

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ESTABLISHING) RESOLUTION NO. 80-183
HYDROCARBON REDUCTION TARGETS)
FOR OREGON PORTIONS OF PORTLAND/) Introduced by the
VANCOUVER SMSA) Air Quality Advisory Committee

WHEREAS, Metro has been designated by the Governor of the state of Oregon as lead agency for air quality planning in the Oregon portion of the Portland/Vancouver metropolitan area pursuant to the Clean Air Act Amendments of 1977; and

WHEREAS, The Regional Planning Council of Clark County (RPC) has been designated by the Governor of the state of Washington as lead agency for the Washington portion of the metropolitan area; and

WHEREAS, Metro and the RPC must develop transportation control strategies to reduce hydrocarbon emissions in their respective jurisdictions as part of the 1982 State Implementation Plan (SIP) revisions; and

WHEREAS, The Environmental Protection Agency (EPA) and Urban Mass Transportation Administration (UMTA) require the establishment of an equitable method (formula) for dividing between the two jurisdictions the necessary total reduction in hydrocarbon emissions needed to reach federal ozone standards by December 31, 1987; now, therefore,

BE IT RESOLVED,

1. That the Metro Council endorses using the projected 1987 population in the Oregon and Washington portions of the Air Quality Maintenance Area (AQMA) as the basis for distributing the

required reduction in hydrocarbon emissions necessary to meet the federal ozone standard; and that the regional reduction target shall be based upon the Hydrocarbon Emissions Inventory developed cooperatively by Metro, the Oregon Department of Environmental Quality (DEQ) and the Southwest Air Pollution Control Authority.

2. That the reduction targets should be based upon comparable committed hydrocarbon control strategies of the two states.

3. That the Metro Council recognizes that the 1987 population forecast will be updated after receipt of the 1980 census and periodically thereafter, and that the Emission Inventory will be updated as studies progress resulting in revisions to specific hydrocarbon reduction targets.

4. That Metro agrees to work cooperatively with the RPC in the event either party is unable to fully achieve their portion of the emission reduction.

5. That the Metro Council authorizes the Executive Officer to execute a Planning Agreement between Metro and the RPC to establish the required reduction in hydrocarbon emissions in Oregon and Washington necessary to meet the federal ozone standard.

ADOPTED by the Council of the Metropolitan Service District this 25th day of September, 1980.



Presiding Officer

RB:ss
307B/135

A G E N D A M A N A G E M E N T S U M M A R Y
APPROVED BY THE METRO COUNCIL

TO: Metro Council
FROM: Executive Officer
SUBJECT: Establishing Hydrocarbon Reduction Targets for Oregon Portions
of Portland/Vancouver SMSA

THIS 25th DAY OF September 1988
Cynthia M. Wickham
CLERK OF THE COUNCIL

I. RECOMMENDATIONS:

- A. **ACTION REQUESTED:** Council adoption of the attached Resolution No. 80-183 establishing a policy for setting hydrocarbon emission reduction targets for Oregon and Washington.
- B. **POLICY IMPACT:** This action will establish hydrocarbon emission reduction targets for Oregon and Washington necessary to attain the federal ozone standard. This will allow development of the appropriate package of control strategies from each jurisdiction necessary to meet the regional emission reduction target. Two important policy considerations provide the basis for dividing the necessary emission reduction between jurisdictions:
1. The total emission reduction necessary will be pro-rated between the two jurisdictions based upon the projected 1987 population. This establishes the policy that per capita hydrocarbon reduction should be uniform in both jurisdictions; and
 2. Calculation of the total regional emission reduction will not penalize either jurisdiction for having already imposed more stringent controls than the other jurisdiction; specifically, Oregon's biannual vehicle inspection program and Washington's annual inspection program will be taken into account in calculating the needed reduction.
- C. **BUDGET IMPACT:** The approved Metro budget funds staff involvement for establishing hydrocarbon reduction targets.

II. ANALYSIS:

- A. **BACKGROUND:** To ensure a coordinated planning effort in the Portland/Vancouver Air Quality Maintenance Area (AQMA) to attain the federal ozone standard, the U. S. Environmental Protection Agency (EPA) has required that Metro and the Regional Planning Council of Clark County (RPC) establish hydrocarbon emission reduction targets for each jurisdiction. Metro and the RPC will enter into an Interstate Working Agreement (Exhibit "A") which will establish the required reduction by each state. Exhibit "B" illustrates calculation of the targets based upon currently available data.

- B. **ALTERNATIVES CONSIDERED:** Division of total emission reductions between jurisdictions could be established on some form of proration or could result from adoption of uniform control measures in both jurisdictions. Since the two jurisdictions are governed by separate metropolitan planning organizations and state legislatures, establishment of uniform controls is very unlikely. Prorating the total emission reduction between jurisdictions allows each to adopt the most suitable package of control strategies to suit individual conditions.

Prorating emissions between jurisdictions could be based upon 1977 or 1987 population or 1977 or 1987 hydrocarbon emissions. 1987 provides a more logical basis than 1977 since that is the required date for meeting the federal ozone standard. Population provides a more reliable basis than emissions because emissions estimating techniques are continuously being refined and improved.

The failure to establish targets would result in no definitive level of commitment by each state to reduce hydrocarbon emissions sufficiently to attain the federal ozone standard. This could result in a loss of transportation and sewerage capitol improvement funds to the region. Not establishing targets would also result in the loss of additional air quality planning funds available to Metro and the RPC.

- C. **CONCLUSION:** Metro staff recommends approval of the attached resolution.

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EXHIBIT "A"
INTERSTATE WORKING AGREEMENT FOR AIR QUALITY PLANNING
BETWEEN
METROPOLITAN SERVICE DISTRICT
AND
REGIONAL PLANNING COUNCIL OF CLARK COUNTY

THIS AGREEMENT is made and entered into as of the _____ day of _____, 1980, by and between the Metropolitan Service District (hereinafter referred to as "METRO"), and the Regional Planning Council of Clark County (hereinafter referred to as the "COUNCIL").

WHEREAS, METRO has been designated by the Governor of the state of Oregon as lead agency for air quality planning in the Oregon portion of the Portland/Vancouver Air Quality Maintenance Area (AQMA) pursuant to the Clean Air Act Amendments of 1977; and

WHEREAS, The COUNCIL has been designated by the Governor of the state of Washington as lead agency for air quality planning in the Washington portion of the Portland/Vancouver AQMA pursuant to the Clean Air Act Amendments of 1977; and

WHEREAS, METRO and the COUNCIL must develop transportation control strategies to reduce hydrocarbon emissions in their respective jurisdictions as part of the 1982 State Implementation Plan (SIP) revisions; and

WHEREAS, The Environmental Protection Agency (EPA) and Urban Mass Transportation Administration (UMTA) require the establishment of an equitable method for dividing, between the two jurisdictions, the necessary total reduction in hydrocarbon emissions needed to reach federal ozone standards by December 31, 1987;

NOW, THEREFORE, METRO and the COUNCIL agree to use the SIP hydrocarbon emissions inventory as the source for establishing the total reduction in hydrocarbon emissions necessary for the Portland/Vancouver Air Quality Maintenance Area to meet the federal ozone standard.

FURTHER, METRO and the COUNCIL endorse as a basis for distributing the needed emission reduction between Oregon and Washington, the projected 1987 AQMA population for each state's portion (85 percent Oregon, 15 percent Washington); and that the reduction targets should be based upon comparable committed hydrocarbon control strategies of the two states.

FURTHER, METRO and the COUNCIL recognize that the 1987 population forecast will be updated after receipt of the 1980 census and periodically thereafter; and that the emission inventory will be updated as studies progress resulting in revisions to specific hydrocarbon reduction targets.

FURTHER, METRO and the COUNCIL agree to work cooperatively toward achieving the ozone standard in the event either party is unable to fully achieve their portion of the hydrocarbon emission reduction.

EXTENSION AND MODIFICATION

THIS AGREEMENT may be modified at any time, in writing, with the mutual consent of the parties.

IN WITNESS THEREOF, the parties hereto have caused this Agreement to be executed in their respective names by their authorized representatives.

METROPOLITAN SERVICE DISTRICT

REGIONAL PLANNING COUNCIL OF
CLARK COUNTY

By: _____
Rick Gustafson
Executive Officer

By: _____
Mike Langsdorf
Chairman

By: _____
Denton U. Kent
Chief Administrative Officer

By: _____
Richard T. Howsley
Executive Director

Approved as to form:

Approved as to form:

Metro General Counsel

RPC General Counsel

RB:ss
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Exhibit B

Application of formula to derive Oregon/Washington hydrocarbon emission reduction

Step 1 -- Determine 1987 total emission reduction necessary 31,500 kg/day

Step 2 -- Adjust emission inventory to reflect comparable committed hydrocarbon control strategies

- a. Credit for Oregon 6,660 kg/day
 Bi-annual Inspection Program
- b. Credit for Washington 2,090 kg/day
 Annual Inspection Program

Adjusted 1987 Total Emission Reduction Necessary 40,250 kg/day

Step 3 -- Determine Oregon/Washington split based upon projected 1987 population

Oregon	1,109,339 = 84.5%		USE 85%
Washington	<u>202,778</u> = 15.5%		15%
	1,312,117		

Step 4 -- Apply Oregon/Washington split to total emission reduction

Oregon	85% of 40,250 =		34,000 kg/day
Washington	15% of 40,250 =		6,000 kg/day