

MEETING REPORT

DATE OF MEETING: August 13, 1998

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Chair Ed Washington, Susan McLain and Jon Kvistad, Metro Council; Roy Rogers, Washington County; Ed Lindquist, Clackamas County; Kay Van Sickel (alt.), ODOT; Sharron Kelley, Multnomah County; Dean Lookingbill (alt.), Southwest Washington RTC; Karl Rohde, Cities of Clackamas County; Jim Kight, Cities of Multnomah County; Bob Stacey (alt.), Tri-Met; Greg Green (alt.), DEQ; and Rob Drake, Cities of Washington County

Guests: Lou Ogden (JPACT alt.), Mayor of Tualatin; Dave Williams and Kate Deane, ODOT; G.B. Arrington, Tri-Met; Mark Brown, Washington County; Steve Dotterer and Mark Lear, City of Portland; Karen Schilling, Multnomah County; Susie Lahsene, Port of Portland; Scott Rice, Cornelius City Councilor; Rebecca Ocken, City of Gresham; Dan Kaempff, Tualatin Transportation Management Association; Betty Atteberry, Westside Alliance; Dick Springer, SMILE/Citizen; and Rod Sandoz, Clackamas County

Staff: Andy Cotugno, Mike Hoglund, Rich Ledbetter, Terry Whisler, Pamela Peck, Chris Deffebach and Lois Kaplan, Secretary

SUMMARY:

The meeting was called to order and a quorum declared by Chair Ed Washington.

Chair Washington acknowledged and thanked everyone for all the letters and expressions of sympathy, support and encouragement he received relating to the recent loss of his wife.

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Commissioner Lindquist moved, seconded by Rob Drake, to approve the July 9, 1998 JPACT meeting report with corrections to be made as follows:

- . Amend the third sentence, fourth paragraph on Page 2 under Resolution No. 98-2674, to read as follows: The second

segment (IOS 2) will extend the south leg from the Linwood park-and-ride lot to the North Clackamas Town Center Transit Center and include a ~~work~~ north extension from the Rose Quarter Transit Center to Kenton.

- . Amend the first sentence, third paragraph on Page 5, to read as follows: In discussion on the proposed amendment, it was noted that the rationale dealt with the fact that, when the LPS was selected to stop at the north side of the town center ~~in~~ rather than going out to Sunnyside and ~~185th~~ 105th, 1100 parking spaces were lost.

The minutes were approved as amended.

RESOLUTION NO. 98-2680 - ADOPTING THE PROCESS AND CRITERIA FOR PROJECT SELECTION FOR THE FY 2000-03 METRO TRANSPORTATION IMPROVEMENT PROGRAM

Andy Cotugno explained that the resolution establishes the selection criteria and ranking process for the FY 2000-03 Metro Transportation Improvement Program (MTIP). He commented on the recent TPAC worksession held to further review and refine the technical design criteria relating to boulevard projects. Andy explained that the criteria relates to 2040 implementation, cost effectiveness and safety. This resolution will be considered for final adoption by Metro Council later this afternoon.

The next step will involve a solicitation notice to the jurisdictions so that their applications can be met by the submittal deadline (now October 16).

Andy reviewed the issues as they related to regional objectives versus geographic equity; boulevard design projects; affordable housing; regional street design guidelines and freight projects.

In discussion on the regional objectives versus geographic equity issue, Andy noted that the process would actually reflect a mix of both factors. Geographical equity is part of the conclusion on how the money is distributed. Funds are distributed to each mode and to each geographical area.

Commissioner Rogers commented that all boards he has participated on have worked for the common good. He expressed the concern that JPACT had become self-serving and was the only board that looked at what can be taken away, rather than added. He cited the need to look at the broader picture -- to examine the regional system and determine how best to establish that regional system, to recognize that the jurisdictional boundaries are of lesser importance, and to work for what's best for the region.

Commissioner Rogers suggested that this issue be scheduled for discussion at a future JPACT meeting.

Bob Stacey concurred in the need to think more regionally. In the future, he felt we will probably spend more road money for doing more streets in Clackamas County, more for connectivity in Washington County, and more on transit in the suburbs.

Commissioner Lindquist felt that JPACT has a record of helping each other out, citing the support for light rail development, which he felt would benefit the entire region. He felt that JPACT has done a good job in caring for the region and that the record will reflect that.

Mayor Ogden was supportive of what the subgroup was recommending for boulevard design criteria. He noted there is a different approach with the rest of the modes. He felt that, with boulevards, you are trying to accomplish a mix of elements and that it represents a design approach. Mayor Ogden questioned the boulevard "safety" criteria regarding whether additional points are assigned on the basis of being a boulevard project. Andy explained that extra points might be given when a project corrects a situation that was heretofore an unsafe condition, citing a pedestrian refuge as an example. The safety goal is to enhance safety of alternative modes within Boulevard design classifications that are most hazardous, especially to pedestrian travel, through design elements that reduce speed of motor vehicles, increase driver awareness of non-motorized traffic, and promote higher density, mixed use development.

A letter from Washington County, under the signature of Kathy Christy, an MPAC representative, was distributed and reviewed. The letter questioned the validity of a connection between affordable housing and transportation projects and the assignment of points in that regard. The affordable housing connection is proposed as additional information through administrative criteria. Commissioner Rogers noted that Washington County has made affordable housing as one of its priority goals. They are confused, however, as to how any one kind of housing criteria would be used for transportation purposes, how it would be interpreted, how it would be applied, or how it would be administered.

Chair Washington indicated he was surprised by the controversy surrounding the proposed affordable housing criteria and would be supportive at the Metro Council meeting of whatever disposition the committee supports.

Councilor McLain reminded committee members of a prior discussion approximately two years ago relating to the connection of the

2040 Growth Concept and transportation to allow growth for the land use to be effective. She spoke of the need to look at their interconnection in terms of having a viable transportation system. She spoke of the philosophy of having a connection between land use and transportation and felt there must also be a connection between affordable housing and transportation projects. She felt the committee should revisit the philosophy of whether land use and transportation are connected. She questioned whether we need more specificity, how it would work in the jurisdictions, and how it would relate to the overall funding. Councilor McLain cited the need to remember what's best for the region -- what's fair, reasonable and equitable. Greg Green expressed support of Councilor McLain's position.

Councilor McLain felt there were important qualities in the 2040 land use connection. She noted that it was not intended to cause problems in the jurisdictions. It was a goal in the transportation connection but not a sliver that will fester. She questioned whether the appropriate place was the administrative criteria. She later questioned whether the affordable housing element might already be embedded in the 2040 Growth Concept.

Mayor Drake wanted to be fair and equitable but noted that it's impossible to find a cure for every ill. He felt that Tri-Met will have a difficult time in obtaining funding for the Transit Choices for Livability objectives as well as meeting its transportation needs and efficiencies. He felt a project shouldn't win or lose because it doesn't have affordable housing. On behalf of the cities of Washington County, he suggested not including it in the administrative criteria.

Mayor Ogden noted, that within the 2040 Growth Concept, there are a host of objectives to accomplish, including a jobs/housing balance. He cited the competition for scarce transportation dollars and the need to make the transportation/land use connection but questioned awarding a project more points because it meets the affordable housing criteria. He wanted the record to be clear that he didn't mean the issue shouldn't be addressed.

Bob Stacey stated that his understanding was that we would never award more points to a project because of affordable housing. He felt that all the jurisdictions have a concern about the housing connection and that we have more to learn about whether we can generate more affordable housing with a single project. If it solves some of our transportation needs, ranks high on the criteria, and will provide an affordable housing benefit, he felt it should receive some consideration. If it was an administrative criteria that would serve as a tie-breaker, he was not uncomfortable about using it. Commissioner Rogers questioned why

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it should be included if not for assigning points. In response, Andy Cotugno explained the process whereby a project receives points based on point criteria. Affordable housing is not one of those criteria. After the project has been ranked based on the criteria, additional information is needed about the merits of that project -- whether there's a connection between that project and another high priority project, whether the project is over-matched, whether there has been a past regional commitment, etc. Affordable housing is just another factor that weighs in on whether or not the project has merit. It provides a narrative on whether it is a significant affordable housing connection rather than an assignment of points. Commissioner Rogers indicated his concern is not with the land use connection but around the rail stations. He spoke of the growth that will occur there, the lack of any connection with affordable housing, and the need for connectivity. Also discussed was the fact that the initial intent of the development may be to provide affordable housing but that it may not end up that way. Commissioner Rogers questioned how it could objectively be evaluated.

Presiding Officer Kvistad felt that the issue has been debated for some time and that we would be building in a future friction point by including affordable housing in the criteria. He felt it was micro-management and recommended removing it from the criteria. He reported that the counties and cities are addressing the affordable housing issue and didn't feel this was the appropriate place for it.

Andy Cotugno noted that it is staff's job to review the information submitted to verify its validity in addition to peer pressure from JPACT members on its significance. Commissioner Kelley felt that the criteria encourages growth of affordable housing. She expressed concern over safety and quality of life issues in terms of existing affordable housing near arterials. She questioned whether such projects should be flagged. Commissioner Kelley asked whether the committee would be open to solving problems for existing affordable housing.

Councilor Rohde was unclear as to whether a project would receive points based on whether its tie was to existing affordable housing or proposed development. Committee members indicated that the value was in solving problems. Andy Cotugno indicated that it could be to increase the supply or improve the conditions for the existing system of supply.

Mayor Drake noted that not everything we do in the region is linked to affordable housing, citing the jobs/housing balance. He didn't want affordable housing to be a tie-breaker and questioned why affordable housing would be more important than jobs.

Councilor McLain felt that this was not just a matter of capacity or inventory and that the more information provided would be helpful in implementing the housing component of the 2040 Growth Concept or the jobs/housing balance.

Councilor Rohde didn't mind having a trigger that was a tie-breaker, favoring having that information in order to make that decision. Mayor Ogden felt it would be unlikely having two projects with the same point value in view of all the considerations that go into the ranking and didn't see the need for a tie-breaker. Whether the committee members wanted affordable housing being one of the point totals was at issue.

The committee concurred with staff's recommendation on the street design guidelines, boulevards, and the freight criteria issues.

Action Taken: Councilor McLain moved, seconded by Bob Stacey, to recommend approval of Resolution No. 98-2680, adopting the process and criteria for project selection for the FY 2000-03 Metro Transportation Improvement Program (MTIP) inclusive of changes recommended by TPAC's subcommittee for boulevard, freight and street design issues.

1st Motion to Amend: Commissioner Kelley moved, seconded by Councilor Rohde, to amend the administrative criteria to incorporate recognition of projects that benefit existing affordable housing needs as well as to increase the supply of affordable housing.

Commissioner Rogers wanted the record to be clear in that he would vote against the MTIP criteria if affordable housing was included.

At this point, the motion and its second were withdrawn.

2nd Motion to Amend: Bob Stacey moved, seconded by Mayor Drake, that there be a separate vote to see whether affordable housing will be a part of the overall MTIP package. The second motion to amend PASSED unanimously.

3rd Motion to Amend: Commissioner Kelley moved once again, seconded by Councilor Rohde, to amend the administrative criteria to incorporate recognition of projects that benefit existing affordable housing needs as well as to increase the supply of affordable housing.

In discussion on the motion, Commissioner Kelley commented that she felt there is a significant connection between land use and transportation and hoped this would end the competitive issues.

In calling for the question on whether or not to include affordable housing as part of the MTIP criteria as amended, the motion PASSED by a vote of 8 for, 4 against. Those voting for included: Kay Van Sickel, Sharron Kelley, Ed Lindquist, Susan McLain, Greg Green, Karl Rohde, Bob Stacey, and Ed Washington. Those voting against included: Rob Drake, Jim Kight, Jon Kvistad and Roy Rogers.

Action Taken: Councilor Kelley moved, seconded by Councilor Kight, to recommend approval of the entire package as amended. The motion PASSED, 11 for, 1 against. Presiding Officer Kvistad voted against.

Commissioner Lindquist reminded committee members that jurisdictional staff will work with Metro staff in highlighting the projects but that JPACT will make the final decisions. He noted that housing will be an important part of the criteria in Clackamas County.

RESOLUTION NO. 98-2689A - AMENDING THE 1998-2001 METRO TRANSPORTATION IMPROVEMENT PROGRAM TO ALLOCATE \$40,000 TO THE TUALATIN TRANSPORTATION MANAGEMENT ASSOCIATION

It was noted at the Transportation Planning Committee that there were a few differences in where the money is being spent and how it is being spent.

Dan Kaempff of the Tualatin Transportation Management Association reported that \$20,000 is earmarked for a vanpool subsidy of which three vanpools have already been started. The other \$20,000 is scheduled to help pay for the shuttle which serves the western industrial area. Funds will be spent during the FY 98-99 year.

Action Taken: Commissioner Rogers moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 98-2689A, amending the *1998-2001 Metropolitan Transportation Improvement Program* to allocate \$40,000 to the Tualatin Transportation Management Association. The motion PASSED unanimously.

RESOLUTION NO. 98-2686 - APPROVING THE AIR QUALITY CONFORMITY DETERMINATION FOR THE 1995 REGIONAL TRANSPORTATION PLAN

Andy Cotugno explained that the region is required to demonstrate that our *Regional Transportation Plan* complies with the air quality standards in the *State Implementation Plan*. The prior determination lapsed in July of this year. Highway projects cannot be built until the air quality conformity determination is recertified. This action includes expansion of light rail to the

airport and all projects accounted for through TEA-21 allocations.

Action Taken: Commissioner Kelley moved, seconded by Commissioner Lindquist, to recommend approval of Resolution No. 98-2686, approving the air quality conformity determination for the 1995 *Regional Transportation Plan*. The motion PASSED unanimously.

RESOLUTION NO. 98-2676 - ESTABLISHING A POLICY BASIS AND FUNDING STRATEGY FOR TRANSPORTATION MANAGEMENT ASSOCIATIONS (TMAs) FOR THE MTIP/STIP DEVELOPMENT PROCESS

Chair Washington deferred action on the above resolution to the September 10, 1998 JPACT meeting.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members