

MEETING REPORT

DATE OF MEETING: January 11, 1996

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

PERSONS ATTENDING: Members: Chair Rod Monroe, Susan McLain and Don Morissette, Metro Council; Ed Lindquist, Clackamas County; Earl Blumenauer, City of Portland; Gerry Smith, WSDOT; Bob Post (alt.), Tri-Met; Rob Drake, Cities of Washington County; Greg Green (alt.), DEQ; Craig Lomnicki, Cities of Clackamas County; Dave Lohman (alt.), Port of Portland; Bruce Warner, ODOT; Tanya Collier, Multnomah County; Les White, C-TRAN; Roy Rogers, Washington County; Dean Lookingbill (alt.), Southwest Washington RTC; and Claudiette LaVert, Cities of Multnomah County

Guests: Brian Doherty, Miller, Nash; Pat Collmeyer, Neil Goldschmidt's Office; Neil Koehler and Tom Novick, Northwest Bio-Products Coalition; John Kowalczyk, Howard Harris, Andy Ginsburg and Annette Liebe, DEQ; Rod Sandoz and John Rist, Clackamas County; Steve Dotterrer, Kate Deane, Elsa Coleman, and Meeky Blizzard, City of Portland; Henry Hewitt, Oregon Transportation Commission; Gregg Kantor, Kantor & Associates; Mary Legry (JPACT alt.), WSDOT; Susie Lahsene, Port of Portland; Kathy Busse, Multnomah County; Jay Mower, Hillsboro Vision Group; Bernie Bottomly and David Yaden, Tri-Met; Ross Harris, Citizen; Dave Williams, ODOT; and John Rosenberger, Washington County

Staff: Andy Cotugno, Rich Ledbetter, Gina Whitehill-Baziuk, and Lois Kaplan, Secretary

Media: Gordon Oliver, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair Rod Monroe.

MEETING REPORT

Mayor Lomnicki moved, seconded by Mayor Drake, to recommend approval of the December 14, 1995 JPACT meeting report as written. The motion PASSED unanimously.

RESOLUTION NO. 96-2263 - AMENDING THE MTIP TO PROGRAM CMAQ FUNDS
FOR OPERATION OF WILLAMETTE VALLEY HIGH-SPEED RAIL

Andy Cotugno explained that this would provide an amendment to the Metro Transportation Improvement Program (MTIP) to include an additional \$1.3 million of Congestion Mitigation/Air Quality (CMAQ) funds to be programmed for Eugene-Portland rail service as part of Amtrak expansion plans. A breakdown of costs included \$728,000 being provided by Amtrak; \$1 million provided through oil overcharge funds; and \$1.3 million being sought from CMAQ funds.

Andy noted that the CMAQ funds are intended for an experimental program allowed under current federal CMAQ program guidelines. The project includes air quality benefits in the areas of Volatile Organic Compounds (VOC) and carbon monoxide (CO). It does produce a slight increase of Nitrogen Oxides but is within the growth cushion. It represents an added amount to the TIP and does not affect other projects in the TIP.

Action Taken: Commissioner Lindquist moved, seconded by Mayor Lomnicki, to recommend approval of Resolution No. 96-2263, amending the MTIP to program CMAQ funds for operation of Willamette Valley high-speed rail. The motion PASSED unanimously.

COMMUNITY BRIDGE AND ROAD PROGRAM

Commissioner Lindquist reported that the JPACT Finance Committee met several times to develop a package for a September ballot measure that will not be in conflict with the Governor's transportation initiative. Work to construct the package is being done with the help of consultants. He noted that it could result in a registration fee that could be sponsored by Metro or Tri-Met.

A document summarizing public comment obtained through six public hearings and a hot line was distributed. Andy noted that meetings were held with 20-25 different interest groups, maps displayed, a 15,000 household mailer was distributed to obtain public comment, and a hotline was put in place to receive further comments. Copies of individual testimony were also included in the document in addition to the summary.

Commissioner Lindquist reported that there is a high level of interest and need but there is also a sentiment against increased taxes. It is evident from public comment that what is being proposed doesn't solve the perceived problems. The proposed package simply wouldn't pass. He cited the need to determine if there are projects that are more regional in scope for consideration, the kinds of improvements the public wants to support,

whether it should be a local or Metro measure, how this package should be integrated with the state effort, and the source of funds.

The intent is to work with the Governor and ODOT. Henry Hewitt, Chair of the OTC, emphasized the need to integrate the regional effort with that of the state and to view this region as part of one system.

RESOLUTION NO. 96-2260 - RECOMMENDING TO THE ENVIRONMENTAL QUALITY COMMISSION (EQC) THE TRANSPORTATION CONTROL MEASURES (TCM'S), CONTINGENCIES, AND EMISSIONS BUDGETS TO BE INCLUDED IN THE PORTLAND REGION'S OZONE AND CARBON MONOXIDE (CO) MAINTENANCE PLANS

Andy Cotugno noted that Metro and DEQ have been working in an ongoing effort on air quality issues. All of the actions identified in the RTP to address air quality have been implemented. The Clean Air Act requires that the region must be redesignated from nonattainment to attainment and demonstrate that it can stay in attainment for a 10-year period in an air quality maintenance plan. Andy commented on the original Task Force efforts to identify air quality measures, noting there are still some issues to be resolved. He cited the need to preliminarily adopt the recommendation so that DEQ can meet its deadline for submission to the EQC. Unresolved issues will be taken up at the February 8 JPACT meeting.

John Kowalczyk of DEQ reported that all the relevant Metro committees have been briefed. They are now seeking recommendations which reflect TPAC's preliminary CO and Ozone Maintenance Plan recommendations. John then reviewed the exhibits to the resolution.

John pointed out that interim measures and UGB issues are enforceable measures to be incorporated in the plan. TPAC is comfortable with the land use section of the TCM's, which he then reviewed. John also noted that TPAC was supportive of the ECO program with a 10 percent trip-reduction program and a voluntary parking ratio program. The industrial growth cushion will have to be reduced. Industry would rather go along with this concept than have ECO made tighter. A regional increase of transit service of 1.5 percent is assumed in the plan. Also accounted for as TCM's are completion of Westside light rail, the South/North LRT program, and increased transit service for the Central City.

Chair Monroe reported that there are ongoing discussions between MPAC and JPACT on parking ratio compromises that might turn out not to be voluntary. He questioned whether that would make any

significant difference. John Kowalczyk felt it would be supportive. Maximum regional ratios would complement the parking provisions of the plan. John cited other TCM's such as multi-modal facilities, bike lanes and pedestrian facilities. He emphasized that it was his understanding that EPA will allow TCM substitution for emission reductions.

In review of Exhibit B, John pointed out that it represented an emissions budget rather than a build/no-build mode. It is a declining budget for transportation emissions over the next 10-year period. John explained that, for RTP and MTIP conformity, the region must show a 20-year projection. He noted that these plans are contingent on EPA approval.

Exhibit C shows that because CO is a hotspot problem, there needs to be three CO emission budgets. John explained that TPAC was uncomfortable about the safety margin and the sanctions that might be imposed if the region exceeds the airshed capacity. Commissioner Blumenauer expressed concern that the region might deliberately take action that would deteriorate air quality. He noted that it is not just a safety margin but constitutes a health issue and felt there should be more discussion on this issue. He cautioned taking any action that would lessen the region's air quality standards.

In response, Greg Green cited DEQ's responsibility to meet the air quality standard and felt that the public's health would be protected. In the first 2-3 years, there would be increased emissions but, in the next 4-5 years, there would be little difference whether or not oxygenated fuels are used.

John reported that TPAC was leaning toward Options 3 and 4 of Exhibit C (relating to oxygenated fuels). TPAC was interested in gaining further information from the ethanol and petroleum industry and on costs to the consumer. They also wanted information relating to the status of oxygenated fuel on the Vancouver side of the river. Gerry Smith reported that they are working on their Ozone and CO plans and an enhanced vehicle inspection program. He didn't believe that Seattle has made a recommendation as yet. He felt that oxygenated fuels might not be necessary in the future.

Councilor Morissette noted that the 2040 goal is to reduce VMT and live in a more compact urban form. He is on record as not agreeing with some of the assumptions on buildable lands, noting that he favors a small Urban Growth Boundary addition. He raised a concern relating to regulations at the state level which blindly protect EFU land as indicated by the modeling on the Growth Concept. He commented that we don't have jobs and infrastructure located very close to one another. He cited the need to allow the region to grow enough to survive and function

and felt that some of our state goals are in conflict. He asked for a fair distribution of growth and short commutes. He felt that the potential for job creation in the future is larger and there is need to address the use of EFU land.

Councilor McLain commented that her concern with the document is that oxygenated fuel is something in place that the public has accepted, has dealt with, and has helped the region meet its air quality goals. She cautioned that we should not lose something that is working for the region, citing a regional responsibility to keep things intact that are working. She wanted to be assured that it was a worthy program, noting that she favored Option 4 of Exhibit C (to keep the wintertime oxygenated fuel program indefinitely).

Commissioner Rogers asked whether any analysis had been done on the health problems and cost aspects of fuels. He felt that the program was being weighed in terms of cost-effectiveness as opposed to the health aspects. John Kowalczyk responded that 9 ppm is based on providing some safety margin for sensitive individuals. He noted that costs can be calculated in many ways. John assured the Committee that such information will be provided before a decision is made. He noted that 10 percent ethanol is added in this region and that ethanol has less BTU's per gallon than petroleum, which results in a 1-3 percent loss in fuel economy.

Andy Cotugno cited the need to adopt the emissions budget. Each year, the region needs to demonstrate that the emissions stay within that budget. Andy pointed out that the Committee doesn't have to deal with the oxygenated fuel issue and could leave it to the Environmental Protection Agency (EPA). In any event, the budget would be set higher without the oxygenated fuel program or lower with it. TPAC is leaning toward Options 3 and 4.

Action Taken: Commissioner Collier moved, seconded by Commissioner Lindquist, that Option 3 (to keep the wintertime oxygenated fuel program until the winter of 1998-1999 when enhanced vehicle inspection is fully phased in) be accepted at least until the winter of 1998-99 at which time it will be re-evaluated as to whether it's still needed.

In discussion on the motion, Bruce Warner suggested that this issue be coordinated and discussed further with Clark County.

Dave Lohman felt there are a lot of variables. He indicated he didn't understand what reducing the growth margin really means or the impact of Option 3 which is tied to ozone, fuel and NOx.

Commissioner Lindquist spoke of ozone formations in Clackamas County, noting his concerns about growth there in the 2040 Growth Concept plan.

In calling for the question, the motion PASSED. Councilor Morissette, Councilor LaVert, Dave Lohman and Commissioner Rogers abstained.

Contingency plans for the Ozone and CO Maintenance Plans were reviewed (Exhibits D and E) to serve as back-up measures in the event the plans fail.

Action Taken: Commissioner Collier moved, seconded by Commissioner Lindquist, to preliminarily recommend adoption of Resolution No. 96-2260 with final action to be taken at the February 8, 1996 JPACT meeting. The motion PASSED. Councilor Morissette abstained.

ISTEA REAUTHORIZATION

Andy Cotugno explained that 1996 is the year that Congress will revisit ISTEA in a process that will redefine and redirect policy. ISTEA represents a six-year bill and the funding provided extends through FY 97. Andy asked for feedback from JPACT members on issues to be addressed for incorporation into a position paper.

Andy noted that a number of parties in the region are starting to participate in national associations in D.C. Those organizations will be dealing with ISTEA reauthorization, emphasizing the importance of a common position. Andy felt the region should be concerned about policy direction that affects flexibility and funding for projects such as South/North light rail. He also felt Committee members should be thinking about other projects we wish to advocate.

ODOT is convening a statewide group for support of a common ISTEA position paper and an effort is underway by Metro to coordinate that undertaking.

Commissioner Lindquist commented that the state supports the MPO's not having to say where the funds go. The majority of states in this nation also take that position. He noted that 42 states are favoring state control.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Mike Burton
JPACT Members