



QUESTIONS FOR 2009 HOUSTON MUNICIPAL CANDIDATES

The Citizens' Transportation Coalition (CTC) is an all-volunteer grassroots transportation advocacy organization. Formed in 2004, we are interested in transportation planning issues and opportunities across the 8-county Houston region. CTC reaches more than 10,000 readers, many of whom live within the City of Houston. If elected, you will directly influence transportation policy in our city, and our readers are very interested in your views on several topics!

We would appreciate your responses by midnight Friday, September 25, 2009.

However, we will post all responses as they come in. Questions and answers will be posted on CTC's website at www.ctchouston.org and shared via our email list. If we do not hear back from you, we will list your answer as "No response."

You can get your answers to us in either of two ways:

BEST: By EMAIL	OK: By Fax
<p>Save this Word document to your computer, and be sure to include your name in the file name.</p> <p>Open the document in Word and type your answers in the boxes provided. (Boxes will expand as needed.)</p> <p>Save the file when you're finished.</p> <p>Email your completed questionnaire to candidates@ctchouston.org.</p>	<p>Print this document.</p> <p>Write or type your answers to each question in the boxes provided.</p> <p>Fax your completed questionnaire to (713) 529-1392.</p> <p>Please call Ian at (713) 576-9574 to report that the fax has been sent. Thanks!</p>

Thank you in advance for your participation!

Candidate name:

VICE MAYOR PRO TEM SUE LOVELL

Position sought:

Houston City Council At-Large Position 2 (re-election)

1. General

The Regional Transportation Plan (RTP) is a federally-required planning document. While cities like Atlanta, Denver, and Portland have made "improving quality of life" a top priority in their regional plans, Houston's 2025 RTP named "reducing traffic congestion" as the top goal.

Q1a: What should be the City's top priority in regional transportation planning?

I agree with the goal of reducing traffic congestion by continuing to move towards implementing a full spectrum of mobility choices including, auto, bicycles, light rail, commuter rail and pedestrian walkways. By reducing traffic congestion we will improve the

quality of life in the City of Houston.

Q1b: If elected, what would be your most important initiative(s) to address this priority?

Hoping to continue as a representative on the Transportation Policy Committee, to continue our efforts to find federal funding to expand commuter rail in the region. If re-appointed as Chair of the Council's Transportation, Infrastructure and Aviation Committee, to continue to work with METRO to build upon their existing new Bus Rapid Transit lines. In both capacities, continue to fight for every transportation dollar that becomes available to the City of Houston and the region.

2. More transportation alternatives

One in five adult Texans cannot or does not drive. According to the 2009 Houston Area Survey, 62.4% of respondents said it is "very important" to the future success of Houston to develop a much-improved mass transit system.

Q2a: Do you support more transit for the Houston region?

Yes. As the Chair of the TIA committee and as a representative of the city at TPC, I have fought for and will continue to fight for more transit for our region.

Q2b: What should the City do to enhance the usefulness of the developing light rail system?

The city should take the opportunity while construction is being done to enhance our neighborhoods, including putting in amenities such as benches, better street lighting, trash receptacles, walkable sidewalks, and replacement of trees where it is appropriate.

Nationally, the Federal Transit Administration (FTA) requires that new rail projects demonstrate how station development will support ridership. METRO's ability to win federal rail funding may therefore hinge on City of Houston planning regulations, but those regulations require suburban-style auto-dependent development with 25-foot setbacks on most major roadways. The new urban corridor development ordinance allows for reduced setbacks along specified roadways, but building pedestrian-friendly development elsewhere requires navigating a cumbersome variance process.

Q2c: Should the City legalize urban, pedestrian-friendly development along all roadways?

Each part of the city is very distinctive and different. I think the city should legalize urban, pedestrian-friendly development along roadways where it is appropriate to the neighborhood. I am absolutely in favor of doing something to simplify the cumbersome variance process.

Houstonians fund transit with a \$.01 sales tax. In 1992, Bob Lanier diverted ¼ of our transit tax collections to the General Mobility program. This money is shifted to local jurisdictions within the

METRO service area to fund road improvements across the region. In fiscal 2008, more than \$130 million of METRO's transit tax collections was allocated to the General Mobility fund, and \$94.7 million was claimed by the City of Houston. Since 1992, more than \$1.6 billion has been diverted from transit, funds which may have lost us more than \$1 billion in federal matching dollars. An additional \$1 billion will be diverted from transit to General Mobility projects between now and September 2014, when the current agreement ends.

Q2d: Do you support ending the diversion of our transit tax dollars to the General Mobility program when the current agreement expires in 2014?

I am very much in favor of revisiting the issue, but with conditions: (1) the other cities within the METRO service area do the same, (2) current economic conditions improve and (3) there is some way to be compensated for the wear and tear resulting from METRO busses using our roads.

3. *Balancing interests within the transportation system*

Mobility is multi-modal. The City's public right-of-way includes roadways, utilities, sidewalks, and street trees, from property line to property line. This right-of-way must serve trucks, cars, buses, bicycles, pedestrians, wheelchairs, scooters, and transit users. Reconstruction of a single highway overpass or intersection can affect access for all of these uses.

Q3a: Should the City require every transportation infrastructure project within the City of Houston – regardless of the implementing agency – to preserve and/or enhance the full spectrum of mobility uses, including auto, pedestrian, bicycle, and transit access?

Again, in Houston, every neighborhood is different. I would support the full spectrum of mobility uses if it is appropriate to the neighborhood.

Q3b: Should the City fund the construction and maintenance of sidewalks?

The city should participate in funding when appropriate.

4. *Regional transportation planning*

Three million new people are projected to arrive in the Houston area over the next 30 years. Where they live and work, and how they get around, will have a tremendous impact on quality of life in Houston communities.

As the population increases, so does demand for goods and freight. How freight moves in and through our region will also affect quality of life. Further, Houston's economy is tied to the port and the efficient movement of goods through our region.

Truck traffic is a significant cause of roadway congestion, and freight rail is a more efficient, more environmentally-friendly alternative. However, Houston's freight rail system is at capacity and often disrupts neighborhoods because of its antiquated facilities.

Q4a: Do you support public investment in improving the freight rail system? What role should the city play in this?

As the city's representative on the TPC, I have voted for the Gulf Coast Rail District to become a member of the TPC and I will soon be supporting their becoming a voting member of the TPC. As Chair of the TIA committee, I am the city's representative when the Gulf Coast Rail District travels to Washington to seek federal funding. With the widening of the Panama Canal, and more goods coming to our port – which is great for the city – it is extremely important that we find a more efficient way of moving freight through our city.

Commercial airline travel uses at least six times more energy than intercity passenger rail for trips of fewer than 600 miles. Experience across the world has shown that passengers prefer high speed rail to airplanes on trips of 2-3 hours, which is possible between Houston, Dallas, Austin, and San Antonio. Recently the Federal Railroad Administration (FRA) initiated a national High Speed Rail program which includes federal grant funds. Houston could potentially connect to New Orleans via the Gulf Coast Corridor and to Dallas/Ft. Worth, Austin, and San Antonio via the Texas T-Bone.

Q4b: Do you believe it's important to develop high-quality rail connections for passengers between Houston and other major Texas cities?

Yes, absolutely.

Achieving the highest efficiencies of rail transportation requires careful planning. Intercity rail service requires long, uninterrupted rights-of-way. Additionally, commuter rail requires seamless connections to job centers, which in turn requires connections to light rail and local bus as well as convenient station locations.

Q4c: Should the City of Houston participate in identifying and developing appropriate corridors and station sites that will connect regional and statewide transit to urban employment centers?

Yes.

In the Houston region there are more than 1,200 at-grade intersections of rail lines and roadways. These at-grade crossings inflict both economic and social costs on Houston, including surface congestion, neighborhood disruption, delayed emergency response, and crashes. Grade separations resolve these issues. In addition, grade separations are essential to enable high-speed rail.

Q4d: Should the City of Houston dedicate significant ongoing funds to invest in grade separations?

When the funding is available, we should. But at this time, during the economic downturn, those funds are not available. But the city should dedicate significant time and effort to identify any dollars – state, federal or federal stimulus – to invest in grade separations.

The proposed Grand Parkway, a 180-mile loop toll road, would run through mostly uninhabited and undeveloped areas in nearby unincorporated Harris County. Its construction will spur development on the Katy Prairie which will result in the loss of valuable greenspace and wildlife

habitat as well as increased flooding in existing Houston neighborhoods. Ironically, the Grand Parkway will also increase traffic congestion on other Houston area roadways because projected employment along the corridor is minimal and all new residents will thus have to commute long distances to their workplaces.

Q4e: Should the City of Houston take a position regarding whether to construct projects such as the Grand Parkway that stand to impact the City but that lie outside its jurisdiction?

Yes, the city should take a position.

Across the Houston region, there are more than 40 public agencies building transportation projects. This work is coordinated to some extent by the Transportation Policy Council (TPC), which has responsibility for allocating federal transportation dollars to local governments. While many of these projects affect City of Houston residents and the City appoints 3 members to the TPC, the City has not historically played a strong role or used its voice to influence regional transportation planning.

Q4f: Should the City play a more active role in regional transportation planning? How?

As one of the three members representing the City of Houston on the TPC, I have played a very active role in regional transportation planning. It is difficult to play a strong role, due to term limits. Councilmembers at best can serve only six years. This constant turnover puts our city at a disadvantage.

5. City of Houston organization and process

As Houston has grown, private development has generally followed public investment in infrastructure. The City's decisions regarding where to improve public infrastructure result in de-facto planning for our future growth. The City in turn depends on property taxes from private development for revenue and thereby stands to benefit from strong growth.

Q5a: Should the City strategically plan infrastructure investments to influence the city's growth?

Since I moved here in 1970, the city has grown because of the opportunities that are available here. I believe that the city should invest in infrastructure as we do now, using developer participation agreements in which we split the infrastructure cost with the people investing in the growth of the city. I am totally supportive of a separate infrastructure enterprise fund – this will allow for additional investment in our infrastructure.

Our city must live with the infrastructure choices we make today for generations to come. Some options create or relieve social impacts that are difficult to quantify. However, the best long-term solution often costs more in dollars to confer neighborhood benefits. For example, consider the trade-offs between depressed and elevated structures. An overpass limits access to property and subjects the neighborhood to noise and visual impacts. An underpass addresses these issues, but at a monetary cost. In some situations, the benefits of the higher-cost solution will warrant the additional expense.

Q5b: Under what circumstances should the City not choose the least-expensive solution?

These decisions must be made on a case-by-case basis to get the maximum benefit for taxpayers. What I am certain of is that there must be a transparent process that involves the local communities, neighborhoods and businesses.

6. Accommodating growth

According to the US Census, the City of Houston is one of the fastest growing cities in the United States. The Houston-Galveston Area Council (H-GAC) forecasts that the City of Houston will add 23,000 people and 9,000 housing units per year for the next ten years. The format of this growth will be governed by Chapter 42 of Houston's Code of Ordinances, which was originally written in 1982 to govern greenfield development. However, much of the forthcoming population growth is expected to happen in denser, infill developments, and these will also be guided by Chapter 42.

Increasing density can make a city more livable and sustainable if essential infrastructure is in place. This infrastructure includes improved streets and drainage, guest parking, transit access, parks and green spaces, upgraded electric and utility distribution, and space for staging solid waste collection. Imposing unplanned, piecemeal residential density without first having these infrastructure requirements in place burdens residents with unacceptable neighborhood environments. In its current form, Chapter 42 fails to anticipate or address the cumulative impacts of increasing density, and this summer's amendments to Chapter 42 not only fail to resolve this issue; they expand the impact to all areas within Beltway 8.

Q6a: What policies should the City implement to better anticipate and address the impacts of inevitably increasing density?

Again, every neighborhood is distinct and different. I believe in neighborhood self-determination. We cannot pass one amendment and expect it be effective for all neighborhoods. The City of Houston is too big and the neighborhoods are too diverse.

We pay for roads, storm sewers, wastewater lines, and utilities by the mile. The lower the density of development, the farther people must travel to reach jobs, stores, and entertainment, and the more we pay to build and maintain infrastructure.

It would be fiscally-responsible for the city to incentivize denser development where the infrastructure is already sufficient. For example, costs of development in Midtown, which has a lot of street capacity, good utilities, and excellent transit access, should be less expensive than elsewhere.

Q6b: Should the City use performance measures or other means to steer dense development to areas where appropriate infrastructure exists or is planned?

High-density development is a new experience and adventure for us. While I am not opposed to performance measures or other means to steer dense development, I don't know what tools we would use at this point in time to accomplish that.

Parking is a contentious issue in many neighborhoods, and improper management of parking infrastructure can degrade the quality of development. Parking requirements that are not case-specific can stifle growth by raising the cost of development and can deaden what would otherwise be vibrant urban places by replacing activity centers with parking lots. However, for all areas outside downtown, the City of Houston has one-size-fits-all parking requirements that consider neither the specific characteristics of a given neighborhood nor the vision held by residents for their neighborhood.

Q6c: Should the City adopt new context-sensitive parking requirements that consider factors such as access to transit and presence of shared parking?

I am in favor of exploring new ways to alleviate the parking problems in many neighborhoods that do not cause businesses to fail. I've been around long enough to remember Lower Westheimer as a vibrant area filled with restaurants and small retail stores. When City Council acted to stop the parking in the surrounding neighborhoods, most of those businesses failed. Lower Westheimer became a magnet for drug dealing, prostitution, graffiti and other criminal activity. I would not like to see this occur again. We must find ways to be sensitive to neighborhoods and at the same time to small businesses in the areas.

Shared parking facilities can enable disparate developments to consolidate parking, thereby transforming land that would have otherwise been used for bland parking facilities into vibrant activity centers. Furthermore, properly managed shared parking facilities could be tapped as a revenue source for the City.

Q6d: Should the City participate in providing shared parking outside of the central business district?

The city's role could be to identify neighborhoods where this is a serious problem; then identify parking facilities that are available in the evenings; and then bring together the businesses and the owners of the facilities and help implement a partnership that would allow the businesses to have access to the parking for their customers. For example, we could facilitate a partnership between the Houston Community College (whose parking garage is not used in the evenings) and restaurants in Midtown. Customers could park in the garage and use light rail or pedi-cabs, or just walk to their destinations. It might even create new business for taxicab drivers to do short-haul trips like they do in other cities like New York, Chicago or San Francisco.

That's it! You're done! Thank you again for your participation, and good luck on November 3rd!