <i>Are there any scenarios that you believe can be dismissed at this point?</i></li> <li>• <i>What contextual project information or analysis would you need to see to get to LPA approval?</i></li> <li>• <i>If the preferred implementation scenario makes Small Starts investment in a portion of the corridor, what additional needs would have to be addressed for us to meet project goals and for you to be a champion for this project moving forward?</i></li> </ul>	Councilor Rosenthal

5:30 p.m. Public Comment

Councilor Rosenthal

5:35 p.m. Next Steps

Jess Zdeb, Metro

*Upcoming TV Highway meetings*

- *Technical Working Group (April 19)*
- *Policy Group (April 26)*
- *Technical Working Group (May 17)*
- *Policy Group (May 24)*
- *Steering Committee (June TBD)*

*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](mailto:Yuliya.lee@oregonmetro.gov).*

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

# Meeting minutes



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

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

Date/time: Thursday, March 9, 2023 | 4:00 p.m. to 6:00 p.m.

Place: Virtual webinar meeting held via Zoom

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## **Members, Alternates Attending**

Councilor Juan Carlos Gonzalez, Co-chair  
Councilor Gerritt Rosenthal, Co-chair  
Mayor Malynda Wenzl  
Councilor Ashley Hartmeier-Prigg  
Commissioner Nafisa Fai  
Mayor Jeffrey Dalin  
Councilor Rick Van Beveren  
Rian Windsheimer  
JC Vannatta  
Mohanad Alnajjar  
Maria Dolores Torres  
Nansi Lopez  
Karmen Chavez-Sam

## **Affiliate**

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

## **Panelists Attending**

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

## **Affiliate**

Metro  
Metro  
Metro  
Metro  
TriMet  
TriMet

## **Welcome and introductions** (Councilor Juan Carlos Gonzalez, Metro)

Co-chair Councilor Gonzalez called meeting to order at 4:02 p.m. and welcomed the attendees to the meeting. He gave a brief overview of the Zoom webinar logistics and welcomed new member of the committee, Mohanad Alnajjar, Unite Oregon. The committee members proceeded to introduce themselves.

Councilor Juan Carlos Gonzalez asked the committee for approval of the meeting summary from December 15, 2022. With all in favor, the meeting minutes were accepted unanimously.

Before proceeding with the meeting's first presentation, Councilor Gonzalez informed the committee that pedestrian was hit on TV Highway in Forest Grove and later passed away.

**Presentation: Equitable development strategy update** (Mohanad Alnajjar, Unite Oregon)

Mohanad Alnajjar, Unite Oregon, started presentation with an overview of reasons why build an Equitable Development Strategy (EDS), which included:

- This Equitable Development Strategy (EDS) will not only be a long-term guide for what we hope to get out of this strategy, but also a way for creating metrics for success
- This strategy aims to address the concerns voiced by the community members in the TV Highway Corridor, who are most impacted by the historical and ongoing inequities
- The EDS ensures that regional and local governments are committed to equitably design and implement projects that respond to the needs of all residents and commuters along the Corridor

Mohanad Alnajjar explained that EDS receives input from TV Highway Equity Coalition, Community Leadership Cohort, and Community Forums. He elaborated on the EDS development process, which included Needs Assessment, Recommendations, and Strategic Actions and Implementation Plans.

Mohanad listed main priority areas, such as:

- Affordable Housing
- Healthcare
- Education
- Transportation
- Climate
- Economic Prosperity

He concluded his presentation with an overview of next steps, which included:

- **EDS Completion:** Unite Oregon, in collaboration with Metro, will complete the EDS
- **Draft Review:** The draft will be reviewed by the TV Highway Equity Coalition and community leaders to ensure it aligns with community inputs
- **Partner with Local Governments:**
  - Involve staff in the development process of the EDS
  - Explore resources to implement recommended strategic actions

Rian Windsheimer, ODOT, provided update in chat on Great Streets grant that aims to build safe multimodal facilities and connections to transit along TV Highway in Cornelius.

**Presentation: Project Scenarios evaluation initial results** (Jess Zdeb, Metro, Kelly Betteridge, Metro, Michaela Skiles, Metro)

Jess Zdeb, Metro, started presentation with an overview of the reasons for evaluating project scenarios, which included:

- 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

She reminded the committee that, at this time, project is on its second step in the Locally Preferred Alternative (LPA) process, which encompasses scenario analysis findings presented and discussion of further data needs to identify fundable project(s). Jess Zdeb reminded the committee about the 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 that project team’s focus has been on studying a set of related scenarios, that would bring FX service and roadway projects that support the new transit service. She elaborated that other scenarios exist which would be closer to the ends of the range of possible approaches. Better Bus interventions are at the lower end and would use solely local funding for transit improvements. Better Bus consists of:

- 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 to improve stop access

Opposite end of the range would be FX service with full a roadway project, and it will encompass:

- 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

Jess Zdeb compared scenario ranges in terms of roadway improvements, transit improvements, project’s costs, time to build, and speed improvements. She elaborated on what FX service and targeted roadway project would entail and reminded the committee that the project under discussion would have smaller improvement footprints in downtown areas along the corridor and larger footprints around stations between the urban centers where more roadway work is necessary.

Jess concluded her presentation with an overview of the six possible scenarios that would include FX service and targeted roadway project, which included:

**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)

**BRT 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)

**BRT 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)

Kelly Betteridge, Metro, presented on Small Starts grant and reminded the committee of its elements such as BRT eligibility, cost constraints and ratings. She noted few project's elements that would need to be addressed, such as alignments without continuous sidewalk, level of certainty needed to enter Project Development phase (travel speed improvements and relationship to posted speed/pullouts), and support for creative operating scenarios. Kelly concluded with a brief overview of the possible Small Starts program criteria changes, which included:

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

Michaela Skiles, Metro, presented on Small Starts ratings with an overview of the project's overall and individual rating scale of 1 to 5, one being the lowest. She explained that in order to receive Small Starts grant, project's overall rating, which comes from a combined rating of Project Justification and Local Financial Commitment, must be medium or better and TV Highway project's goal is to have an overall rating of Medium-High. Michaela listed ratings context elements, which included:

- 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 CIG policy guidance

In conclusion, Michaela Skiles shared draft Project Justification ratings for each of the six possible scenarios.

Jess Zdeb presented additional considerations for the six possible scenarios, such as capital cost, line splitting and explained how each scenario would be affected by them. She gave a brief overview of the further work that needs to be done to inform decisions, which included:

- Current travel pattern analysis

- Project phasing feasibility
- Costing required additional infrastructure in the non-Small Starts part of the corridor
- Seeking FTA advice about required project elements and operating approaches
- Meeting with ODOT on pathway to approved design

**Discussion** (Councilor Juan Carlos Gonzalez, Metro)

The committee members were asked the following discussion questions:

- Do you have any clarifying questions about work to date?
- Are there additional analyses or aspects of these scenarios that need to be explored to choose a path forward?
- Do you have initial reactions to the identified scenarios and the evaluation results so far?

Mayor Malynda Wenzl, City of Forest Grove, voiced concerns that segments of the corridor with the most needs for improvements seem to fall into least viable scenarios. Jess Zdeb responded that, based on the demographic information, improvements on any parts of the corridor would serve communities in need, and that there are certain limitations due to the Small Starts grant programs specific rules and regulations. Michaela Skiles added that once project staff updates ridership data, some of the scenarios might be more attainable, than before.

Mayor Jeffrey Dalin, City of Cornelius, expressed interest in seeing ride split data to better understand the details of each scenario. He inquired if FX Division line was one Small Starts project or three different ones. David Aulwes, TriMet, responded that FX line was one \$175 million Small Starts grant project. Mayor Dalin followed up with a question about higher cost of the TV Highway project in comparison to FX line project. David Aulwes explained that TV Highway corridor lacking multiple infrastructure features, in comparison to Division corridor. Councilor Gonzalez commented that TV Highway corridor just as much in need of infrastructure improvements as it is in need of transit improvements, and how it would reflect on the cost of the project.

Councilor Ashley Hartmeier-Prigg, City of Beaverton, expressed concern about having only two of the presented scenarios rated as medium in Project Justification category. Michaela Skiles explained that to get an overall medium-high rating, if Local Financial Commitment category reaches medium-high rating, then overall score would be medium-high. Malu Wilkinson, Metro, added that in the past the region has been very successful in having competitive projects and receiving Small Starts grants. Councilor Hartmeier-Prigg noted concerns about project's overall rating being dependent on Local Financial Commitment category. She also commented on the challenge of choosing the most viable scenario, when the entire corridor is in dire need of investments in the underserved and underrepresented communities.

Maria Dolores Torres, Adalante Mujeres, noted concerns about funding of the project. She inquired about additional details of the possible improvements to better understand which scenario would be the most beneficial and needed. Jess Zdeb agreed that various pieces of the project would need to be prioritized, but also noted that with federal grant funding certain improvements must be made to meet federal regulation criteria.

JC Vannatta, TriMet, noted the importance of understanding the goals of the project to inform



decisions about presented scenarios and fulfilling some of the most urgent needs for improvements, such as safety and infrastructure investments.

Commissioner Nafisa Fai, Washington County, inquired when the final design information would be presented to the steering committee to better inform their decisions and asked for additional information to explain cost effectiveness of the project. In addition, she asked if project staff plans on doing feasibility analysis on Local Financial Commitment category. Councilor Gonzalez expressed optimism on being able to meet Local Financial Commitment goals and emphasized the importance of improvements in the TV Highway corridor over many other ongoing projects. Malu Wilkinson added that historically, the region was able to implement successful financial strategy to fund critical projects.

Nansi Lopez, Centro Cultural, highlighted the importance of safety and accessibility in the corridor and expressed concerns about leaving some of the communities behind due to inability to fund the entire corridor.

Councilor Rick Van Beveren, City of Hillsboro, asked if branded bus line, fixed stations, signal prioritization and travel times improvements were the only essential elements in securing the Small Starts grant. Kelly Betteridge responded that there are additional elements that are required, such as ADA accessibility, and how its cost can be fairly substantial. Councilor Van Beveren inquired about feasibility of constructing improvements next to a railroad right-of-way. Rian Windsheimer, ODOT, responded that it is a challenging task. David Aulwes added that project staff from TriMet and ODOT will be having further discussions and will be looking into details on designs next week.

JC Vannatta asked to clarify the location of the section that had challenges with Union Pacific Railway right away.

Karmen Chavez-Sam, APANO, inquired if, at least, safety improvements can be stretched for the entire corridor, if elected project scenario would only cover part of the corridor. Jess Zdeb answered that improvements from the federal grant would need to stay within defined project scope, a defined line, they can't be used in other areas. She added, that if the project is funded from other sources, then that would be a situation where such investments opportunities can be explored.

**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 upcoming events and meetings. There being no further business, he adjourned the meeting at 5:56 p.m.

Respectfully submitted,  
Yuliya Lee, TV Highway Steering Committee Recorder

Attachments to the Public Record, TV Highway Steering Committee meeting, March 9, 2023

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	3/9/2023	3/9/2023 TV Highway Steering Committee meeting agenda	030923TVHSC-01
2	Document	12/15/2022	12/15/2022 TV Highway Steering Committee meeting minutes	030923TVHSC-02
3	Document	3/9/2023	Project Scenario Evaluation – March 9, 2023	030923TVHSC-03

16:15:35 From Yuliya Lee to Hosts and panelists : Just a reminder, please pause and slow down for our wonderful interpreters

16:23:41 From Rian Windsheimer to Hosts and panelists : As part of Agency updates, I forgot to mention ODOT recently forwarded a grant request for two more Rapid Flashing Beacon Crossings on TV Highway.

Great Streets Proposal: Build safe multimodal facilities and connections to transit along TV Highway in Cornelius

- If funded the proposal would add sidewalk on the north side of OR8 from MP 14.79-15.22
- o There is existing sidewalk on the north side only from MP 15.03-15.08
- o Much of the land to the south is undeveloped and future developments could address this gap
- The grant would also Install two additional RRFBs at NW 338th Ave (transit stop location and Pape Machinery and Coastal Farm and Ranch businesses) and at NW 334th Ave (transit stop and ADA CQCR request location)
- o Both of these intersections were identified in the OR8 Road Safety Audit
- o An RRFB is going to be installed at East Ln in 2023, so these two additional RRFBs at 334th and 338th would make the facility even easier to cross safely.

17:04:43 From Rian Windsheimer to Hosts and panelists : So just making sure I'm tracking. 2A and 2B would require local governments to come up with \$236m, and 3 and 3a they would only have to come up with \$101m It would be good to hear from them about their capacity to fund that match.

17:05:07 From Rian Windsheimer to Hosts and panelists : Maybe at a future meeting.

17:11:30 From Forest Grove Mayor Malynda Wenzl,(she/her), to Hosts and panelists : Can we promote Mayor Dalin please?

17:14:27 From Yuliya Lee to Hosts and panelists : He is listed on the panel...is it not him?

17:15:05 From Mayor Jef Dalin to Hosts and panelists : would be nice to be promoted on PC

17:15:35 From Forest Grove Mayor Malynda Wenzl,(she/her), to Hosts and panelists : Sorry, my internet is unstable.

17:22:47 From Rian Windsheimer to Hosts and panelists : WES requirements cost ODOT a substantial amount of \$ to address on the 217 project too. More than any other county, so I'm sure those are adding up on this effort too.

17:23:44 From Rian Windsheimer to Hosts and panelists : Not to mention our construction cost index and inflation are through the roof right now.

17:30:31 From Rick Van Beveren to Hosts and panelists : Yes, all stakeholders have concerns about the local match!

17:53:10 From Juan Carlos Gonzalez to Hosts and panelists : Want to make sure I share these too:Upcoming TV Highway meetings

- Equitable development strategy workshop (March 11)
- Technical Working Group (March 15)
- Policy Group (March 22)
- Steering Committee (April 13, hybrid)
- Steering Committee (May 11, IN PERSON)

17:57:22 From Rian Windsheimer to Hosts and panelists : I appreciate the focus on safety, sidewalks, crossing safety. I want a faster bus too, but those safety fractures are important to me.

17:57:58 From Ashley Hartmeier-Prigg (she/her) Beaverton to Hosts and panelists : Agreed Rian. The safety piece of this project is completely critical.

17:58:04 From Jess Zdeb (she/her) | Metro to Hosts and panelists : Please also tell us whether there are other pieces of data that you feel like would be helpful to guiding you toward a decision.



Metro



# Project Scenario Evaluation, part 2

## Steering Committee | April 13, 2023

# FX brand: Considerations for Scenarios 2a and 3a

- TriMet's first FX2-Division service launched September 2022
- FX uses a suite of transit tools to bring faster, more reliable service
- FX transit tools and their deployment informed by corridor specifics and needs
- FX transit service and associated investments address safety while improving overall rider experience/comfort
- TriMet currently exploring beyond Division how FX service and brand are defined



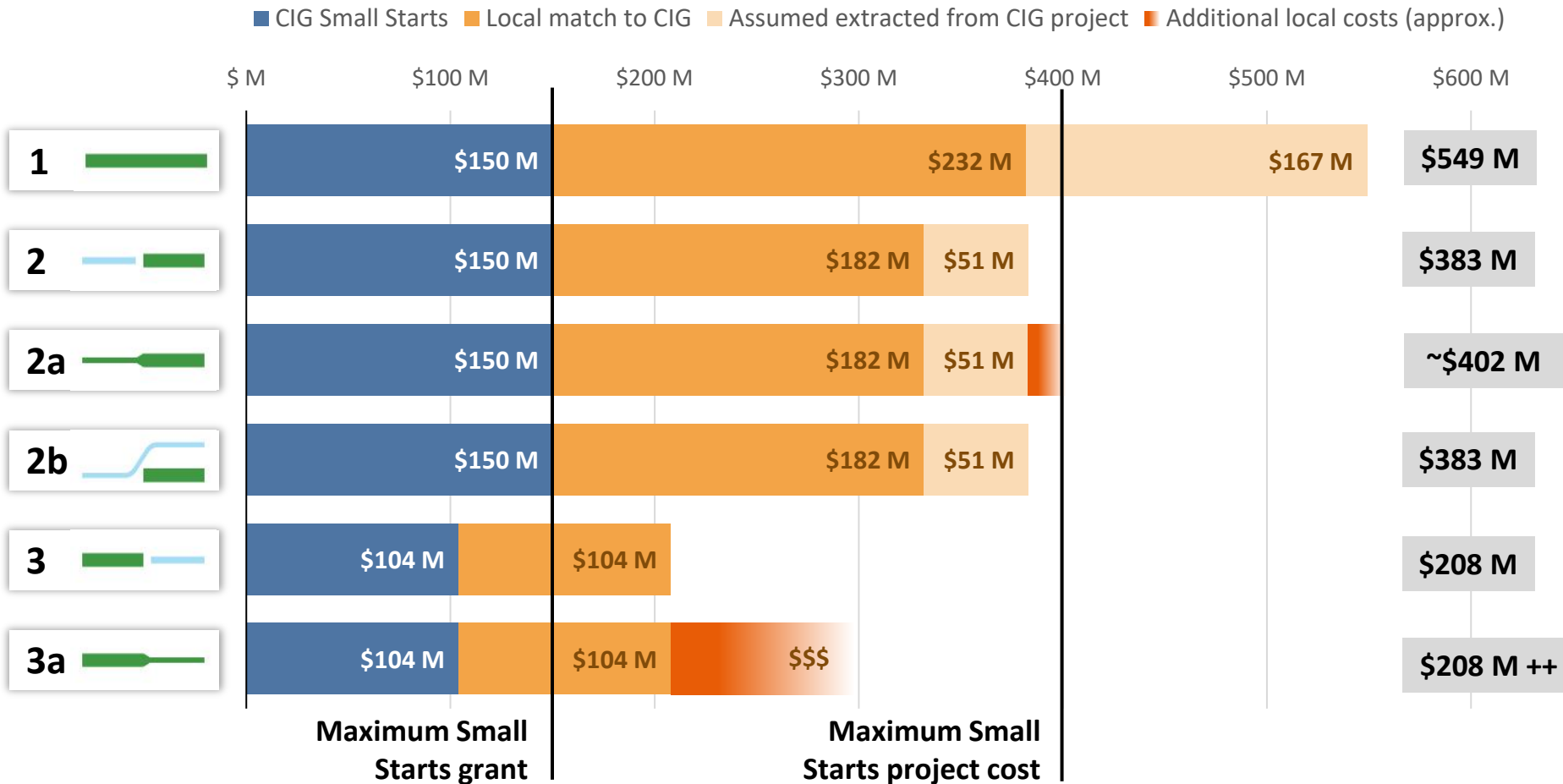
# Cost estimate updates

- Note: cost estimate will change further with updated unit costs and design
- Minor corrections to baseline cost estimates
- BRT 2a construction and vehicle costs updated
- BRT 1 and Group 2 theoretical cost extractions

# Scenario 2a added costs update

- Minimum local investment Hillsboro-Forest Grove would consist of:
  - Upgrade all existing stops to accommodate new articulated buses
  - Provide baseline stop improvements and minimal amenity upgrades based on existing ridership
  - Provide safe, ADA-compliant boarding areas for riders
  - Upgrade to in-street concrete bus pads at high ridership stop locations
- 5 additional vehicles required to operate the full corridor

# REVISED cost vs. funding chart



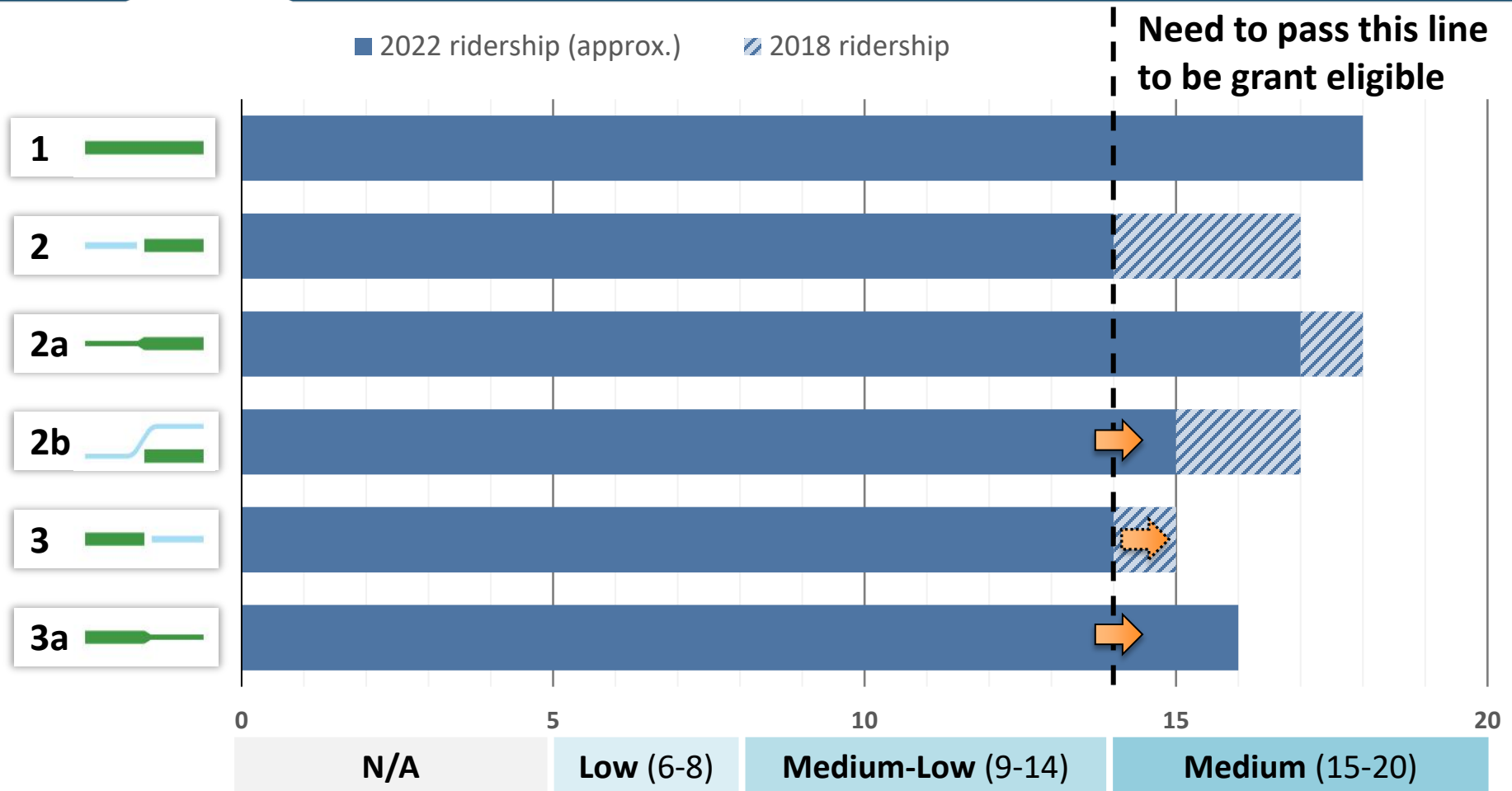
*Note: Cost estimates are draft based on Phase 1 design and preliminary assignment of project elements to Federal cost categories. Estimates are subject to change.*



# Ratings update elements

- **Increased 2022 ridership estimates** based on Fall 2022 TriMet data (from 60% to 70% of 2018)
- **Increased BRT 3 and 3a Economic Development** ratings based on information from Cornelius
- **Updated Cost Effectiveness and Environmental Benefits** ratings based on updated cost estimates

# REVISED DRAFT Project Justification ratings



*Note: Draft ratings are based on current (Jan 2023) FTA Small Starts guidelines, draft ridership projections and draft cost estimates which are subject to change.*

# Project phasing considerations

- Assume initial investment will include improvements in non-Small Starts segment
- Phasing opportunities driven by content of initial investment
  - Some initial improvements could limit future competitiveness

# Further work underway

- Analysis of current travel patterns via HOP data
- Seeking FTA advice about required project elements and operating scenarios
  - Tentative FTA tour in May
- Meetings with ODOT on pathway to approved design

# 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

# Discussion

- *Do you have any clarifying questions about the cost and ratings updates?*
- *Are there any scenarios that you believe can be dismissed at this point?*
- *What contextual project information or analysis would you need to see to get to LPA approval?*
- *If the preferred implementation scenario makes Small Starts investment in a portion of the corridor, what additional needs would have to be addressed for us to meet project goals and for you to be a champion for this project moving forward?*