

HOUSE SPECIAL COMMITTEE ON TASK FORCE ON MOTOR VEHICLE EMISSIONS

Hearing Room
Tapes -4

MEMBERS PRESENT:

Chair 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

003 CHAIR BRIAN: OPENS the PUBLIC HEARING at 4:08.

013 GREGORY GREEN, ADMINISTRATOR OF AIR QUALITY DIVISION: Opens with addressing written prepared testimony, and answers questions from various members regarding the specifics of each outlined question. [EXHIBIT B]

063 JOHN KOWALCZYK, MANAGER OF AIR QUALITY PLANNING SECTION:: Addresses written testimony and begins with question #2 regarding whether environmental economic penalties should be used to fund Old Car Buy Back Programs.

-Answers various questions raised by committee members.

113 KOWALCZYK: Continues addressing written testimony in reference to questions from the Task Force Members on the 3-21-95 meeting.

163 KOWALCZYK: Continues discussing written testimony.

213 CHAIR BRIAN: Would changes in this plan effect the credits available from the VOC'?

218 REP. LEWIS: Can you translate your idea into our ten year plan in terms of reductions?

226 KOWALCZYK: Continues with written testimony; Question #6.

280 KOWALCZYK: References Attachment 4 of EXHIBIT B in discussing parking ratio program options.

302 CHAIR BRIAN: Discusses the parking ratio program; what is the scientific relation in parking space and the reduction in emission?

320 KOWALCZYK: If you build in certain ways you will naturally get some reduction in the Trip Demand. Therefore a reduction in the emissions by the reduction in the need for parking space.

-Further discussion with CHAIR BRIAN regarding the parking ratio.

369 GREEN: We have developed a plan that exempts these types of facilities...

374 KOWALCZYK: Parking ratios can work much more effectively with maximum parking ratios.

-Advisory committee recommends the dropage of certain land use in this program.

412 REP. LEWIS: What is the Floor Area Ratio on Attachment 5?

425 KOWALCZYK: Explains the specifics of the Floor Area Ratio.

-Attachment numbers 7, 8, 9.

TAPE 4, A

024 KOWALCZYK: Continues discussing Attachments 7A, 7B and 8.

064 KOWALCZYK: Attachment #10; the reduction of SARA 313 reported chemicals.

099 CHAIR BRIAN: How are all of these credits calculated?

104 KOWALCZYK: We use EPA emission factors. We do very little to develop our own emission factors.

114 REP. CARTER: Excused for legislative business.

128 KOWALCZYK: Refers to written testimony of 3-21-95

-Addresses questions of clarification from committee members.

158 KOWALCZYK: Continues with written testimony and discussing in specific, Attachment 11.

158 YATES: Clarifies the percentages of Attachment 11 and the various grades of vehicles.

161 REP. LEWIS: Could you provide us with how you arrive at your boundary expansions.

168 KOWALCZYK: Addresses the final question of EXHIBIT B.

210 JOHN LILJIGREN, WESTWOOD CORP, ICSC: Addresses concerns regarding the initiation of change in the way Oregon deals with air pollution. I urge

you to see and take advantage of this opportunity.

-Parking ratio rule; it must be based on human nature and how they respond to changing their behavior in regard to their method of choice of vehicular transport.

262 LILJIGREN: The parking ratio rule is a "bad idea that is deeply flawed".

-The fundamental assumption is misguided, and most likely will not have the desired effect.

-Our goal was to cut NOX emissions by 2%; with the changes in calculations, they are no longer necessary. VOC reductions have also changed.

-What you end up with are fee's for those who require extra parking spaces.

One idea is to give Tri-Met the generated monies.

-Back away from the parking ratio program;

-Opportunity to move toward a fee for emissions from vehicles; people should compensate those people whom they do damage to.

417 LILJIGREN: Continues discussion of suggestions to the committee regarding a more conservative approach and placing the burden on the people themselves; those who actually make the travel decisions on a daily basis.

TAPE 3, B

025 LILJIGREN: Discusses the emissions cost on vehicle owners based on the emissions produced and the miles driven on the automobile. Proposes an idea regarding the cost to the owner based on the emissions emitted by the automobile each time the owner buys gasoline.

075 LILJIGREN: Continues with the benefits of his proposal.
-Discusses setting of fee's per his proposal.

101 CHAIR BRIAN: Your concept is interesting.

122 LILJIGREN: Responds to CHAIR BRIAN's comment on social engineering.

132 CHAIR BRIAN: I don't disagree with your theory, but the increase of cost would be difficult to make possible.

147 LILJIGREN: This committee can be the leader of the status quo.

CHAIR BRIAN: CLOSSES the PUBLIC HEARING regarding achieving federal compliance with the Clean Air Act.

Submitted by, Reviewed by,

Sarah A. Myers Richard Yates
Committee Assistant Committee Administrator

EXHIBIT SUMMARY:

A - Task Force questions from 3-21-95 for the DEQ, 1 - page.

B - Written testimony from the DEQ, 21 - pages.

