

MEETING REPORT

DATE OF MEETING: February 14, 1991

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

PERSONS ATTENDING: Members: Chair David Knowles and Richard Devlin, Metro Council; Pauline Anderson, Multnomah County; Earl Blumenauer, City of Portland; Don Adams (alt.), ODOT; Clifford Clark, Cities of Washington County; Jim Cowen, Tri-Met; Gary Demich, WSDOT; Steve Greenwood (alt.), DEQ; Ron Hart, City of Vancouver; Ed Lindquist, Clackamas County; Les White, C-TRAN; Marge Schmunk, Cities of Multnomah County; Robert Liddell, Cities of Clackamas County; and David Sturdevant, Clark County

Guests: Bernie Giusto, (JPACT alt.), City of Gresham; Dave Williams, ODOT; Bruce Warner, Washington County; Dean Lookingbill, IRC; John Kowalczyk, Merlyn Hough and Howard Harris, DEQ; Kim Chin, C-TRAN; Rod Sandoz and Tom VanderZanden, Clackamas County; Elsa Coleman, Grace Crunican and Steve Dotterrer, City of Portland; Molly O'Reilly, STOP; and Bebe Rucker, Port of Portland

Staff: Andy Cotugno, Mike Hogle, Karen Thackston, Richard Brandman, Martin Winch and Lois Kaplan, Secretary

MEDIA: James Mayer, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair David Knowles.

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Clifford Clark cited the omission of a motion he made at the January 17 JPACT meeting regarding tabling of action on the DEQ Emissions Fee resolution. After further discussion on this issue, it was agreed to defer action on the Meeting Report until the March 14 JPACT meeting.

Mr. Clark also questioned whether the mover and "second" of all motions should be so noted. The JPACT Bylaws do not require that

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process but the suggestion will be adhered to because of Open Records Law rules.

RESOLUTION NO. 91-1395 - PROVIDING THE ASSESSMENT OF DUES TO LOCAL GOVERNMENTS FOR FY 1991-92

Attachments A through C to the Staff Report, inadvertently omitted from the Agenda packet, were distributed. Andy noted the statutory requirement that specifies that all local governments must be notified of dues assessment 120 days prior to the new fiscal year (March 1). Because of this requirement, it is ahead of Metro's budget process. The proposed Resolution recommends a \$.35 per capita dues assessment and that the dues be used for the Transportation Department in next fiscal year's budget.

Andy explained that dues assessment falls into the following major categories: grant match, Data Resource Center, and transportation/land use consultant.

Motion: Commissioner Lindquist moved, seconded by Steve Greenwood, to recommend approval of Resolution No. 91-1395 providing a \$.35 dues assessment to local governments for FY 1991-92.

Councilor Devlin reviewed an alternate Resolution (No. 91-1395A) proposed by Metro's Planning and Transportation Committee, recommending that the local governments be assessed at a rate not to exceed \$.43 per capita. It further allowed for the Council to lower that assessment rate based on deliberations on the FY 1991-92 budget. He felt the \$.35 per capita recommendation was premature in view of the fact that there is uncertainty as to what revenues will be available to Metro. He noted that there are a large number of requests from Metro Council for expansion of programs and they realize that budget cuts will have to be made. Councilor Devlin felt that the Council is committed to lowering the assessment as much as possible.

Councilor Devlin moved to amend Resolution No. 91-1395 by substituting \$.43 for the assessment in place of \$.35. There was no second to the motion.

Commissioner Blumenauer noted City of Portland impacts from Ballot Measure 5 and service cuts to follow within the City. He noted that Portland pays 55 times what the City of Troutdale does and spoke of the issue of equity and fairness.

Chairman Knowles suggested that a subgroup be appointed between now and the next JPACT meeting to review the Unified Work Program for next year. Discussion followed on usage of dues funds for

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activities related to land use and planning, citing expansion of the RLIS database and the land use and transportation consultant. The emphasis on the Regional Urban Growth Goals and Objectives (RUGGO) represents increased activities to the Transportation Department and documentation could be provided delineating the amounts proposed for transportation planning and land use.

Chairman Knowles acknowledged the need for flexibility and emphasized the point that some of the planning activities might have to be cut. He wanted the jurisdictions to be aware of the implications if the \$.35 dues assessment is not sufficient.

Councilor Devlin indicated that both resolutions would be forwarded to the Metro Council as recommendations from the Transportation and Planning Committee and JPACT.

In calling for the question, the motion PASSED. Councilor Devlin dissented.

RESOLUTION NO. 91-1388 - ENDORSING PRINCIPLES ASSOCIATED WITH
DEQ'S COMPREHENSIVE EMISSIONS FEE PROPOSAL

Andy Cotugno reviewed an alternate resolution, No. 91-1388A, which more clearly identifies the environmental concerns and regulatory process. The new Clean Air Act is more stringent than that adopted in 1977 with requirements for intermediate deadlines which, if not met, will be dealt with by more stringent requirements or sanctions.

Steve Greenwood, Administrator of the Air Quality Division at DEQ, was introduced as the new JPACT alternate from DEQ. He noted that the alternate resolution has tried to respond to some of the concerns raised at the last meeting. John Kowalczyk clarified for the committee the \$25.00/ton statewide emissions fee that would apply to all polluting sources. He indicated that there is no specific fee identified or no specific collection process defined for a Portland area vehicle fee.

Merlyn Hough provided an overview of ozone trends in the Portland metropolitan area. He stated that the Milwaukie site (near the highschool) and Carus are the most critical sites, noting that we are not quite meeting the ozone standard in the Portland metropolitan area. Mr. Hough reviewed the ozone control strategies relating to industry and transportation. Sanctions that could be imposed include:

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- . More stringent, prescriptive controls
- . Increased offset ratio
- . Restrictions on federal highway funds (with the exception of safety)
- . Federal implementation plan to meet ozone standards

It was noted that either a regulatory or market-driven approach is possible.

Action Taken: James Cowen moved, seconded by Commissioner Blume-nauer, to recommend approval of Resolution No. 1388A.

In discussion on the motion, Clifford Clark noted that his purpose in asking for a delay at the last meeting was to gather additional input. He indicated that the Forest Grove Chamber of Commerce's Board of Directors passed a resolution outlining some concerns: the non-specificity of the \$25 million fund and how it might actually be used and the \$15.00 parking fee that is part of the package. The \$15.00 per month parking space fee within Forest Grove would impact Pacific University, Intel, and Tektronix (with 600+ people). He estimated that Tektronix would pay about \$60,000 per year with this tax.

Clifford Clark stated, on Washington County's behalf, that the County government would be impacted by \$200,000. He spoke of the inequity placed on companies, institutions, and governments with regard to the emissions fee based on whether or not they had more or less than 100 employees. He noted that the Economic Development Corporation has expressed serious concern over HB 2175. Some of the concern involved the newly created nine-man board that would be composed of many entities. Mr. Clark expressed concern about which of Washington County's congested roadways might become toll roads. He felt the bill needed work and stated that Washington County was not prepared to support it, citing further inequities throughout the bill. He also questioned whether it would lead to companies holding employment to just 99 employees.

Steve Greenwood pointed out that the resolution does not mention a parking fee and is different from the one considered by JPACT at its last meeting. DEQ's main concern is that JPACT goes on record as supportive of the statewide emissions fee concept that would be placed on all types of polluters. He noted that motor vehicles represent the single largest contributor to pollution in

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the state. Steve clarified that the previous resolution has been amended (noting Resolve 5) and recognizes the need to do something additional in the Portland metropolitan area with TPAC/JPACT involvement in its development. Resolve 6 excludes endorsement of any specific Portland area proposal. The intent of this resolution is to call for the development of language to include in HB 2175 regarding a Portland area program.

Don Adams indicated that ODOT agrees that something needs to be done but expressed concern about setting up a separate transportation agency. He noted that the money, once collected, gets channeled off into a number of areas. It was explained that 80 percent of the funds would be directed toward transportation with 20 percent into other areas. Don felt that all the money should be directed for transportation needs and spoke of categories of projects. In that regard, Mr. Kowalczyk felt that the bill could be amended so that 100 percent of the transportation funds would go toward transportation projects and strategies. Don Adams pointed out that a public agency is already in place for disbursement of transportation funds and noted that he wished to abstain from endorsement of the bill.

On her behalf, Commissioner Blumenauer cited Commissioner Anderson's disappointment in the watered-down version of this resolution. She was concerned that we are losing sight of starting an air quality project, noting the city's offset process, transit, and the case of public dollars. Commissioner Blumenauer stated that the City of Portland has a plan in place in downtown Portland and that other jurisdictions should be prepared to provide funds and make the necessary changes. He indicated that he did not wish to see a federally-mandated program and that the region needs to do something positive.

Jim Cowen felt that the debate should be directed to the resolution instead of the language in the bill and whether there will be an opportunity to refine the language at a later date.

Commissioner Lindquist expressed Clackamas County's and the Association of Oregon Industries' support of Resolution No. 91-1388A but noted some concern from some of the large businesses in the area.

Councilor Devlin supported Resolution No. 91-1388A but wanted the opportunity for JPACT to review the language of the bill for refinement.

Discussion centered around the intent to have a regional position which establishes a standard and a mechanism for developing a

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regional approach. It was the consensus that this resolution would provide that mechanism.

In calling for the question, the motion PASSED. Clifford Clark dissented.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members