



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE

July 29, 2011

Metro Regional Center, Council Chamber

MEMBERS PRESENT

Katherine Kelly
Nancy Kraushaar
Alan Lehto
Mike McKillip
Dave Nordberg
Charlie Stephens
Tracy Ann Whalen
Sharon Zimmerman

AFFILIATION

City of Gresham, Representing Cities of Multnomah Co.
City of Oregon City, Representing Cities of Clackamas Co.
TriMet
City of Tualatin, Representing Cities of Washington Co.
Oregon Department of Environmental Quality
Citizen
Citizen
Washington State Department of Transportation

MEMBERS EXCUSED

Chris Beanes
Karen Buehrig
Mara Gross
Heidi Guenin
John Hoefs
Scott King
Dean Lookingbill
Satvinder Sandhu
Karen Schilling
Paul Smith
Rian Windsheimer
Jenny Weinstein

AFFILIATION

Citizen
Clackamas County
Citizen
Citizen
C-TRAN
Port of Portland
Southwest Washington Regional Transportation Committee
FHWA
Multnomah County
City of Portland
Oregon Department of Transportation
Citizen

ALTERNATES PRESENT

Andy Back
Lynda David
John Gillam
Kathryn Williams

AFFILIATION

Washington County
Southwest Washington Regional Transportation Committee
City of Portland
Port of Portland

STAFF: Aaron Brown, Crista Gardner, Elissa Gertler, Ted Leybold, Tony Mendoza, John Mermin, Kelsey Newell, Dylan Rivera, Amy Rose, Colin Rowan, John Williams

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Tom Kloster called the meeting to order and declared a quorum at 9:38 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Kloster updated the committee on the following items:

- The Vehicle Electrification work group is scheduled to have its first meeting in the upcoming month, and will be presenting to TPAC in August with their recommendation.
- The status of the Metropolitan Transportation Improvement Program (MTIP). Chair Kloster introduced Ted Leybold of Metro, who stated that counties and cities are currently finalizing their list of projects recommended for funding. The recommendations are due to Metro by August 29, will be presented to the Joint Policy Advisory Committee on Transportation (JPACT) on September 8, and will be released for public comment. The recommendations for the State Transportation Improvement Program (STIP), administered by Oregon Department of Transportation (ODOT), are currently available for public comment, and materials are located at www.oregon.gov/odot/hwy/stip.
- Greater Portland Pulse, formerly known as the Greater Portland Vancouver Indicators (GPVI) project, is now online at www.portlandpulse.org.

Mr. Alan Lehto of TriMet stated that July marked the beginning of a new fiscal year for the agency, and that TriMet would begin a modest service enhancement with extra bus trips on select routes in September. The agency is also coordinating with Metro and Home Forward on a Federal Transportation Administration (FTA) grant for a traffic improvement near a housing project in southwest Portland and for a separate grant to build a headquarters facility for the nonprofit transit organization Ride Connection.

3. CITIZEN COMMUNICATIONS TO TPAC ON NON-AGENDA ITEMS

There was none.

4. CONSIDERATION OF THE TPAC MINUTES FOR JUNE 24, 2011

Chair Kloster requested to amend the minutes; the proposed amendments to the minutes are included in the packet. Ms. Nancy Kraushaar requested to amend the minutes to mark her as present at the previous meeting.

MOTION: Ms. Tracy Ann Whalen moved, Mr. Alan Lehto seconded, to approve the TPAC minutes for June 24, 2011 as amended.

ACTION TAKEN: With all in favor, the motion passed.

5. INFORMATION / DISCUSSION ITEMS

5.1 Tigard High Capacity Transit (HCT) Land Use Plan

Mr. Tony Mendoza of Metro provided background to the committee of the City of Tigard's efforts to develop a land use plan in anticipation of a potential High Capacity Transit (HCT) in the Southwest Corridor. Mr. Tony Mendoza is the Project Manager of the Southwest Corridor. The Metro Council is scheduled to appoint a Southwest Corridor steering committee on August 4, and the first meeting of the committee, along with a kickoff for project, will be in September. The Southwest Corridor project is using local aspirations for land use as a guide for studying a potential route and mode of HCT; Mr. Mendoza noted that the City of Tigard is leading the way having conducted extensive public outreach to determine which locations would be most ideal for HCT.

Mr. Mendoza introduced Crista Gardner of Metro, who briefed the committee on the history of the Southwest Corridor project, noting the corridor's presence in the 2009 Regional Transportation Plan and the route's status as a prioritized Mobility Corridor and High Capacity Transit Corridor. Ms. Gardner is the Co-Project Manager of the Tigard HCT Land Use Plan. Ms. Gardner then introduced Judith Gray, the Co-Project Manager of the Tigard HCT Land Use Plan, of the City of Tigard, who gave a presentation on the six month effort to engage the public on potential changes in land use to accommodate the arrival of high capacity transit. She discussed the four different typologies of neighborhoods being considered for the seven potential station communities, noting how each community could be zoned in concert with local aspirations informed by public involvement. Centers could be designated as a "Town Center," "Employment/Retail Destination," "Corridor Neighborhood," or a "Transit Neighborhood," with varying densities and zoning components. Presenters distributed materials cataloguing the differences in these center typologies, which are included in the packet.

Committee discussion included:

- Questions about how Metro would choose which centers to connect with the HCT facility. Metro staff and Ms. Gray explained that the corridor is currently being evaluated to determine the feasibility of each aspired town center, and that the City of Tigard intends to have its Preferred Concept Plan finished in November.
- Definition of a "center." Committee members noted the difficulty that the State of the Centers had in determining exactly which urban forms can create a center outside of traditional city centers, and that relatively newer developments, such as the City of Lake Oswego's Kruse Way, could be overlooked by this typology classification despite its importance to the region's economy.
- Questions about the City of Tigard's citizens' support for land use changes and subsequent HCT facilities. Ms. Gray noted that citizen input has so far been fairly positive, but noted that the citizen outreach process is designed to specifically reflect the aspirations of the local community. She stated that she believes that given correct information and ample opportunities to provide feedback, the citizens of Tigard would be able to inform the City of their desires, and she noted that the process allows Tigard's citizens to demonstrate opposition and concern towards future HCT implementation.
- How the City of Tualatin relates to the current Southwest Corridor plan. Ms. Gray noted that the City of Tualatin is about to begin undergoing a significant public outreach program, similar to Tigard's, to determine whether Tualatin's residents were interested in

similar town-center typologies. Questions were also raised about redevelopment potential in neighboring King City.

5.2 Bus Rapid Transit

Mr. Lehto of TriMet discussed Bus Rapid Transit (BRT) as a tool that has not been fully realized in the Portland Metropolitan Area. His presentation outlined on the tangible elements that distinguish Bus Rapid Transit from other forms of High Capacity Transit and bus service, the modality's successful implementation across the country, and the potential to build BRT-related elements and facilities in the region.

Committee discussion included the possibility of BRT construction serving as a precursor to light rail or other rail-based transit, the success of the EmX, the BRT line in Eugene, Oregon; and the viability of BRT components on corridors such as Powell/Foster and along I205 between Clackamas Town Center and Tualatin.

5.3 Proposed Amendments to the Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP)

Chair Kloster introduced Mr. Michael Rock of ODOT and Mr. Matt Crall of the Department of Land Conservation and Development (DLCD) to discuss potential amendments to the Transportation Planning Rule (TPR) and Oregon Highway Plan (OHP). Changes to these documents are being discussed by a working group of Commissions, which include Chair Kloster, with the intent of having JPACT sign off on proposed changes by the end of the year. The Oregon Transportation Commission and the DLCD are discussing these amendments after the passing of Senate Bill 795, which requires the revision process to be completed by Jan 1, 2012.

These amendments to the TPR and OHP are intended to address concerns from local communities that some pieces of the state-wide laws regarding the design and implementation of state highway facilities are too inflexible to meet the needs of the diverse urban forms in different impacted communities. Constituents expressed frustration that local economic development aspirations were occasionally stunted by rigid laws designed to ensure transportation mobility.

Committee discussion included:

- The ability for local governments to make amendments to zoning maps. TPAC members expressed concern that amendments to the TPR need to avoid restricting local community aspirations to develop density by requiring a certain threshold of density for designation.
- Problematic nature of language of "urban center." Some TPAC members suggested changing the language of the TPR from "urban center" to "activity center" or another term more palatable for smaller communities for whom "urban" might bring negative connotations. Members also discussed the inherent difficulty of drawing boundaries of an urban center at the parcel level.

- Whether all of the “urban centers” in the Metro region should automatically be considered as “exempt” from the TPR standards. Mr. Lehto noted that there are important locations beyond the centers designated by Metro that are asking to be exempt from TPR rules, and conversely other jurisdictions with aspirations to keep their centers in line with TPR regulations. Others expressed concern as to whether centers with HCT facilities would be best designated as “urban centers” and might instead warrant higher priority for mobility considerations.
- Potential to allow specific projects with significant economic development potential to be exempt from TPR management. Mr. Rock noted that ODOT staff is working to establish thresholds at which developments with projected traffic increases under a certain threshold would be able to move forward.

Chair Kloster noted that the Metropolitan Technical Advisory Committee (MTAC) will be reviewing these amendments at their August meeting.

6. ADJOURN

Chair Kloster adjourned the meeting at 12:02 p.m.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Aaron Brown", is written over a light gray rectangular background.

Aaron Brown
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR JULY 29, 2011

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
4.0	Agenda	07/29/11	REVISED 06/24/11 TPAC Agenda	72911t-01
5.1	Handout	07/11/11	Southwest Corridor Plan: Phases and Milestones	72911t-02
5.1	Handout	7/18/11	Draft: Southwest Corridor Plan: Decision-Making Structure	72911t-03
5.1	Handout		Southwest Corridor Plan: Fact Sheet	72911t-04
5.1	Handout		City of Tigard: Typology Comparisons	72911t-05
5.1	Handout		City of Tigard: High Capacity Transit Land Use Plan Public Workshop	72911t-06
5.2	Slideshow	07/29/11	Bus Rapid Transit Briefing: "BRT for TPAC"	72911t-07
5.3	Document	4/11/05	Transportation Planning Rule (TPR) 0060 – Plan and Land Use Regulation Amendments	72911t-08
5.3	Document	6/19/11	DRAFT Amendments to TPR 0060 – Upzonings in Urban Centers	72911t-09
5.3	Bill	6/7/11	Senate Bill 795: Relating to transportation planning; and declaring an emergency	72911t-10