

HOUSE COMMITTEE ON NATURAL RESOURCES ENVIRONMENT AND ENERGY SUBCOMMITTEE

February 10, 1993 Hearing Room D 1:30 p.m. Tapes 19 - 21

MEMBERS PRESENT: Rep. Bob Repine, Chair Rep. Marilyn Dell Rep. Sam Dominy Rep. Bill Fisher Rep. Carl Hosticka Rep. Dennis Luke Rep. Bill Markham Rep. Nancy Peterson Rep. Ray Baum

MEMBER EXCUSED: Rep. Peterson

VISITING MEMBER:

STAFF PRESENT: Kathryn Van Natta, Committee Administrator Karen McCormac, Committee Clerk

MEASURES CONSIDERED: Informational Meeting - Governor's Task Force on Motor Vehicle Emission

Reductions - DEQ Presentation

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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. [--- Unable To Translate Graphic ---]

TAPE 19, SIDE B

005 VICE-CHAIR DELL: Calls meeting to order at 1:37 p.m.

INFORMATIONAL MEETING

020 JOHN KOWALCZYK, Department of Environmental Quality (DEQ): Presents testimony (EXHIBIT A), including a slide presentation on Portland-area

air quality, as well as air pollution problems statewide.

170 REP. MARKHAM: Define "reformulated" fuel.

172 KOWALCZYK: It's a way of changing the recipe of gasoline, which is composed of many different chemicals. In this context, it is used to

describe a mixture which causes fuel to burn more cleanly.

177 REP. MARKHAM: Would pollution be lessened if we doubled the number of trees in the Portland metropolitan area?

178 KOWALCZYK: Trees absorb carbon dioxide emissions, which contribute to the disintegration of the global ozone. Carbon monoxide is not a health hazard compared to carbon monoxide. Both emissions are from vehicle

tailpipes.

191 FRED HANSEN, DEQ: The two main pollutants in the Portland area are carbon monoxide and ozone standard. Trees do not help eliminate those

pollutants.

198 KOWALCZYK: Yesterday we provided the House Special Task Force on Emissions with a background on the Governor's Task Force

Recommendations.

205 CHAIR REPINE: Clarifies interim task force appointed by the Speaker of the House.

220 REP. MARKHAM: Who is on the task force?

221 CHAIR REPINE: Representatives Tom Brian, Delna Jones, Margaret Carter, Tony Federici and Greg Walden.

228 REP. FISHER: Did the use of oxygenated gasoline accomplish its purpose?

231 HANSEN: The use of oxygenated fuels has reduced carbon monoxide levels by twenty percent. The state provides a five cent/gallon tax credit for ethynol fuels.

299 REP. MARKHAM: Who receives the tax credit?

305 HANSEN: Probably the supplier. We will get back to you on this since these are handled by the Department of Revenue . Continues testimony.

TAPE 20, SIDE B

073 REP. LUKE: Do pollution restrictions in targeted areas of the state prevent companies from relocating there?

080 HANSEN: There are numerous issues involved in company relocation. However, these sanctions are costly and can become confining.

094 REP. LUKE: Are restrictions only in the tri-county area? 096 HANSEN: Restrictions are within the urban growth boundary. Resumes testimony.

099 REP. MARKHAM: Requests clarification of term "LAERT" used in testimony.

103 HANSEN: That is the acronym for Lowest Achievable Emission Rate Technology. this means that if the most advanced technology is used

anywhere else in nation to control a pollutant, it must be applied in Oregon without regard to cost.

110 REP. DELL: Is it true that the dirtier the business, the higher the market value?

125 HANSEN: There are many concerns with the whole offset concept, including rewarding business which are especially dirty.

147 MERLIN HUFF, DEQ: Continues testimony.

187 CHAIR REPINE: Why are there higher emissions during winter?

188 HUFF: Automobiles emit more carbon monoxide during cold weather. Communities also have a greater problem with air stagnation.

Continues testimony.

192 CHAIR REPINE: Are other states equally aggressive in this field?

213 HUFF: We can learn from cost-effective strategies used in other states, such as the California Low Emission Vehicle Program, which

includes electric or alternative fuel plus cleaner gasoline vehicles.

In Oregon we are concerned with an increase in traffic growth, which is growing faster than population. People do not recognize the true cost

of operating a motor vehicle, and do not consider additional costs, such as maintenance, insurance, depreciation, parking, etc.

263 CHAIR REPINE: If you could increase the cost of fuel to four dollars per gallon, would that modify that perception?

270 HUFF: Yes. Resumes testimony.

282 CHAIR REPINE: Asks whether mass transit is still important.

293 HUFF: Transit makes up perhaps three to four percent of the total number of trips.

297 HANSEN: If we look at countries which have lower single-occupancy vehicle use, the vast majority bicycle or walk to their destination.

The task force concluded that there was a need to encourage pedestrians and the use of bicycles.

314 REP. HOSTICKA: Is that because other countries have more dense populations and can more easily commute by foot or bicycle? 318 HANSEN: Only about one-third of their trips are work-related, so it is also important to have essential services nearby.

330 HUFF: Continues testimony.

TAPE 19, SIDE A

040 HUFF: Two task force recommendations were to require first-time standards on lawn and garden equipment which would go into effect in

1994, and to pursue outboard motor alternatives.

091 CHAIR REPINE: Would manufacturers need to adhere to the new standards?

099 HUFF: Yes. There will be a gradual effect as new lawnmowers replace older models.

108 HANSEN: One of the recommendations of the task force is to adopt the California new lawn equipment standards. Lawn mower engines have been

virtually unchanged since the first part of this century.

121 REP. HOSTICKA: Are you referring all small-scale internal combustion engines, such as those used in leafblowers, jet skis or chainsaws?

129 HANSEN: Yes. However, the Clean Air Act does not allow states to take independent action in this area. Only one state is allowed to do so:

California. Other states may either adopt a federal standard or a California standard. California has adopted lawn and garden equipment standards, which go into effect in 1994.

150 HUFF: Continues testimony.

211 REP. DELL: Is it reasonable to assume that all of this is predicated on a federal goal that is relatively stable in terms of requirements?

213 HUFF: This is based on an analysis of meeting the ozone health standard. Within the last year, a lawsuit was filed by the American

Lung Association, which challenged that the EPA standard was not sufficiently protective.

230 CHAIR REPINE: What would give the EPA an incentive to improve the standard?

227 HANSEN: If there was additional health data indicating greater levels of impairment as a result of ozone pollution at current standards. Even if levels meet the standards, some studies show significant impairment

in school-age children. These issues may influence change.

247 REP. BAUM: Requests definition of "ozone."

253 HANSEN: We are referring to surface level ozone, often referred to as smog. We are not referring to stratospheric ozone, which we do not

want to lose.

278 REP. BAUM: Do you see any changes occurring due to the new federal administration? 280 HANSEN: I have not yet spoken with the new EPA administrator. Our expectation is that the federal standard is properly protective of

public health. Our challenge is how society balances automobile usage with employment which is necessary for communities.

310 REP. BAUM: Have you heard what items might be on the EPA's agenda?

312 HANSEN: Perhaps hazardous and municipal waste incinerators and wetlands issues. There will also be substantial pressures within Congress for

the reauthorization of both the Clean Water Act and the Resource Conservation Recovery Act.

328 REP. BAUM: Do you envision a tightening of existing standards?

320 HANSEN: When EPA promulgates a standard, it is a good, defensible scientific approach which properly protects public health and the

environment. Problems occur when EPA does not take action to address problems. I think the new administration may focus more on areas which have not yet been addressed, rather than tighten existing standards.

343 REP. FISHER: How do we balance this with LCDC's intent to increase population density within cities?

347 HANSEN: We believe we are currently at a critical juncture. We can either use this greater population density to support transit and

encourage bicyclists and pedestrians, or we can allow urban sprawl which encourages more automobile usage and pollution problems. We need to

choose how to best manage growth to achieve long-term liveability goals and at the same time reduce pollution levels.

366 REP. FISHER: Do you think that can be accomplished and still provide family-wage jobs?

374 HANSEN: That's why the task force wanted to use a growth margin for industrial purposes so that some sanctions within the high-tech industry were not pushed out of the community. Resumes testimony.

TAPE 20, SIDE A

090 REP. HOSTICKA: Who were the legislative members on this task force?

091 HANSEN: Representative Delna Jones and Senator Ron Cease.  
Resumes testimony.

TAPE 21, SIDE A

015 HANSEN: Concludes testimony.

CHAIR REPINE: Adjourns meeting at 3:23 p.m.

Submitted by:

Reviewed by:

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EXHIBIT LOG:

A - House Special Task Force on Emissions - Fred Hansen - 118 pages