

HOUSE SPECIAL COMMITTEE ON TASK FORCE ON MOTOR VEHICLE EMISSIONS

Hearing Room  
Tapes -7

MEMBERS PRESENT:

Rep. Tom Brian, Chair  
Rep. Margaret Carter  
Rep. Tony Federici  
Rep. Jerry Grisham  
Rep. Leslie Lewis

MEMBER EXCUSED:

STAFF PRESENT:

Richard Yates, Committee Administrator  
Sarah A. Myers, Committee Assistant

MEASURES HEARD:

Public Hearing on achieving compliance with the federal Clean Air Act

These minutes contain materials which paraphrase and/or summarize statements made during this session. Only text enclosed in quotation marks

report a speaker's exact words. For complete contents of the proceedings, please refer to the tapes.

TAPE , A

CHAIR BRIAN: Brings the committee to order.

OPENS PUBLIC HEARING on ACHIEVING COMPLIANCE with the federal CLEAN AIR ACT.

014 GREGORY GREEN, ADMINISTRATOR of AIR QUALITY PLANNING SECTION: Outlines ideas for next Task Force meeting. The DEQ would like to make a presentation outlining the base plan and what some of the alternatives are to serve as a starting point for the next meeting of the Task Force.

017 JOHN KOWALCZYK, MANAGER of AIR QUALITY PLANNING SECTION: Provides overview of written testimony [EXHIBIT A] regarding questions from the March 23, 1995 Public Hearing.

-Sample programs in Attachments One and Two; Attachment Three is a California example.

-Credits; 9.1% reduction in VOC emissions from vehicles in the year 2006.

060 KOWALCZYK: References EPA documents in the written testimony; Attachments Five and Six \*[EXHIBITS B & C].

-These documents provide the emissions factors which the DEQ uses to calculate emission and emission credits for various sources. AP-42 is for non-mobile sources and the other is for motor vehicle emission.

100 KOWALCZYK: Continues to reference written testimony; reduction in emissions with the use of various strategies which is referenced in the written testimony.

-Formula, data, and calculation data is provided in Attachments Eight through Ten.

-Credits for Toll Roads; Tolls on existing roads and tolls on new roads. For existing roads the DEQ has figured approximately a .30 cents per mile toll. For new toll roads DEQ consulted METRO, however, conceivably with the Toll road possibility some of the new proposed roads to be built, may be completed before the 2006 deadline, depending on whether or not the revenue could be generated.

114 CHAIR BRIAN: Could you walk the committee through the Attachment number Eight on the boundary expansion and what is involved in these numbers which you have provided.

115 KOWALCZYK: Discusses the specifics of Attachment Eight.

149 CHAIR BRIAN: So the assumption there is that people would tune-up their cars or provide the necessary maintenance to qualify? Makes some assumptions on area's of Non-Attainment areas.

157 KOWALCZYK: Clarifies the designation of a Non-Attainment area. Refers to Attachment 2 of his original testimony of 3-23-95. This represents the trips which originate from outside the existing area into the existing boundary.

176 REP. LEWIS: On the number of trips, 255,000, would you say again how many cars are going into the Non-Attainment area?

-KOWALCZYK does not have a specific number.

-Aren't there approximately 50% of the vehicles in the total expanded area which commute; wasn't that what you told us?

-I have raw data which the DEQ used to make these calculations and we know from this that there are not 70,000 to 80,000 commuting into this area.

-70,000 cars are going to generate 255,000 trips per day? KOWALCZYK responds yes.

214 CHAIR BRIAN: Makes assumption regarding the postulated 70,000 cars which travel into the Non-Attainment area.

219 ANDY GINSBURG, AIR QUALITY PLANNING SECTION, DEPARTMENT OF ENVIRONMENTAL QUALITY: Helps to clarify Trip lengths in terms of travel within and outside of the area of Non-Attainment

240 KOWALCZYK: These are one-way trips. With consideration to round trips and non work trips, these figures cut the figures that you have in half.

247 CHAIR BRIAN: We are talking about expansion. Provides an example regarding what he believes would be considered a "trip". "I'm really having trouble getting these numbers to add up."

260 KOWALCZYK: Maybe we need to provide the committee with more detail so

that you may make better sense of the figures and what we have constituted as a trip with the help of METRO.

266 REP. FEDERICI: States an example for consideration regarding the discussion on "trips".

276 KOWALCZYK: Workers tend to do many errands, so they can easily generate many trips as compared to that one round trip into work.

282 REP. LEWIS I would like to see the model....regarding the trips in and outside of the Non-Attainment area. Extraneous trips are not possible for those in the work force. I believe your model is based on those people who live and work in the Non-Attainment and not those who don't live in the Non-Attainment area.

304 KOWALCZYK: We would be happy to provide you with as much detail as we can regarding this model, which is METRO's model, to account for the trips and where they originate.

307 REP. CARTER: As a result of certain communities living so closely, as a result of wind patterns that they still affect the Non-Attainment area?  
KOWALCZYK responds Yes.

322 KOWALCZYK: METRO uses a lot of data to arrive at the model to determine how people travel. Maybe we need to provide specific numbers or have METRO explain it better to you.

332 Discussion between REP. CARTER and CHAIR BRIAN.

343 CHAIR BRIAN: Asks KOWALCZYK to discuss details with REP. FEDERICI and REP. LEWIS and report back on Thursday your conclusions.  
-Parking ratio credits discussion initiated with DEQ representative, Mr. KOWALCZYK.

390 KOWALCZYK: Discusses steps in the calculation of the Parking Ratio program of Attachment Ten of the DEQ written testimony.  
-Categorizes work and non work parking ratio's.  
-Calculation of emission factors.

441 CHAIR BRIAN: You assume under step 2, that all of the land uses which are effected in each and every case by having less parking, that that in itself reduces VMT?

449 KOWALCZYK: Yes. We also assume that the regulation which would accompany the program would ensure that those reductions would occur. The calculation assumes the regulation accomplishes the objective.

TAPE 6, A

025 CHAIR BRIAN: Discusses restricted parking in terms of a small office building and the trip reductions.

034 KOWALCZYK: If that small office were not located near travel alternatives such as a bus line, you are correct in saying that the trip reduction would not be significant.  
-Responds to various questions from CHAIR BRIAN.

KOWALCZYK: Refers to EXHIBIT A of Attachment 5 of 3-23-95 testimony in responding to other questions from CHAIR BRIAN.

-Some people would not be able to reduce trips because of the lack of alternatives to transportation available, i.e. Tri-Met, MAX etc.

115 BETTY ATTEBERRY, SUNSET CORRIDOR ASSOCIATION: We have followed the maintenance plan development rather extensively and we have some concerns which we will express today [EXHIBIT E].

150 ATTEBERRY: Disadvantages to firms in the Sunset corridor.

-1993, the O.D.O.T. report shows that telecommuting is now practiced by many workers.

-Oppose regulation which results in any unnecessary paper work cost.

-Alternatives we would consider: Revenue neutral emission based registration fee is far superior to the ECO and parking ratio programs.

-Continues to read from testimony.

210 RICHARD WAKER, SUNSET CORRIDOR ASSOCIATION: Our association believes that the ECO and the Parking Ratio Programs will not produce the desired emission reductions proposed by the plans. Design something to allow the citizens to be able to do what they wish to. There is a lack if mixed use now, because people don't have a choice because of regulation.

-Not an immediate need now to adopt this plan; proposes a holding pattern until more people can be represented on these issues.

270 MARY TOBIAS, TUALATIN VALLEY ECONOMIC DEVELOPMENT CORPORATION: States the mission of the organization which she represents and their concerns. [EXHIBIT F]

-Plan should be to provide safe and healthy environment for the Oregon residents.

-DEQ recommendations fall into two categories; discusses written testimony.

-Calls attention to elements of her testimony; an article and a survey.

320 TOBIAS: Continues to discuss written testimony with the Task Force members.

370 TOBIAS: Continues testimony; calls attention to specific elements and data within the written testimony.

425 TOBIAS: Continues...discusses Old Car buy-back and data appropriate to this portion of her testimony. MPTS data reflect a 41% increase in the use of older vehicles for travel.

TAPE 5, B

027 TOBIAS: Addition to DEQ's Attachment 11, March 21,1995 testimony and is provided as the final page in my written testimony.

-Expand vehicle emissions boundary; make the program statewide.

-Recommends DEQ to examine new and existing policies.

057 ROD SCHMALL, CORPORATE MANAGER OF ENVIRONMENTAL AND ENERGY SERVICES FOR SMURFIT NEWSPRINT CORPORATION: Testifies to support for the maintenance of

attainment of air quality standards in the Portland areas.

-Its wise for our company to avoid obtaining off-sets. We believe that clean air is better than dirty air.

107 SCHMALL: It was difficult to find the necessary off-sets for expansion of our business.

108 CHAIR BRIAN: Do you care which elements get us there? In other words, do you have an opinion as to whether parking and ECO ratio's or expansion of the boundary is more or less beneficial as other techniques or do you care how we get there, as long as we get there?

110 SCHMALL: Personally I believe the vehicle inspection and maintenance plan is a proven way, however, I cannot speak to the others.

115 MIKE SALSGIVER, GOVERNMENT AFFAIRS MANAGER for INTEL in OREGON: I'm here to express our support for the development and implementation of an approval maintenance plan, for the Portland Metropolitan area.

-Strongly supports the development of a plan that would allow us to avoid the imposition of additional costs which ultimately would effect our competitive posture.

-Impose emission fees, a market based approach, providing adequate incentives, even though there is little support for this approach.

-Policy of an open public process.

-We don't support a delay of dealing with these issues.

-Regarding the perception of the "cushion"; we are challenged every day to keep emissions at an acceptable level while at the same time increasing our production.

176 SALSGIVER: Concludes.

181 NEIL R. COHEN, MAYOR for the CITY of DUNDEE: Opposed to expansion of auto emission testing into our area.

-States that there are several problems with the expansion of boundaries.

-If we want to take care of emissions in the Portland Metro area, test those automobiles which enter into this Non-Attainment area.

-Reformulated gasoline. Adoption of gasoline quality standards is one possibility; consistent quality throughout the state.

-Higher density living; higher emissions associated with this issue.

-Dundee Survey calculates 8% commuters from Dundee into the area of Non-Attainment; DEQ states that our survey is flawed and in return, Dundee feels the DEQ survey is flawed.

285 COHEN: Continues with testimony.

-Building more testing areas are not necessary;

-Electric vehicle and pollution; these vehicles do pollute. Silicone wafer

chips do produce pollution to aid in the operation of these vehicles.

Other examples of pollutants.

-Quality science facts implemented.

-Proposes mixed use, as opposed to strip development in Dundee.

357 COHEN: Implementation of "block developing"; commercial pockets off the

main traveled areas; off-street parking, identifying substreets in cooperation with O.D.O.T.

-Discusses increasing livability and air quality.

-Discusses clean and healthy air maintenance.

405 CHAIR BRIAN: Received letter from the City of Gresham, which I will submit regarding the Cities position on compliance with the ECO rule [EXHIBIT G].

426 MIKE HOLLERN, CHAIR OF STATE TASK FORCE ON MOTOR VEHICLE EMISSIONS:

Made the recommendations to the 1993 Legislature for the clean air plan for the metro area and I also was asked by the former director of the department to chair the Policy Advisory Committee on the ECO and ratio strategies.

TAPE 6, B

023 HOLLERN: Lifting federal impediments; support for market based strategies.

-Recommendations for the ECO and Parking Ratio Programs; Policy Advisory Committee was in agreement with conclusion of the DEQ.

-Scaling back of both programs, ECO and Parking Ratio Program.

-Concerned about the effectiveness of both programs.

060 JIM CRAVEN, AMERICAN ELECTRONICS ASSOCIATION: Our members believe that the state should produce a 10 year clean air maintenance plan. Importance of removing the clean air restrictions on industries; restrictions on industrial growth.

-Commends INTEL for increasing production and maintaining under the 40 ton limit.

-Changing motorists behavior; a fee for motorists might be the best workable alternative.

111 CRAVEN: The ECO plan creates a bureaucratic imposition. The public can understand ECO, however, and is workable; the Parking ratio Plan is tougher for people to understand.

We don't appear to have any substitutes for our emissions problems.

-Concludes; modified proposal.

-If we don't approve the current plan we need to take a look at the alternatives;

-Shaving off what is currently allowed under these air quality permits is very much opposed to by many businesses.

191 JIM WHITTY, ASSOCIATED OREGON INDUSTRIES: Enthusiastic about the maintenance program.

-Effect on transportation projects and conforming to Air Quality plans. Requires an emissions budget to be established. Cant receive federal dollars if they interfere with the air shed.

-Strategies and the nature of their controls. The plan ought not to be on "our "backs; boundary expansion may or may not be appropriate.

250 WHITTY: What happens with the absence of a maintenance program; loss of programs, worsening air quality, loss of federal dollars, etc..

-A vehicle emissions fee is workable and equitable.

307 CHAIR BRIAN: Announcement of postponing this Thursdays meeting and move it to next Tuesday so that all of the materials presented can be considered.

341 IRMA TROMMLITZ, CITIZEN APPOINTEE to THE PARKING RATIO TAC: Encourages adoption of the parking ratio programs [EXHIBIT D].

-Refers to written testimony.

412 TROMMLITZ: Sympathetic to the problems and regulatory problems associated with the Parking Ratio Plan; it is the best which we can do given the need to stay within the legislation.

TAPE 7, A

022 TROMMLITZ: Continues testimony. Recommendation for the reevaluation of the Parking ratio plan.

- Explains which boundary commission she was on to REP. FEDERICI.
- Concludes testimony.

060 REP. GRISHAM: Could you tell me if you live in a high-rise apartment?

074 DEBRA MARRIOTT, OREGON METALS INDUSTRY COUNCIL: Concerns with the issues of the issue of larger public policies which seems to be absent from the discussion.

- Support registration based on mileage; old car buy-back; a shifting of the burden of industry to drivers.

109 ANDY COTUGNO, PLANNING DIRECTOR FOR METRO: Underscores the importance of doing a maintenance plan including the incentives and consequences.

- Possibilities given possible violations.
- Relying on chemicals for pollution data.

175 CUTUGNO: Continues testimony.

- Vehicle emissions and the need to do something fundamental other than the technological fixes.

222 CHAIR BRIAN: Is it your office that would have the figures on how many cars are estimated to come into such areas as Newburg and Scapoose?

227 REP. FEDERICI: Also percentages for trips. What are the eight counties which you referred to?

236 REP. LEWIS: Can you provide us with figures on the model; the raw data and the information on how the model predicts the thousands of cars.

250 CHAIR BRIAN: Clarifies what REP. LEWIS is asking for.

253 REP. FEDERICI: Refers to attachments in the DEQ's testimony.

269 CHAIR BRIAN: How can we begin on a program that keeps us where we are or improves, but doesn't look like such a sledge hammer.

289 JOHN CHARLES, EXECUTIVE DIRECTOR, OREGON ENVIRONMENTAL COUNCIL: Addresses content of written testimony.

- Don't pick on sub-sets of the total driving public.
- Refers to various studies on page 2 of his testimony.
- Cost effective proposals; emissions fee concept; rebate it back to the origin.

381 CHARLES: Continues discussion of strategies regarding ECO and the Parking Ratio Plan.

- Lower the gas tax with stipulations.

429 REP. FEDERICI: Questions regarding the emissions fee program. Asks Mr.

Cotugno the same question. Can you define "other" on page 2 of your testimony, Mr. Charles?

TAPE 7, B

005 CHARLES: Response.

009 CHAIR BRIAN: The motor vehicle registration, mileage based gets only \$30 dollars biennium which is the same as the "cash for clunkers" program.

010 CHARLES: What is the approximate damage to the whole of society. This is very difficult to deduce. It has never been modeled by the DEQ.

040 REP. FEDERICI: Is there somewhere that defines social and recreational trends and travel by trip purpose?

043 CHARLES: I'm not sure, however, I believe that someone who testified previously gave you a detailed analysis on travel trends analysis (Mary Tobias of the TVEDC).

CLOSES the PUBLIC HEARING on achieving compliance with the federal Clean Air Act

CHAIR BRIAN adjourns the meeting at 6:39 PM.

Submitted by, Reviewed by,

Sarah A. Myers Richard Yates  
Committee Assistant Committee Administrator

EXHIBIT SUMMARY:

A - DEQ written testimony; 20 - pages.

\*B -Submitted testimony by the EPA, AH.5; EPA Emission Factor Manual AP-42,

V. 1-3

\*C -Submitted testimony by the EPA, AH.6 Mobil 5A; Users Guide

D - Testimony submitted by Irma Trommlitz; 1 - page.

E - Testimony submitted by Betty Attebarry; 2 - pages.

F - Testimony submitted by Mary Tobias; 36 - pages.

G - Letter submitted by Mayor Gussie McRobert of Gresham; 1 - page.

H - Testimony submitted by John Charles; 6 - pages.

\* These documents, because of their size, are not included as exhibits to these minutes, however, they are available for public viewing by contacting

the Air Quality Division of DEQ or the federal offices of the Environmental Protection Agency.