

**REGIONAL TRANSPORTATION FUNDING  
PAST OBJECTIVES/ACCOMPLISHMENTS/CURRENT STATUS**

**(Based on Resolution 89-1035 adopted January, 1989)**

**I. GENERAL PRINCIPLES**

**PAST OBJECTIVES**

1. We should pursue funding mechanisms for a comprehensive approach to transportation improvements, including the following categories:

- Regional Highway Corridors
- LRT Corridors
- Urban Arterials
- Transit Operations and Routine Capital
- Road Maintenance and Preservation

There is no single solution and we should not pursue funding for one element of this system at the expense of another.

2. We should more closely link the funding of transit and highway improvements.

**ACCOMPLISHMENTS**

1. Significant funding progress has been made in the categories of Regional Highways, LRT and Road Maintenance and Preservation. Modest funding progress has been made toward Transit Operations and Routine Capital. No funding progress has been made toward Urban Arterials.
2. Significant progress has been made toward better linking transit and highways as a result of the planning and funding provisions of ISTEA, planning provisions of the LCDC Transportation Rule and planning integration reflected in the Oregon Transportation Plan (OTP).

**PRESENT STATUS**

1. The region's funding efforts should be focused in an expanded agenda, including:
  - Regional Highway Corridors
  - LRT Corridors
  - Urban Arterials

- Transit Operations and Routine Capital
  - Road Maintenance and Preservation
  - *Travel Demand Management*
  - *Bicycle and Pedestrian Facilities*
2. The proper long-range mix of the above elements is in a state of transition as the region develops an updated long-range transportation and land use plan to implement ISTEA, the Clean Air Act, the Transportation Rule and the OTP.

## II. REGIONAL HIGHWAY CORRIDORS

### PAST OBJECTIVES

1. Seek state highway funding for the full cost of priority highway corridors. The region adopted a set of 10-year priority projects with a previously unfunded cost of \$400 million which has now grown to at least \$700 million.
2. Endorse increased state and federal funding, including state gas tax increase in increments of 2¢ per year and an increase in vehicle registration fee.
3. Convert vehicle registration fee to one based on value rather than a flat fee.

### ACCOMPLISHMENTS

1. State gas tax increased as follows:
 

• 1989	16¢
• 1990	18¢
• 1991	20¢
• 1992	22¢
• 1993	24¢ (scheduled)
2. State vehicle registration fee increased from \$10/year to \$15/year.
3. Truck weight/mile taxes increased proportionately.
4. Federal highway funding receipts statewide increased from approximately \$150 million/year to \$200 million/year.
5. Legislative proposal to impose a 2% titling fee failed; legislative proposal to convert to value-based vehicle registration fee was not considered.

## **PRESENT STATUS**

1. The region's priorities are significantly more expensive than previously (\$1 billion vs. \$400 million); added projects should be considered as 10-year priorities; due to project complexities and size, regional projects are lagging behind projects statewide.
2. ODOT continues to express their ability to meet 1 of 4 needs statewide due to inflation, higher cost of environmental mitigation and increased demands despite increased revenues.

### **III. LRT CORRIDORS**

#### **PAST OBJECTIVES**

1. Seek funding over the decade for three regional LRT priorities:
  - Westside
  - Milwaukie
  - I-205
2. Seek 75% FTA Section 3 funding for Westside; thereafter seek Section 3 funding for Milwaukie; do not seek Section 3 funding for I-205.
3. Seek a constitutional amendment to allow local vehicle fees (including a local option vehicle registration fee) to be used for transit; seek voter approval for 1/2 of Westside LRT local match through this source.
4. Over the decade, seek other regional funds for 1/2 the local match for the other LRT corridors.
5. Over a 3-6 biennium period, seek 1/2 the local match for LRT from the state legislature.
6. Seek public/private funding mechanisms for LRT in recognition of the higher level of station area benefit received; pursue the following:
  - tax increment financing
  - station area assessment districts
  - developer contributed station cost-sharing
  - public land acquisition for joint development

## ACCOMPLISHMENTS

1. Constitutional Amendment for use of local option vehicle registration fee for transit narrowly failed.
2. Voter approval of Tri-Met G.O. Bond Measure passed handily:

\$110 million for 1/2 local match of Westside LRT to Hillsboro  
\$ 15 million for initiation of Portland/Clackamas LRT  
**\$125 million**

3. Legislative commitment approved for \$113.6 million in lottery funds for 1/2 local match of Westside LRT to Hillsboro.
4. Regional Compact executed committing local funds toward Westside LRT in recognition of station area and user benefits:

Tri-Met	\$ 7 million
Metro	\$ 2 million
Portland	\$ 7 million
Washington County	<u>\$ 5 million</u>
	<b>\$21 million</b>

Policy commitment also provided by Clackamas County for \$2 million.

5. ISTEA provides federal commitment of \$515 million toward Westside LRT; substantially improves flexibility for use of highway funds for LRT; \$22 million of Regional STP funds and \$22 million of Tri-Met Section 9 funds allocated to accelerate Hillsboro LRT; comparable commitment sought from ODOT.

## PRESENT STATUS

1. Full Funding Agreement for Westside LRT is complete; due to possible reduced federal cash-flow, advancing of Hillsboro flexible funds is possible.
2. The region's appetite for LRT has grown (cost estimates should not be quoted):

Portland to Milwaukie	\$200 million
Milwaukie to Clackamas Town Center (CTC)	\$150 million
Portland to Vancouver	\$300 million
North of Vancouver	\$300 million
I-205 LRT - North to Airport	\$ 80 million
I-205 LRT - South to Clackamas Town Center	\$100 million

Downtown Portland - Surface	\$125 million
Downtown Portland - Subway	\$300 million +

**Possible Next Steps of Regional Program:**

1. Minimal Project: Portland to Clackamas County;
2. Two Corridor Project: Clackamas County to Clark County, plus surface alignment in downtown Portland; and
3. Major Expansion: Clackamas County to Clark County, plus subway plus Airport LRT.

Pre-AA studies are underway to determine priority corridor(s) and funding strategy.

**IV. URBAN ARTERIALS**

**PAST OBJECTIVES**

1. Seek voter approval for a Metro local-option vehicle registration fee at a level up to that collected by the state (\$15/year). Administered through JPACT on the basis of 75% minimum allocation to local governments and 25% on the basis of regional priorities.
2. If the regional arterial program is intended to include ODOT arterials, state funding should be included in the Metro arterial program.
3. Arterial Fund Targets:
 

• City/County Arterial Need	\$20 million/year
• ODOT Arterial Need	<u>\$10 million/year</u>
	<b>\$30 million/year</b>
• Local Option in Vehicle Reg. Fee	\$15 million/year

**ACCOMPLISHMENTS**

1. Local option vehicle registration fee authority granted by state Legislature; JPACT and Metro reaffirmed their intent by Resolution No. 90-1301 to seek voter approval for an urban arterial fund no later than November 1992.
2. ISTEA created an STP program at a level 2.4 times the old FAU program (previously used for arterials) -- \$9 million/year vs. \$3.8 million/year. However,

these funds can also be used for major highways, LRT, transit capital, bikes, pedestrians and TDM and \$22 million has already been allocated to Hillsboro LRT.

3. Threatened reduction of Federal Forest receipts will impact Clackamas County.

#### **PRESENT STATUS**

1. Voter consideration has been deferred from the November 1992 ballot; decision on whether to proceed by November 1993 scheduled for July 1993. Work program to identify projects now underway.
2. Cost of, and need for, urban arterial improvements has grown.
3. Two-year allocation of Regional STP funds now in progress.

#### **V. TRANSIT OPERATIONS AND ROUTINE CAPITAL**

##### **PAST OBJECTIVES**

1. Increased funding for expanded transit operations, routine capital and the cost for expanded LRT operations should be sought in the amount of \$21 million/year by the time Westside LRT opens; consider the following mechanisms:
  - a. Increased FTA Section 3 and Section 9 funding;
  - b. Continuation of state funding for routine capital at \$3.3 million/year;
  - c. Increase cigarette tax from 1¢ to 2¢ (\$1.2 million/year);
  - d. After implementation of an arterial fund of at least \$10 million/year, diversion of at least \$3 million/year of FAU funds to transit capital;
  - e. Extension of payroll tax to local governments, schools, non-profit corporations (phased over a 5-year period); and
  - f. Imposition of an employee-paid payroll tax.

##### **ACCOMPLISHMENTS**

1. ISTEA increased Section 9 funding by approximately \$7 million per year. However, a portion of this increase (\$22 million) has been allocated to acceleration of the Hillsboro LRT extension, lowering the ISTEA increase to \$3 million per year. In addition, a substantial share of the increase occurs in FY 97.

2. State funding for routine capital at \$3.3 million per year lost.
3. Cigarette tax increased from 1¢ to 2¢ for service to Elderly and Handicapped.
4. No change in dedication of FAU funds, although allocation of STP funds and other new federal highway categories (such as Air Quality and NHS) to transit is being considered through Six-year program update.
5. Payroll tax extended to local governments phased in by 1995 (\$6.8 M/year) but not schools or non-profit corporations.

#### **PRESENT STATUS**

1. Projected costs increased due to ADA, pension, drug testing and effect of congestion on service delivery.
2. Significantly higher level of transit service than that called for in the RTP is presently under discussion through Tri-Met Strategic Plan and ODOT's Oregon Transportation Plan in response to LCDC Transportation Rule. This plan calls for a \$45 million funding increase in 1995 plus a \$30 million increase in 1998.
3. Increased appetite for LRT will increase future need for operating revenues.
4. Governor's Task Force on Vehicle Emissions in the Portland region has recommended a VMT/Smog tax which could provide revenues for increased transit service and facilities, plus subsidized fares.

Previous target of \$21 million/year is clearly a minimum.

AGENDA#2.ATT  
Revised 9-29-92  
bc



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# Memorandum

**Date:** September 30, 1992

**To:** JPACT

**From:** AC Andrew Cotugno, Planning Director

**Re:** Governor's Task Force on Motor Vehicle Emission Reductions -  
Recommendations and Next Steps

## I. Introduction

This memorandum provides an overview of the work of the Governor's Task Force on Motor Vehicle Emission Reductions. Sections II and III provide background information on the organization and work activities of the Task Force since its formation in March 1992. Task Force recommendations are discussed in Section IV. Summary costs and benefits are provided in Section V. Section VI concludes with a summary of specific work tasks for Metro and DEQ and outlines a suggested time line for preparation of the Air Quality Maintenance Plan.

Recommendations from the Task Force included: (1) California 1994 emission standards for lawn and garden equipment; (2) an enhanced inspection and maintenance program; (3) an expansion of the inspection boundary to the Tri-County area; (4) a base inspection year of 1974 vehicles and newer; (5) a vehicle emission fee collected every two years at the time of registration; (6) transit supportive land-use; (7) mandatory employer trip reduction program; and (8) a congestion pricing demonstration project.

## II. Background

### A. Clean Air Act of 1990

Under the new Clean Air Act Amendments of 1990 the Portland area has been classified as a marginal non-attainment area for ozone and a moderate non-attainment area for carbon monoxide. As such, the region is given until late 1993 to attain compliance with the national ozone air quality standard and late 1995 to attain compliance with the national carbon monoxide air quality standard. In general, it is anticipated the region will attain air quality standards as required. However, forecasts indicate we may be endanger of falling out of compliance in out years as technological gains are exhausted and the area continues to grow.



## **B. House Bill 2175 - Governor's Task Force on Motor Vehicle Emission Reductions**

On March 11, 1992, Governor Roberts appointed a Task Force on Motor Vehicle Emission Reductions in the Portland area as required by HB 2175 (see Attachment 1). The purpose of the Task Force is to develop a list of recommendations for state lawmakers, the Department of Environmental Quality, and the Metropolitan Service District on how to reduce vehicle emissions anticipated over the next twenty years in order to insure attainment of Federal health-based air quality standards.

The Task Force is made up of high-level representatives from government, business and the industrial community that have an interest in motor vehicle and air-quality policies. Members, although reflecting differing viewpoints, were asked to reach consensus on policy recommendations for presentation to state lawmakers by October 1, 1992. Members appointed to the Task Force are shown in Attachment II.

## **C. Task Force Interim Reports**

HB 2175 requires the Task Force to present its recommendations to the appropriate interim committees of the Legislative Assembly by October 1, 1992. A verbal report of the Task Force recommendations was delivered on Tuesday, September 29, 1992 before the Senate Committee on Agriculture and Natural Resources.

Joint recommendations from the Task Force, Department of Environmental Quality (DEQ) and the Metropolitan Service District (Metro) related to the imposition of motor vehicle emission fees are required to be submitted as proposed legislation for the Sixty-seventh Legislative Assembly.

## **D. Task Force Final Written Report**

The recommendations are to be consolidated into a written report for the interim committee. The report will contain background information, assumptions used in the analysis of candidate strategies, definition, analytic procedures, literature sources and final recommendations of the Task Force. In addition, the report will recommend strategies for legislative action and subsequent implementation of Task Force recommendations through:

- Direct action
- Enabling legislation
- Administrative and program structures and responsibilities for implementing strategies, and collecting and use of fee revenues.

It is important that the report be clear as to the legislative needs for pursuing each strategy and implementing action. A draft report will be submitted to the Task Force for their review and comment by the end of October 1992.

### III. Governor's Task Force (GTF) Activities

#### A. Process

The Task Force met seven times between April 1992 and September 1992 to discuss the level of reductions needed and potential means for achieving them. Meeting dates and agenda items are shown in Attachment III.

#### B. Base Case Growth Projections

In formulating its recommendations, the Task Force discussed and made decisions on the following major policy issues in determining its target for emissions reduction: These growth parameters were incorporated into the analysis of candidate strategies.

- How much population and traffic growth and related emission increases should be assumed? The Task Force agreed on 2.2% total regional vehicle miles of travel (VMT) growth per year.
- How much of a growth margin should be provided for industrial expansion? The Task Force agreed on 1% industrial growth per year above the current margin of 1%, for a total industrial growth forecast of 2% per year.
- Should strategies include a revenue component to help implement selected strategies particularly regional transit needs? Although revenue neutral, several strategies allowed for the use of revenues generated to pay for transportation by alternative mode.
- How much safety margin should be provided to address unknowns such as global warming which can exacerbate ozone problems? The Task Force agreed on a safety margin of 2.9% VMT growth per year.
- In the case of NO<sub>x</sub>, should weather fluctuations be considered? The Task Force agreed that a 95% confidence limit should be allowed in the computation of the NO<sub>x</sub> reduction target as a safety margin for weather fluctuations.

### **C. Candidate Strategies**

Based on the above Task Force decisions, the Department of Environmental Quality (DEQ) and Metro analyzed twenty-six (26) candidate emission reduction strategies for their emission reduction potential as well as their impact on:

- congestion
- vehicle trips
- true costs and benefits
- energy
- vehicle miles travelled

The deliberation process used by the Task Force for selecting candidate strategies is shown in Attachment IV. The process tied together the presentation of specific air quality information and data with various decision points to guide the development of Task Force recommendations. The Task Force examined all reasonable market based and regulatory based motor vehicle emission reductions strategies including emission reduction potential, and costs and benefits.

### **D. Target Reduction Goals for Hydrocarbons (HC) and Nitrous Oxide (NOx)**

The original target levels established by DEQ for on-road vehicle emissions reductions for 2010 were -44% for HC and -25% for NOx. However, due to a lack of consensus on the strategies to meet these goals, the Task Force revised the plan year to 2007. This change resulted in fewer strategies being selected and revised goals of -35% for HC and -20% for NOx. It was understood by Task Force members that the maintenance plan and recommended strategies would be subject to periodic review and may undergo further revision before actual implementation of the plan.

The calculation of emission reduction targets are based on the following:

- VMT growth rate expected in Metro's revised RTP of 2.2% per year.
- 95% confidence limit for weather fluctuations
- emission growth allowance for point sources of 1% per year.
- industrial emission increases proportional to expected population growth
- full implementation of stage II vapor recovery rule
- phase in of Tier I Clean Air Act vehicles in 1994.
- area source emission growth in proportion to expected population growth.
- off road vehicle emission growth in proportion to expected population growth.

### **IV. Task Force Recommendations**

The Governor's Task Force met on September 22, 1992 to finalize a package of base and contingency vehicle emission reduction strategies for presentation to the legislature for further consideration. The Task Force recommendations form the

corner stone for the Portland area air quality maintenance plan required by the Clean Air Act. The recommendations are complementary with the Oregon Benchmarks for Air Quality and Transportation, the Oregon Transportation Plan, State Transportation Goal 12, and the Legislature's Global Warming Goal.

#### A. Base Strategy Plan

The base strategy plan is designed to meet the target emission reduction goals for HC (-35%) and NOx (-20%) by 2007. The potential reductions from the recommended base strategies are -37.1% for HC and -20.6% for NOx. The base strategy is shown in Table 1.

<b>Table 1. Base Strategy</b>	<b>Date Implemented</b>	<b>Emission Reduction (%HC/%NOx)</b>
1. California 1994 Emission Standards for new gasoline powered lawn and garden equipment	1994	6.1/0
2. High Option (Enhanced) Vehicle Emission Inspection Program	TBD*	17.5/9.0
3. Expansion of Vehicle Inspection Boundaries from Metro to Tri-County area	TBD*	1.0/0.8
4. Require 1974 and later vehicle models to be subject to Vehicle Inspection	TBD*	2.4/0.8
5. Phased in Vehicle Emission Fee based on actual emissions and mileage. - Starting 1994 @ \$50 average (\$5-\$125 range) - Reaching a \$200 average (\$20-\$500) by 2000	1994 - 2000	5.0/5.5
6. Pedestrian, Bike, Transit friendly Land Use for new construction	1995 - 1996	5.2/4.4
7. Mandatory Employer Trip Reduction (5% SOV) Program (50 or more employees)	TBD*	1.2/1.1
8. Congestion Pricing Demonstration Project**	TBD*	0/0
<b>Total Emission Reduction (Need 35.6% HC/20.2% NOx by 2007)</b>		<b>37.1/20.6</b>
<b>Net Cost/Benefits: \$119 million/year savings, 8% traffic reduction, 11% energy savings</b>		

\* TBD - To Be Determined, but expected sometime in 1996-2000 period.

**\*\*Note:** JPACT approved in concept the pursuit of an FHWA/FTA congestion pricing demonstration grant for the Portland area. A decision point will be included in the application to allow for a "go, no go" decision, based on the results of the development phase of the project, prior to actual implementation of such a demonstration.

## **B. Contingency Plan**

The EPA requires a contingency plan as part of an approved air quality maintenance plan. The contingency plan should at least compensate for failure of one significant base strategy to meet its intended emission reduction goal, or offset higher-than-expected growth. The potential emission reductions for the contingency plan are -29.2% for HC and -13.4% for NOx. The Task Force recommended strategies for its contingency plan are shown in Table 2.:

<b>Table 2. Contingency Plan Strategy</b>	<b>Date Implemented</b>	<b>Emission Reduction (%HC/%NOx)</b>
1. Reformulated gasoline (to be implemented no sooner than 2005)	2005	20.6/5.6
2. Congestion Pricing	TBD*	8.6/7.8
<b>Total Emission Reduction</b>		<b>29.2/13.4</b>

## **C. Safety Factor Strategy**

An active education program and incident management strategy were recommended to be part of the maintenance plan to help insure the desired safety margin for vehicle emission reductions would be achieved. Table 3 provides a list of recommended safety factor strategies.

<b>Table 3. Safety Factor Strategy</b>	<b>Date Implemented</b>
1. Adequately Funded Public Education Program (\$1/vehicle/year)	1994
2. Continue and Improve public request for voluntary reductions in emissions on bad ventilation days	1993
3. Incident Management Program	TBD *
4. Emission Standards for new outboard motors if and when California or EPA adopts such standards	TBD *

#### **E. Legislation Needed**

The following elements are needed at a minimum in order to implement the base and/or contingent strategy:

- Revisions to DEQ Vehicle Inspection Program
- Authorization for Vehicle Emission Fee
- Funding for Public Education Program
- Authorization for Congestion Pricing Program

Metro and DEQ will be working to put together a specific legislative package. Elements of the package can be brought before JPACT for their approval, as appropriate and necessary. JPACT review may occur prior to and/or during the 1993 legislative session.

#### **F. Related Issues**

The Governor's Task Force based their selection of strategies on attaining the established goals for HC (-35%) and NOx (-20%). The rigid legislative deadline did not allow the Task Force to complete a full discussion of specific issues related to each individual strategy. Of consequence, a number of issues have risen on some strategies both at Task Force meetings as well as through agency staff meetings held throughout the study, and at TPAC and JPACT briefings. Of particular concern are specifics related to implementation of strategies and the collection and use of fees. Other strategy specific issues, include, but are not limited to the following:

- Enhanced I/M - The fee is estimated to be \$50 per inspection and require approximately 20 minutes to administer. What are the potential impacts to low-income families and what impact will the lengthy time element have on drivers?
- Land Use - How does a land-use strategy impact individual jurisdictions? What changes will be needed to comprehensive plans in light of Task Force recommendations.
- VMT/Emission Fee - What are the impacts on low-income people who are required to drive? Should there be a base amount of free mileage? How would the fee be administered and enforced?
- Congestion Pricing - There are several issues related to type and location of a demonstration project and whether the demonstration will result in a regional commitment or not.

## V. Costs and Benefits

### A. Summary

The costs and benefits of Strategy Recommended by the States Motor Vehicle Emissions Task Force are summarized below:

Costs            \$421 million/year

Increased costs of lawn and garden equipment, and vehicle inspection and new vehicle emission fee.

Benefits        \$540 million/year

Saving in fuel and other costs of reduced operation of motor vehicles caused by emission fee, employer trip reduction programs and land use strategy.

Net Cost        \$119 million/year savings

Net \$/Ton       \$9302/ton savings

Compares to about a \$5,000 to \$10,000/ton of HC/NOx emission

### B. Incremental Impacts of Strategies

The incremental impacts of strategies including the net cost (in millions) per ton of HC + NOx reduced are shown in Attachment V.

## **VI. Next Steps/Suggested Time Line**

### **A. DEQ**

DEQ supports Task Force recommendations although the Environmental Quality Commission has not reviewed recommendations as yet. DEQ will follow up with necessary administrative actions:

- Lawn and Garden equipment emission standards
- Employer Trips Reduction Rules
- Vehicle Inspection Rule revisions and program changes
- Develop request from Governor to the Environmental Protection Agency to opt into federal reformulated fuels as a contingency measure.
- Establish and coordinate new Public Education Program.
- Rapid adoption and submittal to EPA of an Air Quality Maintenance Plan for the Portland area.

### **B. Metro**

Metro staff support Task Force recommendations although Metro Council has not reviewed recommendations as yet. Metro will follow up with necessary administrative actions:

- Modifications to the Regional Transportation Plan (RTP) to reflect Task Force recommendations on emissions and VMT reductions.
- Administer available federal Intermodal Surface Transportation Efficiency Act funds (ISTEA) to help implement Task Force recommendations.
- Support development of Incident Management Strategy

Pursue development of Congestion Pricing strategy (Note that region has not yet made a decision to implement either the demonstration project strategy or a full scale project as a contingency plan component. •

- Participate in the Public Education Program.
- Pursue implementation of the base and contingency strategies. This will include working with DEQ to further examine issues; develop necessary legislative package; and coordinate JPACT action on legislative and strategy



implementation on proposals. Metro will also work with the Task Force, JPACT, and DEQ to modify or update strategies in the event any are determined to be infeasible.

### **C. Suggested Time Line**

<u>Month</u>	<u>Activity</u>
Sept - 92	Recommendations to Legislature
Oct - 92	Written Report
Nov/Dec - 92	Task Force/JPACT Review and Approval
Jan-Jun 93	Legislation and Enabling Action
Jun 93-Jul 94	Strategy Development and Implementation (During this phase, issues related to each strategy will be addressed and implementation procedures developed for JPACT/Metro review).
Dec - 94	Submit Maintenance Plan

JPAC0930.MMO  
September 30, 1992  
lmk

Enrolled  
**House Bill 2175**

Ordered printed by the Speaker pursuant to House Rule 12.00A (5). Pre-session filed (at the request of Department of Environmental Quality)

**SECTION 13.** The Legislative Assembly finds that extending additional statewide controls and fees on industrial and motor vehicle sources of air pollution may not be sufficient to attain and maintain desired air quality standards in the Portland-Vancouver air quality maintenance area. Additional approaches are needed to address growth in vehicle miles of travel that satisfy mobility needs and allow for economic growth while meeting the air quality goals for the region.

**SECTION 13a.** (1) The Governor shall establish a Task Force on Motor Vehicle Emission Reduction to study alternatives for reducing motor vehicle emissions in the Portland-Vancouver air quality maintenance area. The study shall address methods to meet the mobility needs through the implementation of alternative transportation modes in order to meet and maintain air quality goals. Both market-based and regulatory approaches shall be considered.

(2) The Task Force shall recommend actions to the Department of Environmental Quality and the Metropolitan Service District for inclusion in the federally required state implementation plan.

(3) On or before October 1, 1992, the Task Force, the Department of Environmental Quality and the Metropolitan Service District shall report their joint recommendations to the appropriate interim committees of the Legislative Assembly.

(4) Any joint recommendation of the Task Force, the Department of Environmental Quality and the Metropolitan Service District related to the imposition of motor vehicle emission fees shall be submitted as proposed legislation for the Sixty-seventh Legislative Assembly.

(5) The Task Force shall be composed of representatives of at least the following groups:

- (a) The Legislative Assembly;
- (b) Large and small business, including at least two persons holding air quality permits;
- (c) Local and regional government;
- (d) The Department of Environmental Quality;
- (e) The Oregon Department of Transportation;
- (f) The Economic Development Department;
- (g) Mass transit districts;
- (h) Public interest organizations;
- (i) Metropolitan and suburban business organizations;
- (j) The trucking industry;
- (k) Citizens groups that advocate the use of alternative motor vehicle fuels;
- (L) Automobile associations; and
- (m) Automobile manufacturer's associations.

(6) The Task Force shall coordinate its activities with air quality authorities in the State of Washington.

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4/23/91

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**Governor's Task Force  
on  
Motor Vehicle Emission Reductions in the Portland Area  
Meeting Agenda's**

**April 1 Meeting (2pm)**

- o Mission and Work Plan
- o Air Quality/Motor Vehicle Background
- o Issues for Task Force to address
- o Vision of Land Use
- o Vision of Transit System

**April 28 Meeting (4pm)**

- o Background on transportation/landuse studies in the Portland area
- o Deliberate on emission reduction strategies to be analyzed
- o Preliminary discussion on growth projections

**June 2 Meeting (4pm)**

- o Background on air quality/transportation strategies developed in other areas of the country
- o Preliminary discussion on air quality target and needed emission reductions

**June 25 Meeting (4pm)**

- o Presentation of final growth projections
- o Finalize Recommendation on target emission reductions
- o Preliminary presentation on potential vehicle emission reduction strategies

**July 22 Meeting (4pm)**

- o Presentation of evaluation and analysis of potential vehicle emission reduction strategies

**August 26 Meeting (4pm)**

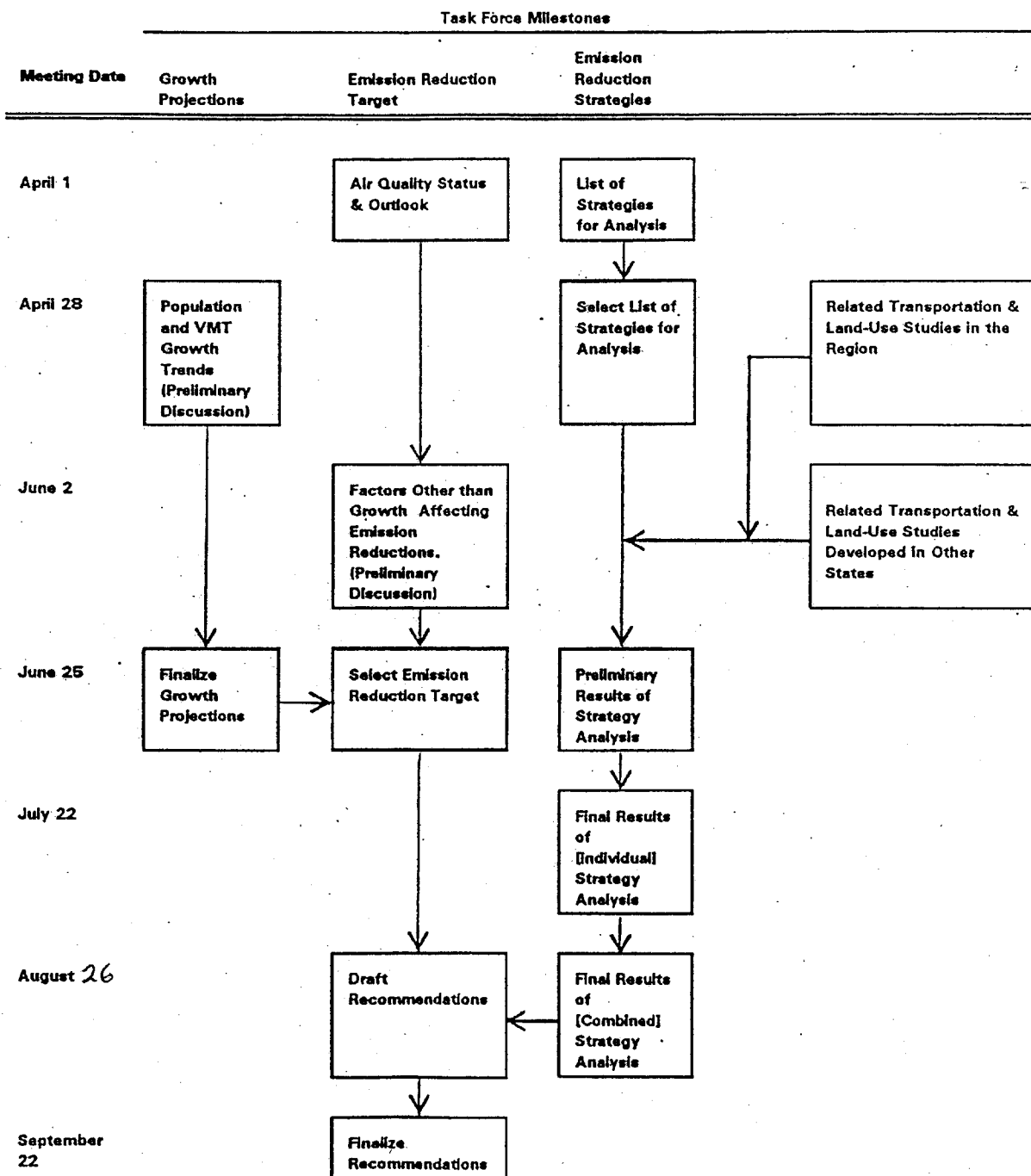
- o Presentation of evaluation and analysis of selected strategy packages
- o Draft Recommendations

**September 22 Meeting (4pm)**

- o Final Recommendations

# GOVERNORS MOTOR VEHICLE EMISSION REDUCTION TASK FORCE FOR THE PORTLAND AREA

## DELIBERATION PROCEDURE



Base Strategy Package

Strategy	24-Sep-92			Weighted Incremental Impact of Strategies in strategy Package, 2007						
	Net Cost (\$ Millions) *			Emissions Reduced, Tons/Yr			Emissions Reduced, %		Energy Use	VMT
	Time=0	Time=4/2	Time=6/4	VOC	NOx	VOC+NOx	VOC	NOx		
Lawn & Garden & Utility Engine Standards	\$4	\$4	\$4	1,467	0	1,467	6.1%	0.0%	0.0%	0.0%
Land Use	(\$128)	(\$116)	(\$87)	1,218	869	2,087	5.2%	4.4%	4.1%	4.1%
Enhanced I/M Program										
Purge & Transient Test	\$20	\$20	\$20	3,973	1,682	5,657	16.6%	8.6%	0.6%	0.0%
Tri-County Boundary	\$3	\$3	\$3	227	93	321	1.0%	0.5%	0.0%	0.0%
Test 1974 and newer vehicles	\$2	\$2	\$2	553	152	706	2.3%	0.8%	0.1%	0.0%
Total I/M	\$25	\$25	\$25	4,753	1,928	6,683	19.9%	9.9%	0.7%	0.0%
VMT/Smog Tax	\$21	(\$5)	(\$7)	1,143	1,038	2,179	4.8%	5.3%	4.7%	2.9%
Employer Trip Reduction	(\$9)	(\$27)	(\$35)	209	157	365	1.1%	1.1%	1.0%	1.0%
Congestion Pricing Demonstration	\$0	\$0	\$0	0	0	0	0.0%	0.0%	0.0%	0.0%
Total	(\$87)	(\$119)	(\$100)	8,790	3,991	12,781	37.1%	20.6%	10.5%	7.9%
Cost Per Ton VOC+NOx	(\$6,796)	(\$9,302)	(\$7,815)							

Contingency Strategies \*\*

Strategy	Net Cost (\$ Millions) **			Weighted Incremental Impact of Strategies in strategy Package, 2007						
	Time=0			Emissions Reduced, Tons/Yr			Emissions Reduced, %		Energy Use	VMT
	Time=0	Time=4/2	Time=6/4	VOC	NOx	VOC+NOx	VOC	NOx		
Federal Phase II Reformulated Gasoline	\$29	\$24	\$22	4,905	1,087	5,992	20.6%	5.6%	2.6%	1.1%
Congestion Pricing	\$0	(\$91)	(\$137)	1,543	1,155	2,698	8.6%	7.8%	7.1%	7.1%

\* Time value for cost of congestion and added travel time on transit.

4/2 = \$4/hour peak, \$2/hour off-peak. 6/4 = \$6/hour peak, \$4/hour off-peak.

\*\* Assumes loss of VMT/Smog fee or equivalent loss of emission reduction.

COMMITTEE MEETING TITLE

SPACT

DATE

10-8-92

NAME

AFFILIATION

Earl Blumenauer

Portland

LARRY COLE

CITIES OF WASHINGTON COUNTY

TOM WALSH

TRI-MET

Les White

C-TRAN

Gerry Smith

WSDOT

Don Adams

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~~Don Reed~~

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COMMITTEE MEETING TITLE SPACT

DATE 10-8-92

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