

MEETING REPORT

DATE OF MEETING: July 12, 1984

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

PERSONS ATTENDING: Members: Dick Waker, Dick Pokornowski, Margaret Weil, Wes Myllenbeck, Earl Blumenauer, Vern Veysey, John Frewing, Mike Lindberg, Fred Hansen and Ed Hardt

Guests: Rick Daniels, Washington County; Steve Dotterer, City of Portland; Ted Spence, ODOT; Bob Post, Tri-Met; Bebe Rucker, Multnomah County; Keith Ahola, USDOT; Sarah Salazar, Port of Portland; Howard Harris, DEQ; Jane Cease, Oregon State Legislature; and Peter Fry, Central East-side Industrial Council

Staff: Andy Cotugno, Richard Brandman, Keith Lawton, Karen Thackston, Dick Bolen, Peg Henwood, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

Acting Chairman Dick Waker introduced and welcomed Fred Hansen of DEQ as a new member on JPACT.

1. MEETING REPORT OF JUNE 14, 1984

The meeting report of June 14, 1984 was approved as written.

2. ENDORING THE RECOMMENDATIONS OF THE DIESEL EXHAUST STUDY TASK FORCE

Richard Brandman reviewed the background and the cooperative effort of Metro and DEQ in implementing the state and federal standards for ozone and carbon monoxide. The plan adopted by DEQ for particulates, however, concludes that we will not be in attainment of the new standard by the 1987 deadline without addressing new controls. The areas currently in nonattainment include the Northwest industrial area, past the river into Southeast Portland, and downtown Portland.

Richard then reviewed the recommendations of the Diesel Exhaust Study Task Force and noted TPAC's recommendation that DEQ and Metro urge EPA and UMTA to explore revising bus design specifications to effectively address air quality concerns. Richard pointed out that the recommendation of the Task Force was not

unanimous -- the representative of the Diesel Car Club felt no need for further government regulations on vehicles (relying on technology itself to provide for cleaner cars) and the Oregon Environmental Council representative felt the recommendations should be stricter, such as those enacted in Southern California for diesel cars.

Mr. Frewing suggested several recommendations be strengthened and given a time frame for later incorporation into the Regional Transportation Plan. A discussion then followed on the need to make the recommendations operational. Richard Brandman indicated that the Tri-Met representative on the Task Force indicated it could pose a financial hardship for Tri-Met if they were forced to retrofit their buses with pollution control equipment, and that was the rationale for the present language. Mr. Frewing agreed, but felt that if the region wants clean air, rules should be made. Mike Lindberg concurred and suggested that there also be deadlines for the recommendations which needed further study.

Regarding incorporation into the Regional Transportation Plan, Andy noted that the two recommendations concerning Tri-Met buses could be handled when Tri-Met seeks federal funds for the purchase of new buses. Other recommendations could be included in the particulate SIP.

Action Taken: It was moved and seconded to recommend approval of the Resolution endorsing the recommendations of the Diesel Exhaust Study Task Force and TPAC with additional language incorporated to convey the following:

- . That DEQ should complete their analysis of the benefit of testing diesel buses and trucks in their vehicle inspection program by March 31, 1985. If the benefit is cost-effective, DEQ should revise the Particulate State Implementation Plan to include this measure.
- . That Tri-Met seek funds in FY 86 to purchase trap oxidizers if their potential air quality benefits are found to be cost-effective.

Motion CARRIED unanimously.

3. PRELIMINARY POPULATION AND EMPLOYMENT CONTROL TOTALS FOR THE PORTLAND REGION

Keith Lawton reviewed the past data and the forecast developed by the Regional Growth Forum. Resource information from the Wharton Econometric Forecasting Associates' forecast was disaggregated to census tracts in the region. The consensus of the Forum is that

of moderate growth and an awareness of uncertainty in the electronics industry.

The next step will be allocation to jurisdictions, small locations and census tracts by jurisdictional planners.

Keith indicated an approximate forecast of 1.7 million people in the year 2005.

4. NEW UMTA POLICY ON MAJOR TRANSIT INVESTMENTS

Andy reported that UMTA issued a new policy last month on how decisions will be based for funding of new rail start projects. He related that 21 metropolitan regions are in the process of developing new rail projects so the competition is keen and the funds are limited. The new rail start policy is intended to provide a firm ranking basis for weighing these projects. Metro has submitted comments in this regard, under the signature of Rick Gustafson, with the thrust of the comments being that they have too narrowly defined the evaluation criteria for the projects, overlooking other benefits historically taken into consideration. They have narrowed it down to focus in on economic and transit ridership measures and given too much attention to the benefit per federal dollar investment. These regulations were issued by UMTA with a 60-day open comment period, having been adopted by the full House.

Andy indicated that this was not submitted to JPACT in view of the time frame for comments. JPACT members indicated they would appreciate receiving a copy of the memo responding to the UMTA policy for major transit capital investments. Andy related that a copy would be forthcoming.

5. ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: JPACT Members
Rick Gustafson
Don Carlson
Ray Barker