

MEETING REPORT

DATE OF MEETING: March 12, 1998

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

PERSONS ATTENDING: Members: Acting Chair McLain and Lisa Naito, Metro Council; Kay Van Sickel (alt.), ODOT; Rob Drake, Cities of Washington County; Ron Bergman (alt.), Clark County; Jim Kight, Cities in Multnomah County; Ed Lindquist, Clackamas County; Greg Green (alt.), DEQ; Dean Lookingbill (alt.), Southwest Washington RTC; Karl Rohde, Cities in Clackamas County; Dave Lohman (alt.), Port of Portland; Don Wagner, WSDOT; and Tom Walsh, Tri-Met

Guests: Paul Silver, City of Wilsonville; Dave Williams, ODOT; Jim Howell, Citizens for Better Transit; Meeky Blizzard, Sensible Transportation Options for People; Mayor Lou Ogden (JPACT alt.), Cities of Washington County; Mark Brown, Washington County; Steve Dotterer and John Gillam, City of Portland; G.B. Arrington, Tri-Met; Rod Sandoz, Clackamas County; Susan Lee, Multnomah County; Gary Katsion, Kittelson & Associates, Inc.; Councilors Scott Rice and Kay Walker, City of Cornelius; Ron Papsdorf, City of Gresham; Susie Lahsene, Port of Portland; Betty Atteberry, Sunset Corridor Association; and Joe Dills, OTAK

Staff: Andrew Cotugno, Mike Hoglund, Tom Kloster, Kim White, Terry Whisler, Allison Dobbins, Gerry Uba, Ray Valone and Lois Kaplan, Secretary

Media: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Acting Chair Susan McLain.

ANNOUNCEMENTS

Chair McLain announced that the Transportation 2000 conference will be held in Portland on Thursday, March 19, at 7:30 a.m. to noon, in the Portland Hilton Grand Ballroom. Registration should be submitted to the Business Journal.

Distribution was made of the *Creating Livable Streets* handbook which provides the Portland region with its regional street design guidelines in support of the 2040 Growth Concept.

Also announced was the joint JPACT/MPAC worksession on Wednesday, April 15, at 5:30 p.m. in the State Office Building to discuss development of the draft Preferred and Strategic Regional Transportation Plan.

MEETING REPORT

Commissioner Lindquist moved, seconded by Councilor Kight, to approve the February 12, 1998 JPACT meeting report as submitted. The motion PASSED unanimously.

RESOLUTION NO. 98-2604 - APPROVING THE FY 1999 UNIFIED WORK PROGRAM

Andy Cotugno highlighted some of the new work programs contained in the FY 99 Unified Work Program (UWP), including an I-5 bi-state trade corridor strategy for which we are seeking Discretionary federal funds and a commercial transportation study for which data is presently being collected to address the problems related to movement of commercial goods. The UWP represents the Transportation Department's overall work program effective July 1. Andy noted that the Metro budget process is not over and that there's a possibility that the budget may be revised. The grant funding for the work program has already been allocated to the four-year period covered by the Transportation Improvement Program.

Action Taken: Commissioner Lindquist moved, seconded by Councilor Naito, to recommend approval of Resolution No. 98-2604, approving the FY 99 Unified Work Program. The motion PASSED unanimously.

PRESENTATION ON CLACKAMAS REGIONAL CENTER PLAN

Joe Dills, an OTAK consultant, provided an overview of the Clackamas Town Center Plan. The objective is to implement the 2040 Growth Concept and meet the challenges it presents. The plan seeks to reach regional objectives and significantly update the Clackamas Town Center (CTC) Plan.

The study area encompasses about 2,000 acres of land and includes the Clackamas Town Center, the Oregon Institute of Technology, Clackamas Community College, Clackamas Promenade, the Kaiser facility, and Portland Community College.

Joe reviewed the two rail alignments being studied (northern and southern), noting that the plan supports light rail but is not dependent on either alignment. All land use districts have opted for mixed use, incorporating new design standards. Planned mixed use is a new classification for Clackamas County and is the fundamental land use strategy in support of transportation investments in the area.

An urban design component was created in response to identified early needs relating to the character of the area. Joe noted that larger street connections serving key streets and two main streets (Causey and Monterey) have been designated to achieve connectivity. They are also seeking creation of a greenway (Phillips Creek), gateway centers, and street standards that would provide for planter strips, medians and pedestrian islands on designated boulevards.

An area vision plan was presented of the Clackamas Town Center which comprises 100 acres of land (\$2 million development). The Clackamas Town Center serves as the geographic and employment center of the study area, with over 5,000 employees. The fundamental strategy is to change the parking to be structured, mix land uses, provide ground floor retail and have the parking accessways to function as public streets.

Joe reported that the owners of the town center planning study are supportive of the concept and have worked with the consultant to craft the plan. Other major developments have been looked at in striving for public policy objectives. Today's 5.6 parking spaces/thousand will be lowered to 4.5 spaces/thousand in the future. There will be 500,000 square feet of office space, the addition of a 200 room hotel, expansion of department stores, and ground floor accessory retail. Commissioner Lindquist indicated that they have been working with 2040 requirements and are about six months away from completion. There is still more advisory committee review.

A discussion followed relating to what is envisioned on the urban design working map for off-street pedestrian links. A variety of pedestrian paths that can be off-street path systems, pedestrian bridges or on-street sidewalks will connect to key trail systems in the area.

Also discussed was whether there would be any impact on the neighbors with regard to revitalizing Phillips Creek. Joe indicated that the development involves the back half of a number of lots so there is little impact. No residential purchases will be required and they hope to establish a neighborhood park there.

Chair McLain thanked Joe Dills for his presentation.

UPDATE ON AFFORDABLE HOUSING

This issue was initially introduced by Councilor Washington seeking help from JPACT with the question of what is the link between transportation funding and affordable housing and how one might integrate that link with other transportation funding criteria.

Andy reviewed the March 5 TPAC memo that laid out three basic messages: 1) how transportation might indirectly help affordable housing through policy direction; 2) how transportation might help through construction implementation projects; and 3) whether an approach that penalizes local governments not addressing affordable housing should be discussed. Andy reviewed TPAC's findings and recommendations, the range of initiatives, the implementation issues, and the recommendation that the region should not withhold regional transportation funding to penalize jurisdictions. He spoke of the policy directions that would help low-income people with transportation needs in an indirect manner.

Direct rewards relate to transportation investments that would make affordable housing more implementable. TPAC felt this is the appropriate area to target and pursue. To be discussed further is the relative weighting of an affordable housing criteria when compared to other criteria such as bike access to schools, the emphasis on freight, and the non-SOV mode share.

JPACT members were generally opposed to the penalty approach to such projects.

Councilor Naito complimented Andy Cotugno on the approach. She concurred that the penalty approach should be avoided and, in its place, an incentive program considered.

There was general consensus in favor of the memo as drafted by Transportation Director Cotugno. Chair McLain didn't feel there was need to discuss this issue further until May or June.

Mayor Drake, representing the cities in Washington County, questioned whether all transportation projects would have to have an affordable housing component. Andy explained that the current criteria ranks a lot of characteristics, including safety, usage, cost-effectiveness, 2040 implementation emphasis and connectivity and suggested that affordable housing be recognized as another criteria in some fashion. The weighting of that criteria has not been determined, noting that 40 points out of 100 total are considered for 2040 application.

Chair McLain felt that affordable housing should be included in the 40 points for 2040 as part of the mix. In addition, in the technical ranking, the criteria doesn't always cover what you consider is important. As such, administrative criteria to flag relevant issues are also used. Advancing a project that isn't necessarily accounted for by criteria should be flagged as an issue needing more attention.

Tom Walsh felt that we are tackling the issue with a wrong set of tools. He felt that affordable housing is an issue of economic affordability. He indicated that if we had 5 percent loans with 2 percent downpayment as the tool, we wouldn't have an affordable housing problem. He felt that we should be looking for much more aggressive tools aimed most directly at the problem than the transportation funding linkage. Andy felt that the size of transportation's contribution to the affordable housing issue is a small tool and the expectation is that it is not going to solve the problem.

Chair McLain pointed out that one of the elements is not just connecting transportation to affordable housing but to recognize that if transportation costs less, moderate income households have been given an advantage with overall household dollars. She also viewed this as a small flexible tool for setting priorities. The task force will bring those items back to JPACT for further review after they have been defined.

Dave Lohman noted that the biggest potential for new jobs in Multnomah County is along Columbia Boulevard, citing the importance of providing employment near housing.

Tom Walsh felt that the real problem is trying to find financing for affordable housing. He was concerned about how many points would be assigned for affordable housing, commenting on the need to achieve a careful balance.

Commissioner Lindquist raised the issue of whether the region should be seeking federal funding for affordable housing. Clackamas County recognizes the problem, it can be put in the land use plan, but they can't finance it. He felt such funds should be sought if it was felt Congress would be supportive.

Chair McLain spoke of a recent meeting where a discussion was held on regional funds for infrastructure. She felt the issue needs to be addressed.

Mayor Ogden spoke of the MPAC partners, who prefer rewarding transportation dollars to support affordable housing.

TRI-MET STRATEGIC PLAN

Tri-Met's *Strategic Plan*, adopted five years ago, has been updated and will go to the Tri-Met Board for adoption in April. The update process started last summer. G.B. Arrington, Tri-Met Director of Strategic Planning, reported that the plan has been updated to embrace the transportation/land use goals reflected in the 2040 Growth Concept. He spoke of Tri-Met's vision for the future, the challenges that transit must take on to make 2040 work, and the goals and strategies they face.

He commented on the successes that Tri-Met has encountered, which included: ridership being at record levels (faster than the growth of auto trips or population); the agency being financially stable; the ability to expand service, including the start-up of the Westside light rail; having increased capacity by 35 percent; transit stations provided on the Westside alongside housing developments (over 6,000 units); and a continuation of the direction set in 1993.

To ensure that transit meets the challenge of 2040, Tri-Met is addressing transit in the suburbs. G.B. explained that 70 percent of present service is in Multnomah County, citing the need to expand the level of transit service in the suburbs and change the orientation of the present system to serve regional centers as well as the downtown. He also emphasized the need to reinvest in the current system. In addition, service expansion has been operating at 1.5 percent per year under current revenues. To meet the 2040 Growth Concept, service would need to expand 3.8 percent per year and Tri-Met would need to seek \$25-30 million over and above what they have today.

Tri-Met's goals have been revised for a transit system they envision in the year 2003. They plan to continue their aggressiveness, build on their successes, meet the challenges for building up the system while reinvesting in the current system, redefine the system to provide for expansion in the suburbs, and look to JPACT as its partner in the region.

Mayor Drake, a member of the Transit Choices for Livability (TCL) Committee, asked what it's going to cost to implement 2040. He noted that the citizens are supportive of keeping the region livable.

Dean Lookingbill felt that bi-state issues should be addressed in the Strategic Plan. G.B. reported that the focus is on the Tri-Met district and the RTP. Dean wondered whether there would be an opportunity to have a discussion on bi-state issues at a future JPACT meeting.

JPACT
March 12, 1998
Page 7

WASHINGTON, D.C. ISSUES

Commissioner Lindquist reported on his recent trip to Washington, D.C. for a National Association of Counties (NACO) conference addressing growth and quality of life issues. He reported that our region is considered No. 1 as leaders in that area.

Councilor Rohde also reported on issues discussed at the recent League of Cities (LOC) conference in D.C. relating to ISTEA, the allocation for transit, and the truck tax. Discussion also took place on the reauthorization of the Surface Transportation Board and its control over freight traffic. Councilor Rohde spoke of the need for community consideration in connection with freight movement by the railroads.

Tom Walsh noted that the major transportation component of ISTEA evolved through efforts of Senators Wyden and Smith. The bill is expected to go to the Senate on either March 12 or 13. The mark-up is expected as early as May and will go before the Conference Committee by the end of May. Tom commented that members and key staff people know what is going on in this region, recognize it and are supportive.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members