



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
April 24, 2015
Metro Regional Center, Council Chamber

MEMBERS PRESENT

John Williams
Karen Buehrig
Lynda David
Chris Deffebach
Don Odermott
Karen Schilling
Jared Franz
Cora Potter
Adrian Esteban
Carol Gossett
Nick Fortey
Nina DeConcini
Lanny Gower

AFFILIATION

Metro
Clackamas County
Southwest Washington Regional Transportation Council
Washington County
City of Hillsboro, representing Cities of Washington Co.
Multnomah County
Community Representative
Community Representative
Community Representative
Community Representative
Federal Highway Administration
Oregon Department of Environmental Quality
Community Representative

MEMBERS EXCUSED

Kelly Brooks
Eric Hesse
Steve White
Michael Williams
Katherine Kelly

AFFILIATION

Oregon Department of Transportation
TriMet
Community Representative
Washington State Department of Transportation
City of Gresham, representing Cities of Multnomah Co.

ALTERNATES PRESENT

Alan Snook
Phil Healy
Chris Strong
Peter Hurley
Alan Lehto
Amanda Ownings

AFFILIATION

Oregon Department of Transportation
Port of Portland
City of Gresham, representing Cities of Multnomah Co
City of Portland
TriMet
City of Lake Oswego, representing Cities of Clackamas Co.

STAFF: Ted Leybold, Grace Cho, Chris Myers, Dan Kaempff, Lake McTighe, Lisa Hunrichs, Tom Kloster

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair John Williams declared a quorum and called the meeting to order at 9:36 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Williams updated members on the following items:

- Quarterly Report on MTIP Amendments & Programming Changes
- Project of the Month – to be provided next month to discuss Sellwood Bridge

TPAC members shared the following updates:

- Ms. Karen Schilling shared an update regarding the 4th Annual Charrette in Sullivan’s Gulch and encouraged members to attend.

3. CITIZEN COMMUNICATIONS ON AGENDA ITEMS

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR FEBRUARY 27, 2015

MOTION: Ms. Karen Schilling moved and Ms. Carol Gossett seconded the motion to adopt the TPAC minutes from March 27, 2015.

ABSTENTIONS: Mr. Peter Hurley.

ACTION: With all in favor, the motion passed.

5. APPROVAL OF 015-16 UPWP - RECOMMENDATION

Mr. Chris Myers provided an update and request for recommendation on the Draft 2015/2016 Unified Planning Work Program. This is a federally-required document that ensures efficient use of federal planning funds. Mr. Myers reminded members of the purpose of this document and clarified a previous question regarding the reallocation of the transit project development funds. None of those projects will be included in the UPWP as each of those projects is in a different phases of funding and/or project delivery. In addition, he noted that the MPA boundary map and a few other minor map inaccuracies have been updated and corrected at members’ request.

At the previous TPAC meeting (March 27, 2015) Steve White had asked whether various layers could be added to the maps for clarification. Mr. Myers advised the committee that the maps included were the required MPA maps, and other maps were provided for context. So while additional layers might be helpful in some settings, the boundary lines were too close to actually show on the map and would provide no additional information.

Member comments included:

- Ms. Chris Deffebach requested clarification and Mr. Myers confirmed that the funding could be spent for anything within the urban reserves because those are within the within the MPA boundary.

MOTION: Chris Deffebach moved and Alan Snook seconded to approve and refer the recommendation to JPACT at their meeting on May 14, 2015.

ACTION: With all in favor, the motion passed.

6. OREGON CLEAN FUELS PROGRAM – INFORMATION /DISCUSSION

Ms. Nina DeConcini introduced Ms. Cory-Ann Wind, ODEQ lead staff for Oregon Clean Fuels program, and provided members with some context for the agenda topic. With the Climate Smart Strategy recently adopted, she noted that it is timely to bring an update about the fuels program to JPACT, other advisory committees, and regional decision makers.

Ms. Wind provided a presentation about the Oregon Clean Fuels program. House Bill 2186, passed by the Oregon Legislature in 2009, authorized the Oregon Environmental Quality Commission to adopt low carbon fuel standards to reduce greenhouse gas emissions from Oregon's transportation fuels by 10 percent over a 10-year period. In 2010, DEQ convened an advisory committee to explore technical issues and policy choices for implementing HB2186, now called the Clean Fuels Program. In April 2012, Gov. Kitzhaber directed DEQ to move forward with the program in two separate phases: Phase One included information gathering and a "reporting only" requirement for fuel providers to report the types of fuels that they bring into the state. Phase Two used information that was gathered during Phase One to design the second phase of the program: implementation and reduction of carbon intensity. DEQ has been implementing Phase 1 since January 2013. On March 12, 2015, Governor Brown signed SB 324 into law. The bill removes the Dec. 31, 2015 sunset date and allows DEQ to move forward with implementing the Clean Fuels Program and to review mechanisms to continue the costs of implementing the program. The 2015 year remains a reporting-only year. Carbon reductions will be required beginning in 2016.

Ms. Wind also discussed the economics and details of the program. She noted that all of Oregon's transportation fuel is from out of state. All petroleum is imported through the pipeline to Oregon. Ninety percent of those fuels come from Washington. The program will ensure that fuel importers and producers of ethanol and biodiesel fulfill their reporting obligations and then meet the standards. Fuels including gas, diesel, biodiesel, and ethanol are required to participate in the program. Others can participate and comply in order to generate carbon credits. DEQ documents the transaction of those credits through quarterly and annual compliance reports.

California and British Columbia each have programs that are on track to reduce carbon production by 10 percent by 2017. There is no federal equivalent or production mandate.

The Clean Fuels program is on track to meet 2017 goals, although the program has not yet reached the implementation phase.

The original study included a macro-economic impact analysis which indicated that the program would be a net positive for the state because Oregon doesn't have in-state fuel production. Any fuels that can be produced in Oregon are a benefit to the state. Because it's cheaper than gas and diesel, diversification of fuel sources also has a positive impact and will help the retail customer in the end.

Member comments included:

- Mr. Peter Hurley requested clarification and Ms. Wind confirmed that the reduction threshold was not set in the bill. DEQ will hold the public process for that and the environmental commission will set the rules with stakeholders. The goal is to balance the impact to retail consumers.
- Ms. Wind responded to Ms. Deffebach's questions about fuel credits and how those work for importers.

- Mr. Hurley requested information about the continuation of the program and Ms. Wind confirmed that the future plan was to reduce transportation fuel emissions by 20 percent by 2035. She also confirmed that California has implemented a clean fuel program and are considering emission reductions of greater than 10 percent in the future. Oregon participated with Washington, California, and British Columbia in a recent forum by the International Center for Clean Transportation which reached the conclusion is that there is enough lower carbon fuel to supply the entire west coast region through 2030. Washington does not have a low carbon fuel standard; however, a suite of climate related actions is currently being negotiated in the Washington legislature. The mid Atlantic / New England area is reviewing actions they might take, including implementing a reporting-only program.
- Ms. Carol Gossett asked how the fuel regulations are affecting the economy and the creation of new jobs. She also asked about the effect on fuel cost to consumers and how it might impact low income families and those who live far from light rail and other transportation options. Ms. Wind cited a macro-economic analysis that was completed in 2010. In that study, the outcomes were positive for citizens with lower income levels, job creation, and fuel expenditures. No recent studies have been performed but parallel discussions are underway regarding ozone or other impacts. She noted that citizens with lower incomes do not have access to newer vehicles, but it's possible that price volatility would be reduced with greater access to a variety of fuels.
- Karen Schilling asked about the projected costs for the program. Ms. Wind noted that the program has been in place since 2009 but hasn't had a cost impact yet because the reporting phase is underway. She also indicated that there are safeguards in the statute to ensure emergency supplies. For example, if a rail line was impacted by a natural or other event, the standard can be tweaked or the program modified so that regulated parties won't be in a situation where they cannot comply. Other programs are underway but costs impact estimates are still speculative.

7. AIR QUALITY IN THE PORTLAND METROPOLITAN REGION – INFORMATION/DISCUSSION

Ms. Grace Cho (Metro), Ms. Rachel Sakata (DEQ), and Ms. Aida Biberic (DEQ) provided an overview of the Portland region's air quality.

Ms. Cho provided context for presentation and provided information about the region's air quality history. From the 1970s to 1990s the region struggled with issues related to regulated pollutants, ground level ozone (O₃) and carbon monoxide (CO) emissions. Noncompliance with federal standards prompted a rigorous process to regulate the region's air quality, and implement mitigation strategies to achieve attainment status. It also resulted in the development of a 10 year State Implementation Plan (SIP), creation of emissions budgets, and other policies. As a result, the region's air quality has improved. However, two specific pollutants are still cause for concern: ozone and fine particulates.

Ms. Biberic discussed the history, maintenance, and future plans for managing ozone issues in the Portland region. She noted that ground level ozone is not emitted directly but is formed in the atmosphere, most readily on hot, sunny days. Vehicle, solvent, and other exhausts emit the precursors to ozone (nitrogen dioxide and volatile organic compounds). Ozone is quenched by another vehicle exhaust emission, nitric oxide. This prevents it from forming in heavily trafficked areas. Ozone formation takes about 45 minutes in the atmosphere. The ideal weather conditions for high ozone production include temperatures above 90 F, lots of sunshine, and wind speeds at or below 5 mph.

Actions taken in the Portland region to reduce ozone emissions in the recent past include:

- Motor Vehicle Inspection and Maintenance Program

- Emission Standards for VOC Point Sources
- New Source Review Program
- Industrial Emission Management Program
- Voluntary Parking Ratio Rules
- Employee Commute Options Program
- Barge Loading Rules
- Aerosol Paint Rules
- Motor Vehicle Refinishing Rules
- Public Education and Outreach.
- Gasoline Station Stage I and II Vapor Recovery

The Portland region is currently in compliance for ozone; however, the USEPA is set to adopt a new emissions standard in October 2015. Based on proposed new standards, the region is unlikely to be identified as out of compliance, but ground-level ozone is a pollutant we need to continue to monitor because of our region's past history.

Ms. Sakata provided information regarding particulate matter, which consists of a mix of very small droplets of smoke, soot, and dust. The health effects of particulate matter are varied – it can be easily inhaled and reach the deepest part of our lungs, causing respiratory disease, asthma attacks, heart problems, and premature death. Primary PM is a chief concern in Oregon while secondary PM (liquid particles [droplets] formed from gases) is principal concern in the Eastern U.S.

EPA sets both an annual and a daily standard. Generally, Oregon has not had any difficulties meeting the annual standard. However, a number of communities are violating or close to violating the daily standard. There are three monitors in our region, located in Hillsboro, Beaverton and SE Portland. In 2011 and 2013, Hillsboro exceeded the standard. However, compliance with the daily standard is based on a three year rolling average. The concern is that Hillsboro has the highest monitored readings and because it is getting very close to the standard, any future years of poor air quality could result in a violation of the standard. This could lead to the area becoming designated as nonattainment, which has adverse health and economic impacts to the community. Such a designation would trigger 25-year process of reacquiring attainment status and demonstrating maintenance, the impacts of which may include: legal requirements for the state to reduce pollution, setting different emissions budgets across different sectors that contribute to the pollution problem, imposing stricter requirements on new and expanding industries (which could also be a deterrent to attracting new business), and adverse transportation implications. This would also likely include strategies to control wood smoke (banning all uncertified woodstoves, and mandatory woodstove bans during poor air quality days).

Ms. Cho reminded members that some issues are being addressed, but a proactive strategy to reduce averages will allow the region avoid possible future ramifications.

Member comments included:

- Adrian Esteban would like to see 2014 results. Ms. Sakata noted that the averages were reduced during winter 2014/2015 because the weather was warmer and there was less wood stove burning.
- Chris Deffebach noted that Washington County Health Human Services group has been working to communicate wood smoke issues. Some state funding is available for retrofitting wood stoves which is a much more efficient use of money than targeting transportation; it can be a great way to reduce emissions in a more targeted way.

- Don Odermott would like to learn how construction projects affected those results for some of the larger projects in the area.
- Members agree that a presentation at JPACT would be helpful but would like to hear more at TPAC before moving forward.

8. REGIONAL TRANSIT PROVIDERS UPDATE – INFORMATION/DISCUSSION

An overview of services by regional transit providers in the greater metropolitan area was provided by:

- Stephan Lashbrook, SMART
- Jim Quintana, C-Tran
- Julie Stephens, Sandy Area Metro
- Julie Wehling, Canby Area Metro
- Cora Potter, Ride Connection
- Additional services in the area that were mentioned but not detailed included Colombia County Transit and PCC Rock Creek, the North by Northwest connector and Salem-Kaiser, a SMART partner between Wilsonville and downtown Salem.

Member comments included:

- Mr. Alan Lehto noted some of the funding mechanisms that support these rural and connective services, including payroll taxes which fund fixed route ridership , federal flexible funding such as 5310 which pays for some of the shuttles, and Oregon’s Special Transportation Fund (STF) which is distributed by TriMet to each of these service providers. The STF funding is very important as it is now taking the place of cuts in other financial support such as the Business Energy Tax Credit (BETC) and Rural Jobs Access-Reverse Commute (JARC) funding, which was a federally-provided program for rural areas.
- It was also noted that Ride Connection services are close to one third of the rides for seniors and people with disabilities in the area.

Chair Williams reminded the committee that agenda topic suggestions are welcome and that topics to be discussed at TPAC meeting on May 29, 2015 include presentations regarding the Regional Transportation Plan update, the regional transit plan and service coordination efforts, the Washington County transportation study, and an update on the Sellwood Bridge project.

9. ADJOURN Chair Williams adjourned the meeting at 11:55 a.m.

Respectfully submitted,



Lisa Hunrichs, Planning and Development

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APR 24, 2015

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.0	Agenda	4/24/2015	Meeting agenda	042415T-01
1.0	Work Program	4/24/2015	Work program	042415T-02
4.0	Meeting Minutes	3/27/15	Meeting minutes	042415T-03
5.0	Staff Report	n/a	Staff Report regarding Resolution 15-4623	042415T-04
5.0	Document	4/24/2015	Draft UPWP, April 2015	042415T-05
5.0	Exhibit	n/a	Exhibit B, Resolution 15-4623. Metro Self-Certification	042415T-06
6.0	Handout	4/24/2015	ODOT – Oregon Clean Fuels Program Bulletin	042415T-07
7.0	Memo	4/14/2015	Air Quality Status for the Portland Metropolitan Region	042415T-08