

*Amended
minutes
(approved on
3-14-91)*

MEETING REPORT

DATE OF MEETING: January 17, 1991

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

PERSONS ATTENDING: Members: Chair David Knowles, Richard Devlin and George Van Bergen, 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; Keith Ahola (alt.), WSDOT; Ron Hart, City of Vancouver; Robert Liddell, Cities of Clackamas County; Ed Lindquist, Clackamas County; Marge Schmunk, Cities in Multnomah County; Roy Rogers, Washington County; Les White (alt.), C-TRAN; and Carter MacNichol, Port of Portland

Guests: Mark Vandewater, Office of Congressman AuCoin; Steve Greenwood (new JPACT alt.), John Kowalczyk, Andy Ginsburg and Howard Harris, DEQ; Denny Moore (Public Transit), Dave Williams and Ted Spence, ODOT; G.B. Arrington, Tri-Met; Molly O'Reilly, Citizen; Margo Nousen, Office of Senator Mark Hatfield; Mary Weber, Tualatin Valley Economic Development Corporation; Paul Haines, City of Lake Oswego; Steve Dotterer and Grace Crunican, City of Portland; Susie Lahsene, Multnomah County; Bruce Warner, Washington County; Rod Sandoz, Clackamas County; Gil Mallery, Intergovernmental Resource Center; Kim Chin, C-TRAN; and Bebe Rucker, Port of Portland

Staff: Andy Cotugno, Martin Winch, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: James Mayer, The Oregonian

SUMMARY:

The meeting was called to order and a quorum declared by Chair David Knowles. He cited the importance of the regional governments working together to move the Westside light rail project forward, making it a reality.

It was noted that Larry Cole and Clifford Clark's term on JPACT would expire in March and that the membership process would be

initiated through the Washington County Transportation Coordinating Committee.

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The minutes of the December 13, 1990 JPACT meeting were approved as written.

RESOLUTION NO. 91-1378 - ENDORSING WESTSIDE CORRIDOR PROJECT IMPLEMENTATION MEASURES

Andy Cotugno reviewed the Staff Report/Resolution and highlighted the bills necessary to move the Westside Corridor LRT project forward. He indicated that we are within days of gaining SDEIS approval and that the compressed timeframe for the appeals process has been agreed to, as noted in the Intergovernmental Agreement. The Full-Funding Agreement must be signed by September 30, 1991 or the 75 percent local share will be lost.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 91-1378 for endorsement of Westside Corridor project implementation measures.

It was moved and seconded to amend the motion to change the fifth WHEREAS of Resolution No. 91-1378 to read as follows:

WHEREAS, The allowable federal participation is proposed to be will likely changed to a lower maximum of 50 percent after September 30, 1991; and

The motion to amend, and the initial motion as amended, PASSED unanimously.

INTRODUCTIONS

Chair Knowles introduced Mark Vandewater from the office of Congressman AuCoin and Margo Nousen from the office of Senator Hatfield.

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

John Kowalczyk, Manager of Air Quality at DEQ, provided an overview of DEQ's comprehensive legislative proposal on emission fees. He noted that emissions had been controlled by a regulatory process and this legislation proposes a market-driven program that could change people's behavior and commuting patterns. Mr. Kowalczyk indicated that regulatory programs are not widely supported.

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Mr. Kowalczyk cited air quality problems relating to motor vehicles, slash burning, woodstoves, industry, field burning and miscellaneous sources. He emphasized that the revenue generated would benefit like sources and could be used for mass transit improvements, woodstove conversion subsidies and power plant subsidies for burning forest slash and grass straw residue. He noted that a statewide vehicle fee and one in the Portland area is needed. DEQ is looking at a fee collection system that is not limited to the Highway Trust Fund.

Discussion followed on whether or not the fee could be based on a vehicle's emission rating or vehicle miles driven. Mr. Kowalczyk pointed out that DEQ is proposing that 80 percent of the generated funds be directed back to its source of origin.

Commissioner Anderson questioned the terminology of an emission "fee" as opposed to a "tax" and it was explained in terms of a user fee.

Copies of LC 1205, the bill that would establish an air pollution emission fee program, were distributed. Mr. Kowalczyk indicated that Portland is currently the only non-attainment area in the state for ozone and carbon monoxide.

Another alternative being considered by DEQ regards imposing a parking fee on employers with greater than 100 employees. Some of the funds could go back to the employers if they could decrease their vehicle occupancy rate.

In discussion, questions were raised as to the urgency for Metro's endorsement of this bill, whether a bi-state approach should be taken, and the need for changes in the language relating to the "region" as opposed to the "Portland metropolitan area."

Motion: It was moved and seconded to begin the process of supporting DEQ's legislative proposal LC-1205 on Comprehensive Emission Fees.

In discussion on the motion, Commissioner Blumenauer was supportive in that he felt it would be a unique opportunity for JPACT to enter into the discussions and effort, that it would represent a frontal assault of the emissions problem, that it would be attempted in a non-regulatory fashion, that it represents a mix of practicality and ease of administration and that the funds generated would be used to help solve the problem and benefit the citizenry. He felt we should continue to work with staff, DEQ and the Legislature on this issue and commended DEQ for starting the process.

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Commissioner Rogers expressed Washington County's concerns relating to the impact of imposing a parking fee on employers with greater than 100 employees. He spoke of sensitivity with regard to the numbers of such firms in Washington County's "Silicon Valley", questioning whether there had to be a cost/benefit ratio. He further questioned whether shopping centers would be taxed in a similar way. Commissioner Rogers felt there was need for the economic message and the implications of the bill to be more clearly defined prior to JPACT endorsement.

Andy Cotugno indicated that there are a wide range of possibilities as to what might be implemented so TPAC recommended adoption of the following principles:

- . That transportation should contribute its share to the effort of improving air quality (supporting a statewide program to deal with that issue);
- . That TPAC supports the importance of the relationship between land use and transportation (whatever structure is adopted for fee collection, it should enhance that relationship);
- . That the bill reflect a clearer relationship between the money collected and its use for transportation and transit needs in the metropolitan area;
- . That TPAC would like to be involved in developing the regional proposal to achieve these objectives; and
- . That the Trust Fund should be used for all kinds of transportation.

Carter MacNichol indicated the need for JPACT involvement but expressed concern about the message being sent. He spoke of the need to retain businesses in this area, questioning the amount of public and private involvement or awareness of this bill. He felt that not enough public discussion had taken place with respect to understanding this bill's potential impact or whether it would discourage future businesses from locating here.

Councilor Van Bergen did not agree with the statement indicating a 5 percent administrative fee, adding that this legislation would have a major impact on government in the collection of parking fees. He felt the bill should be studied further but on a bi-state approach.

Clifford Clark indicated that the Cities of Washington County are not prepared at this point to support the bill, expressing concerns about the parking space tax. He felt there had not been

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broad enough discussion nor an informed business community, suggesting that the information be more widely disseminated and discussed with Chambers of Commerce and development groups.

Motion to Amend: It was moved and seconded to ~~amend the motion to defer consideration~~ table the resolution of this issue for a period of 60 days. Following consideration of whether a motion to table is debatable, the motion was changed at the request of the Chair to defer consideration for 60 days.

It was also suggested that a JPACT subcommittee be appointed to look at the issue on whether or not to solicit more public involvement.

Commissioner Blumenauer pointed out that if JPACT can't embrace these air quality concepts, then they won't play a major role down at the Legislature. He spoke of agencies, environmental groups, and business groups presently meeting on this issue and the need for JPACT to exercise leadership. He cited the potential air quality problem, the potential funds to be generated, and the alternatives as important considerations. If there is to be deferral for 60 days, he asked that citizens and economic developers be contacted who must live with the increase in VMT. He emphasized the seriousness of this issue and the need for it to be resolved.

Commissioner Anderson supported this legislation and felt it represented a bold, innovative approach to resolving the air quality problem, applauding DEQ for its proposal and effort. She felt that JPACT should endorse the concept and work out the details with those that need to be involved. She felt it would be an injustice to DEQ and the Portland metropolitan area to wait too long to take action on this proposal.

Les White spoke in favor of placing this issue on the February 14 joint JPACT/IRC Transportation Policy Committee agenda. He also felt it was a bi-state issue, citing carbon monoxide problems in the airshed in Vancouver.

Molly O'Reilly, citizen member on TPAC, spoke of the tax break businesses in the state of Oregon received through Ballot Measure 5 and the need to deal with commuting traffic through residential neighborhoods. She emphasized that it is timely to support strong changes to the Surface Transportation Act and encouraged JPACT to take our region in a direction that is sustainable.

Commissioner Rogers supported the concept but questioned whether one group, such as employers with 100 employees or greater, should be singled out as creating air pollution.

Following further discussion on the proposed amendment, it was agreed to substitute 30 days for "60" days for the term of deferral.

The amended motion PASSED to defer consideration of this issue for a period of 30 days. Commissioner Blumenauer and Jim Cowen dissented.

RESOLUTION NO. 91-1379 - ENDORSING A POSITION ON THE SURFACE
TRANSPORTATION ACT OF 1991

Andy Cotugno reported that ODOT had convened a group, including the League of Oregon Cities, the Oregon Transit Association, and the Association of Oregon Counties, that concurred on the Surface Transportation Act position paper initiated by the state. Dave Williams then highlighted the position paper being considered for JPACT endorsement.

Action Taken: It was moved and seconded to recommend approval of Resolution No. 91-1379 for endorsement of the position paper on the Surface Transportation Act. Motion PASSED unanimously.

RESOLUTION NO. 91-1380 - APPROVING USE OF PORTLAND REGION
FEDERAL-AID URBAN SYSTEM FUNDS IN PARTIAL SUPPORT OF THE OREGON
ROADS FINANCE STUDY UPDATE

Action Taken: It was moved and seconded to recommend approval of Resolution No. 91-1380 for use of Portland region Federal-Aid Urban System funds in partial support of the Oregon Roads Finance Study update. Motion PASSED unanimously.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rena Cusma
Dick Engstrom
JPACT Members