

**Minutes of the Board of Commissioners  
Multnomah Building, Board Room 100  
501 SE Hawthorne Blvd., Portland, Oregon  
Tuesday, December 15, 2015**

**BOARD BRIEFINGS**

Chair Deborah Kafoury called the meeting to order at 10:15 a.m. with Vice-Chair Jules Bailey and Commissioners Loretta Smith, Judy Shiprack and Diane McKeel present.

Also attending were Jacqueline Weber, Deputy County Attorney, and Shirley Luo, Board Clerk Intern.

**B.1 Board Briefing on Air Quality Concerns in Hayden Island/Jantzen Beach Area. Sponsor: Commissioner Loretta Smith, District Two. Presenters: Jeff Geisler, President, Hayden Island Neighborhood Network; and Other Invited Guests.**

Chair Kafoury: WE HAVE A COUPLE OF BOARD BRIEFINGS ON OUR AGENDA THIS MORNING. THE FIRST ONE BEING A BRIEFING ON AIR QUALITY CONCERNS IN HAYDEN ISLAND-JANTZEN BEACH AREA. COMMISSIONER SMITH, DID YOU WANT TO INTRODUCE YOUR PANEL?

Commissioner Smith: THANK YOU, MADAM CHAIR, FOR SCHEDULING THIS BOARD MEETING. I MET WITH A DELEGATION OF RESIDENTS FROM THE AREA ABOUT A MONTH OR SO AGO, AND WE HAD A GREAT CONVERSATION WITH DEQ AND THE FEDERAL EPA ABOUT THE MATTER. AND I WANTED TO EXPRESS MY GREAT APPRECIATION FOR THE ASSISTANCE OF MATT HOFFMAN WITH OUR HEALTH DEPARTMENT, WHO HELPED ME SORT THROUGH THESE ISSUES AS WE WERE TALKING TO EVERYONE. I THINK, FOR PEOPLE TO, ON A REGULAR BASIS, EXPERIENCE FUMES, AND ODORS, AND FROM THE RANGE OF BEING OBNOXIOUS OR THAT CAUSE SERIOUS PHYSICAL SYMPTOMS AT WORSE. IT SEEMS CLEAR BOTH OF THESE ARE OCCURRING SOMEWHERE IN THE AREA OF HAYDEN ISLAND. THESE FOLKS HAVE ESSENTIALLY ONE RECOURSE, AND THAT IS TO SEEK THE INTERVENTION OF OUR ENVIRONMENTAL AGENCIES TO HELP OUT.

AGENCY STAFF HAVE VISITED THE AREA AND THEY TELL ME THERE'S CLEARLY AN ISSUE AT HAND, BUT THEY DON'T KNOW YET TO THE EXTENT TO WHICH ISSUES REPRESENT AIR QUALITY VIOLATIONS. SO WE'VE ASKED FOR THIS BOARD BRIEFING IN ORDER TO HEAR FROM THE CITIZENS ORGANIZATION AND FROM DEQ AND OUR OWN HEALTH DEPARTMENT IN TERMS OF THE PROGRESS OF THEIR INVESTIGATION. AND ACTUALLY, IN TERMS OF GOING BACK IN HISTORY, WHEN I WAS FIRST ELECTED I HEARD ABOUT THIS ISSUE AND ONCE I GOT IN 2011, I HAD FOLKS TALK TO ME ABOUT THE ISSUE TO TRY TO FIGURE OUT WHAT WAY WE CAN INTERVENE. AND I DIDN'T AT THAT PARTICULAR TIME UNDERSTAND THE ENTIRE ISSUE, BUT THIS

IS NOT SOMETHING THAT JUST HAPPENED THIS SUMMER, OR A FEW WEEKS AGO. THIS HAS BEEN AN ONGOING ISSUE FOR THE RESIDENTS OF HAYDEN ISLAND. SO I JUST WANT TO MAKE THAT CLEAR. JUST BECAUSE I HAD CONVERSATIONS ABOUT A MONTH AGO, THIS IS AN ISSUE THAT HAS BEEN A LONG-STANDING ISSUE IN THE NEIGHBORHOOD.

Mr. Geisler: I'M JEFF GEISLER, THE CHAIRPERSON FOR THE HAYDEN ISLAND NEIGHBORHOOD, IT'S CALLED HIGH NOON, HAYDEN ISLAND NEIGHBORHOOD NETWORK. I APPRECIATE WHAT YOU JUST SAID, COMMISSIONER SMITH. THIS IS A LONG-TERM ONGOING ISSUE, BUT NOT AT THE LEVELS THAT WE'VE BEEN EXPERIENCING IN THE LAST SIX MONTHS. HUNDRED FOLD, MAYBE, WORSE. AND THAT'S JUST A NUMBER I THREW OUT THERE. I DID TALK TO THE BUSINESSES ACROSS THE STREET FROM ORCO. WE HAVE APES, AMERICAN PETROLEUM ENVIRONMENTAL SERVICES IS THE COMPANY WE THOUGHT WAS THE SOLE SOURCE OF THIS ODOR. IT TURNS OUT ORCO IS POSSIBLY ALSO, AND BY TALKING TO THE PEOPLE THAT LIVE AND WORK RIGHT ACROSS THE STREET FROM ORCO, I JUST WALKED IN, EXPLAINED WHO I WAS, AND WHY I WAS THERE, AND WHAT DO YOU KNOW ABOUT THE COMPANY ORCO. SHE SAID THEY'VE BEEN BURNING STUFF LIKE CRAZY IN THE MIDDLE OF THE NIGHT FOR DECADES. SHE DOESN'T EVEN SMELL IT ANYMORE, SHE SAYS I'M JUST IMMUNE TO IT. SO THAT GOES ALONG WITH WHAT YOU JUST SAID, THIS IS A LONG-TERM PROBLEM. HOWEVER, AGAIN, GOING BACK TO WHAT I SAID, IT'S MUCH, MUCH WORSE IN THE LAST SIX MONTHS.

I LIVE IN A FLOATING HOME; I KAYAK. EVER SINCE I MOVED HERE SIX YEARS AGO, WHEN I GET AROUND THE RAILROAD BRIDGE, I CAN SMELL IT. I CALLED THE GAS COMPANY, I THOUGHT WHAT IS IT THAT I'M SMELLING, IT'S COMING ACROSS THE BRIDGE. NORTHWEST GAS SAYS WE'VE BEEN GETTING THESE CALLS FOR YEARS, WE'LL CHECK IT OUT, BUT WE DON'T KNOW WHAT IT IS. IT HAS TO BE ONE OF THESE TWO COMPANIES. BUT THE CONCENTRATION IS ACTUALLY CAUSING PEOPLE TO GET SICK. I KEEP MY HOUSE FAIRLY CLOSED UP. I'M A LITTLE FARTHER EAST THAN THE JANTZEN BEACH MOORAGE, I'M AT ISLAND COVE, WHICH IS RIGHT BEHIND, DOWN NEAR THE SAFEWAY. BUT ON THE OTHER SIDE. AND IT ACTUALLY COMES IN THE HOUSE WHEN IT'S CLOSED UP. SO THE ISSUE WE COME UP WITH IS I THINK THERE'S MORE REGULATIONS THAT YOU CAN DEAL WITH WOOD BURNING STOVES THAN WHAT IS REGULATING THESE COMPANIES. I DON'T KNOW IF THAT'S TRUE OR NOT, BUT IT SEEMS LIKE IT. AND THE SAME THING WITH COFFEE ROASTERS. THEY SEEM TO HAVE TO HAVE SCRUBBERS, THEY HAVE TO HAVE DIFFERENT THINGS THAT CLEAN THE AIR.

WE'RE AT THE POINT WHERE WE CAN'T WAIT YEARS FOR A SOLUTION, BECAUSE THIS IS ACTUALLY CAUSING PEOPLE TO GET SICK. AND AS CHAIR FOR THE HAYDEN ISLAND NEIGHBORHOOD, LIVABILITY IS ONE OF OUR KEY ISSUES, AND THAT'S WHY WE'RE HERE SPEAKING TODAY, AND WE JUST WANT TO HELP. WE WANT TO FIND OUT WHAT THESE AGENCIES NEED. DO THEY

NEED MORE MONEY? WHAT DO THEY NEED IN ORDER TO FIND OUT WHAT THESE CHEMICALS ARE? BECAUSE THEY DON'T HAVE A CLUE. AND HOW MANY CHEMICALS DO THEY TEST FOR? AND WHAT TESTING IS DONE? I SPENT SIX YEARS GOING TO MEETINGS ON THE COLUMBIA RIVER CROSSINGS, AND WE FOUND OUT THAT THE INFORMATION THAT WAS COMPRISED TO TELL US WHAT THE AIR POLLUTION MIGHT BE CAUSED BY MORE TRAFFIC FROM THAT BRIDGE, THEY WERE ALL EXTRAPOLATED FROM TWO POTENTIAL SOURCES OF AIR QUALITY TESTING. I THINK JEFFERSON HIGH SCHOOL WAS THE CLOSEST. SO WE HAVE NOT HAD AIR TESTING ON THE ISLAND OR NEAR IT EVER, AS FAR AS I CAN TELL, AND I THINK THAT'S WHERE WE NEED TO GO.

Commissioner Smith: SO WHEN YOU SAY THESE FOLKS ARE GETTING SICK, COULD YOU EXPLAIN TO ME WHAT DOES THAT LOOK LIKE?

Mr. Geisler: I DON'T HAVE ALLERGIES, BUT A LOT OF PEOPLE DO. PEOPLE THAT ARE A LITTLE MORE SENSITIVE, THEY'RE COUGHING, I'VE HEARD THEY HAVE NOSE BLEEDS.

Commissioner Smith: THERE'S RESPIRATORY ISSUES?

Mr. Geisler: YES. A BETTER WAY OF SAYING IT.

Mr. Monroe: I'M DAVID MONROE, I'M ENERGY AND QUALITY WITH DEQ'S NORTHWEST REGION, SO THE PORTLAND METRO AREA AND THE COUNTIES TO THE COAST. THERE'S BEEN A LOT OF DIFFERENT ACTIONS DEQ HAS TAKEN, AND I THOUGHT THE BEST PLACE TO START WOULD BE TO LAY IT OUT A LITTLE CHRONICALLY AT FIRST AND BRING IT UP TO SPEED FOR WHAT'S GOING ON TODAY. WITH RESPECT THAT THE ODORS HAVE BEEN GOING ON A LONG TIME, DEQ SAW A VERY LARGE INCREASE IN COMPLAINTS AROUND LATE AUGUST, EARLY SEPTEMBER. AND I THINK THAT WOULD COINCIDE WITH WHEN RESIDENTS THERE FOUND AN INCREASED IMPACT TO THE ODORS. WHEN WE STARTED GETTING THOSE COMPLAINTS WE STARTED DOING ODOR INVESTIGATIONS. WE STARTED CONTACTING INDUSTRIAL REGULATOR FACILITIES IN THE AREA, WE PARTNERED WITH EPA TO PERFORM ON-SITE INSPECTIONS OF THOSE FACILITIES AS WELL AS ODOR INVESTIGATIONS IN THE AREA. EPA WAS ABLE TO BRING SOME TECHNOLOGICAL AND HUMAN RESOURCES TO BEAR, INCLUDING SOME HANDHELD MONITORS FOR THE INITIAL PHASE.

THROUGHOUT THAT INVESTIGATION, WE IDENTIFIED AMERICAN PETROLEUM, ONE OF THE TWO OIL REREFINERS IN THE AREA, AS A SOURCE OF THE ODORS. ODORS CAN BE VERY DIFFICULT TO TRACK DOWN A SPECIFIC SOURCE, SO WE DIDN'T FEEL AT THAT TIME THAT THEY WERE THE ONLY SOURCE. BUT DEFINITELY A SOURCE OF THE ODORS. AS WE IDENTIFIED THEM AS A SOURCE OF ODORS, THIS IS WHERE I WANT TO SPLIT OUR ACTION INTO TWO DIFFERENT PATHWAYS. ONE IS FOCUSED ON AIR TOXICS AND

ASSESSING THOSE ENVIRONMENTAL CONDITIONS AND HEALTH IMPACTS, AND THE OTHER IS MORE FOCUSED ON ODORS, WHICH ALSO HAVE THEIR OWN HEALTH IMPACTS. BUT THE EFFORTS ARE KIND OF PARALLEL, BUT VERY DIFFERENT. AND JUST A BRIEF TEE UP TO THAT, THERE'S NOT OFTEN A GREAT OVERLAP BETWEEN ODORS AND WHAT WE'D CALL AIR TOXICS. THINGS THAT CAN HAVE AN IMPACT ON HEALTH DON'T ALWAYS REGISTER WITH OUR SENSE OF SMELL. AND THINGS THAT REGISTER WITH OUR SENSE OF SMELL MIGHT NOT HIT A THRESHOLD WHICH A TOXICOLOGIST OR HEALTH AGENCY MIGHT SAY IS A LEVEL OF CONCERN.

Mr. Monroe: THAT BEING SAID, ODORS, AGAIN, IN AND OF THEMSELVES HAVE AN IMPACT ON HEALTH AND QUALITY OF LIFE. SO BOTH INVESTIGATIONS ARE IMPORTANT AND BOTH CERTAINLY RELATE TO IMPACTS ON THE PUBLIC. THE AIR TOXICS, THE MORE ENVIRONMENTAL ASSESSMENT ACTIONS, AND INVESTIGATIONS THAT HAVE BEEN GOING ON, AGAIN EPA HAS BEEN ABLE TO BRING AN UNUSUAL AND WELCOME LEVEL OF RESOURCES TO HELP WITH THIS, INCLUDING BRINGING IN SOME AIR MONITORS. THOSE AIR MONITORS HAVE BEEN SET UP, THEY HAVE TWO LOCATIONS SET UP, ONE DOWN ON THE JANTZEN BEACH MOORAGE, ANOTHER AT A GOLF COURSE SOUTH OF AMERICAN PETROLEUM. THOSE MONITORS ARE SAMPLING FOR CARBON MONOXIDE, VOCs, VOLATILE ORGANIC COMPOUNDS, HYDROGEN SULFIDE AND LELs, LOWER EXPLOSIVE LIMIT. DEQ WAS ABLE TO REAPPROPRIATE A MET STATION THAT WE HAD, AND CO-LOCATE THAT WITH ONE OF THE AIR TOXICS MONITORS, I SHOULD SAY, AIR ASSESSMENT MONITORS. SO THAT LEVEL OF DATA COLLECTION AND ANALYSIS IS ONGOING. THERE'S ALSO COORDINATION GOING ON TO ASSESS THAT DATA WITH OREGON HEALTH AUTHORITY, WITH MULTNOMAH COUNTY HEALTH, WITH ATSDR, THE AGENCY OF TOXIC SUBSTANCES AND DISEASE REGISTRY, AS WELL AS DEQ STAFF AND TOXICOLOGISTS.

THE WORK IS TO TRY TO FIND OUT WHAT WE'RE MEASURING, WHAT KIND OF HEALTH BASED ACTION LEVELS SHOULD BE IN PLACE, AND WHETHER WHAT WE'RE MEASURING IS ABOVE OR BELOW THOSE. AND A LOT OF THIS RESOURCE IS COMING FROM EPA'S EMERGENCY RESPONSE PROGRAM. SO THAT'S REALLY THE LENS THEY'RE LOOKING AT THIS THROUGH. THAT'S ONGOING. SO FAR THE DATA COLLECTED HAS NOT SHOWN SIGNIFICANTLY HIGHER LEVELS THAN WOULD BE EXPECTED, BUT REFER BACK TO THE IDEA THERE MAY NOT BE A PERFECT OVERLAP BETWEEN ODORS AND WHAT WE'RE MEASURING FOR. SO THAT COORDINATION IS ONGOING, AND REALLY WORKING TO MAKE THAT ASSESSMENT AS TO WHETHER OR NOT THERE IS THAT IMMEDIATE HEALTH-BASED IMPACT ON THE COMMUNITY. THE OTHER TRACK, AND I'LL SWITCH BACK TO THE ODOR INVESTIGATIONS THAT ARE CONTINUING NOW. DEQ HAS CONTINUED OUR ODOR INVESTIGATIONS IN A PARALLEL PATH. DEQ HAS A NUISANCE ODOR STRATEGY WHICH IS WHAT WE USED TO IMPLEMENT RULES WE HAVE THAT PROHIBIT NUISANCE ODOR CONDITIONS. THAT STRATEGY HAS A PATHWAY THAT DOES END IN

ENFORCEMENT, BUT THE GOAL IS TO ENCOURAGE EARLY VOLUNTARY REDUCTIONS. SO WE'VE BEGUN WORKING TOWARDS THAT WITH AMERICAN PETROLEUM, BUT WE'RE CONTINUING OUR INVESTIGATIONS AS TO OTHER SOURCES OF ODORS AND ASSESSING IMPACTS OF THOSE ODORS SO IF VOLUNTARY ACTIONS ARE NOT SUCCESSFUL, WE HAVE A PATHWAY TO CONTINUE AND GET TO RESOLUTION.

Commissioner Smith: YOU DO HAVE THE ABILITY TO ENFORCE THE NUISANCE ODOR STRATEGY?

Mr. Monroe: WE DO. AGAIN, THE EXPLICIT GOAL IS THAT EARLY VOLUNTARY REDUCTION. GETTING TO ENFORCEMENT IS NOT A QUICK OR EASY PROCESS. SO IT IS NOT IN DEQ'S OPINION TO GET IMMEDIATE RELIEF TO THE COMMUNITY.

Commissioner Smith: IF THIS IS TRUE, TELL ME WHAT THIS LOOKS LIKE IN TERMS AFTER TIME LINE, HOW LONG DO YOU TEST FOR THE ODORS, AND HOW LONG AFTER YOU FIND SOMETHING, WHAT'S THE TIME LINE?

Mr. Monroe: SO JUST FOR THE ODORS, LEAVING THE MONITORING ASIDE, IT'S PRETTY DEPENDENT. OUR FIRST STEP IS TO CONTACT, IF WE CAN IDENTIFY THE SOURCE. IN THIS CASE WE'VE IDENTIFIED AMERICAN PETROLEUM AS ONE SOURCE, WE'RE CONTINUING TO DO ODOR SURVEYS TO TRY TO LOCATE OTHER SOURCES.

Commissioner Smith: HOW LONG DO YOU TEST TO SAY, OKAY, THIS IS COMING FROM THEM? DO YOU DO IT TWO DAYS, THREE DAYS, FOUR DAYS?

Mr. Monroe: WHEN WE DID THE COMPLAINT RESPONSE FOR AMERICAN PETROLEUM, I'M NOT SURE THE EXACT NUMBER OF HOW MANY TIMES WE WENT OUT THERE. OUR RESPONSES TO THAT WERE AT ALL HOURS. AND WE DID SOMEWHERE AROUND, I WANT TO SAY 20-25 DIFFERENT INSPECTIONS OVER THE COURSE OF A MONTH. SO IN THE CASE OF AMERICAN PETROLEUM, IT WAS PRETTY CLEAR, AND EASY TO IDENTIFY, IT WAS A UNIQUE ODOR, IT WAS VERY EASY TO IDENTIFY THAT THAT ODOR WAS COMING FROM THEM. IT WAS EASY TO VERIFY THAT JUST STANDING IN THE PROPERTY BOUNDARY WHEN THE WIND IS BLOWING ACROSS THE FACILITY, AND SO THAT DETERMINATION IS EASY. WE'VE HAD A LOT OF ODOR COMPLAINTS AND OBSERVED ODORS DURING TIMES AMERICAN PETROLEUM HAS SHUT DOWN. SO WE HAVEN'T FOUND SOMETHING THAT'S AS EASY TO PINPOINT THOSE ODORS TO. THERE ISN'T A DEFINED TIMELINE. IT REALLY RELATES TO HOW MUCH THE IMPACT IS CONTINUING, WHETHER DEQ STAFF CAN CONTINUE TO VERIFY IT, THE COMPLAINTS COMING IN. IT CAN GO ON.

Chair Kafoury: I'VE BEEN RUNNING IN NORTH PORTLAND AREA NEAR THE

UNIVERSITY, AND HAVE SEEN SIGNS PEOPLE HAVE IN THEIR YARDS. IS THIS THE SAME ISSUE OR IS THAT A DIFFERENT ISSUE?

Mr. Monroe: THAT IS A SEPARATE AREA WHERE WE'VE GOT A DIFFERENT NUISANCE ODOR STRATEGY AND INVESTIGATION.

Chair Kafoury: THANK YOU.

Commissioner Bailey: I HEARD YOU SAY THAT THINGS HAVE GOTTEN SIGNIFICANTLY WORSE IN THE PAST SIX MONTHS. CAN YOU TALK A LITTLE BIT ABOUT WHAT THAT'S RELATED TO, AND HAVE YOU BEEN ON THAT, AND RESPONDING TO THAT?

Mr. Monroe: YES. ONE OF THE THINGS WE'RE LOOKING INTO, WHEN THERE'S A CHANGE OF ODORS, ESPECIALLY AROUND THE FALL WE HAVE WEATHER CONDITIONS, IN CONCERNS OF WHAT ODORS ARE COMING OUT OF THE FACILITY AND HOW IT MIGHT IMPACT THE COMMUNITY. WE'VE SEEN IN THE PAST THERE'S LARGER ODOR IMPACTS IN THE FALL AS THE WEATHER SHIFTS TO BEING COLD AND STAGNANT. BUT WE'RE ALSO LOOKING AT WHAT HAS CHANGED AT FACILITIES THAT MIGHT BE CAUSING THE ODORS. THERE'S A CHANGE IN PRODUCT THAT THEY'VE BEEN RECEIVING, IS THERE A CHANGE IN OPERATIONS? THAT'S PART OF THE EXPLORATION IDEALLY VOLUNTARILY WITH THEM TO SAY, IS THIS IS WHAT YOU'VE CHANGED WITH YOUR BUSINESS, THIS IS WHAT IT'S DOING TO THE COMMUNITY, WHAT CAN BE DONE TO MITIGATE THAT IMPACT.

Commissioner Bailey: I HEARD YOU SAY THAT NOT ONLY HAVE THINGS GOTTEN WORSE IN THE LAST SIX MONTHS, BUT THE PEOPLE ARE GETTING SICK.

Mr. Geisler: WHETHER IT'S AN ODOR OR TOXIC CHEMICAL, WE HAVE NO CLUE WHAT IS IT, BUT PEOPLE ARE GETTING SICK. IF YOU WANT TO JUST EVEN SIT ON THE ODOR PART, THE DEQ SEEMS TO REFUSE TO ENFORCE THE PERMIT PARAGRAPH 1.5 THAT STATES NO NUISANCE ODORS ARE TO BE RELEASED. THERE IS SOME ENFORCEMENT ABILITY THAT HAS NOT BEEN APPLIED. THESE PERMITS HAVE NOT BEEN RENEWED, THEY'RE APPARENTLY IN KIND OF A PERIOD OF ADMINISTRATIVE TEMPORARY PERMIT, SO THEY COULD BE NOT RENEWED. THERE IS SOME THINGS THAT COULD BE DONE. IF I MAY, THE DEQ ISSUED AIR CONTAMINATION PERMITS. THAT PERMIT DOES NOT REQUIRE FILTERING, DOES NOT REQUIRE AFTER BURNERS, AND MOST IMPORTANTLY, A CLEAN SOURCE OF FUEL TO PROCESS THEIR PRODUCT. BUT EVEN COFFEE ROASTERS IN THE PEARL DISTRICT ARE REQUIRED TO USE AFTER BURNERS TO NEUTRALIZE EXHAUST.

Commissioner Smith: ONE OF THE THINGS I WANT TO DO. SO THIS ISSUE TODAY, I JUST WANT YOU ALL TO GIVE US THE INFORMATION, BECAUSE I DON'T WANT THIS TO BE THIS IS US AGAINST DEQ, AND DEQ IS NOT DOING

THIS, BECAUSE I THINK THEY'RE DOING WHAT THEY'RE CHARGED TO DO, AND THAT'S ANOTHER FORUM, WHAT YOU'RE TALKING ABOUT. SO I JUST WANT TO FOLLOW UP WITH VICE-CHAIR BAILEY AND SAY, OKAY, PEOPLE ARE GETTING SICK. HOW SICK? WHO ARE THEY? HOW MANY? WHAT MAKES THIS LAST SIX MONTHS MORE EGREGIOUS?

Mr. Geisler: WE PROBABLY HAVE SOMEBODY HERE TO EXPLAIN THAT.

Chair Kafoury: THIS IS NOT A PUBLIC FORUM.

Commissioner Smith: YEAH. THIS IS A PANEL, SO JUST UNDERSTAND, WE'RE JUST TRYING TO STATE THE PROBLEM. AND WHAT THE PROBLEM THAT YOU ALL HAVE STATED, THERE'S SOME ISSUES AROUND THE ODORS IN HAYDEN ISLAND, IT'S BEEN GOING ON FOR A LONG TIME, AND WE'VE ESTABLISHED THAT. WHO I WANT TO HEAR FROM IS MATT, TO TELL US WHAT HAVE WE LEARNED FROM THE COUNTY SIDE.

Mr. Hoffman: GOOD MORNING, MY NAME IS MATT HOFFMAN, I WORK FOR ENVIRONMENTAL HEALTH SERVICES HERE AT THE COUNTY, AND I'M OUR AIR QUALITY POINT PERSON. SO OUR INVOLVEMENT IN THIS ISSUE STARTED ABOUT A MONTH AND A HALF AGO, WHEN COMMISSIONER SMITH'S OFFICE WAS ENGAGED BY THE COMMUNITY ABOUT THESE CONCERNS ON HAYDEN ISLAND, ABOUT THESE ODORS AND POTENTIAL HEALTH CONCERNS. AND FROM THE COUNTY'S PERSPECTIVE, WE DO NOT HAVE ANY DIRECT REGULATORY AUTHORITY OVER THESE POINT SOURCES OF EMISSIONS. THESE ARE REGULATED BY THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY, AND SO OUR CONCERN AND OUR INVOLVEMENT IN THE ISSUE IS TO ENSURE THE HEALTH AND WELL-BEING OF ALL CITIZENS IN MULTNOMAH COUNTY, SINCE WE WERE ENGAGED, I'VE BEEN FOLLOWING THE ISSUE VERY CLOSELY AND WORKING WITH THE OTHER AGENCIES INVOLVED TO MAKE SURE THAT THIS IS BEING HANDLED AT A STANDARD THAT WE WOULD EXPECT.

Commissioner Smith: SO IS YOUR SENSE, MATT, THAT THE PARTIES HAVE BEEN DOING WHAT THEY NEED TO DO TO MEET OUR CRITERION?

Mr. Hoffman: IT IS MY UNDERSTANDING THAT'S BEEN HAPPENING, YES. I'VE BEEN MONITORING THE RESPONSE OF ALL THESE AGENCIES, AND IT'S BEEN, IN MY OPINION, A PRETTY QUICK MOBILIZATION OF RESOURCE AND A PRETTY EXTENSIVE MOBILIZATION AS WELL. EPA HAS BEEN PROVIDING ASSISTANCE TO DEQ WITH ENHANCED MONITORING, AND AS DAVID MENTIONED, SOME OF THAT MONITORING CAN TAKE TIME. THERE'S A COUPLE DIFFERENT SENSORS OUT THERE, SOME DO REAL TIME READINGS, SOME ARE CANISTER MONITORS, SO THE SAMPLES HAVE TO BE COLLECTED AND SENT TO A LAB AND BE ANALYZED. SO THEY WANT TO BE SURE THEY COLLECT THEM AT THE APPROPRIATE TIME SO THEY CAN MAKE THE BEST USE OF THOSE

RESOURCES. TO MY KNOWLEDGE, AS DAVID SAID, NOTHING OF SIGNIFICANCE HAS BEEN FOUND TO THIS POINT. BUT THERE IS SOME ROBUST MONITORING TAKING PLACE, AND EPA AND DEQ CONTINUE TO SEEK OUT OTHER LOCATIONS TO PLACE MONITORS.

Commissioner Smith: AND THE CURRENT MONITORING, WHEN IS THE NEXT TIME WE'RE GOING TO LEARN OF THE EVIDENCE FROM THE MONITORING?

Mr. Hoffman: TO MY KNOWLEDGE, IT'S ROLLING. AND SO WHENEVER ONE OF THESE MONITORS SETS OFF AN ALARM, THEY'RE LOOKING INTO IT TO SEE WHAT ALARM IS SET OFF, WHAT LEVELS OF VOCS ARE BEING DETECTED, AND THEN WHETHER TO PULL A CANISTER SAMPLE OR NOT. AND AS DAVID MENTIONS, TO THIS DATE, THERE HAVE BEEN A FEW VOC ALARMS, BUT THEY'VE BEEN ASSOCIATED WITH MAINTENANCE VEHICLES AT THE GOLF COURSE STARTING UP, OR WITH SOME OF THE BOATS AT THE MOORAGE COMMUNITY STARTING UP AS WELL, WHICH PRODUCED THESE UNBURNED HYDROCARBONS, WHICH PRODUCED THESE VOCS.

Chair Kafoury: DO WE HAVE OTHER SPEAKERS?

Ms. Early Sifuentes: GOOD MORNING, COMMISSIONERS. MY NAME IS JULIE EARLY SIFUENTES, AND I'M WITH THE OREGON HEALTH AUTHORITY. I JUST WANTED TO ACKNOWLEDGE HOW MUCH OF AN IMPACT ODORS CAN HAVE ON PEOPLE'S QUALITY OF LIFE, EVEN IF THE CHEMICALS ARE BELOW TOXIC LEVELS. AND WE HAVE WORKED WITH DEQ IN OTHER PARTS OF THE STATE WHEN THESE TYPES OF CONCERNS COLUMN. WE DO NOT HAVE ANY REGULATORY AUTHORITY, BUT AS DAVID MENTIONED, WE CAN ASSIST IN TERMS OF ASSESSING POTENTIAL HEALTH IMPACTS WHEN THERE ARE ENVIRONMENTAL DATA, SO AS THE MONITORING CONTINUES, IF THERE ARE ENOUGH DATA TO LOOK AT, WE COULD POTENTIALLY DO AN ASSESSMENT THAT COULD ADDRESS THE CONCERNS REGARDING TOXIC EXPOSURES. USUALLY A LOT OF TIMES THE ROLE THAT WE DO PLAY WITH THESE KINDS OF CONCERNS IS TO COMMUNICATE THE TYPES OF IMPACTS ODORS CAN HAVE, IT CAN REALLY DECREASE A PERSON'S SENSE OF WELLBEING, IT CAN EVEN SORT OF CAUSE THE SENSE THAT THERE'S SOME KIND OF DANGER THAT SOMETHING IS WRONG, AND THEN THERE ALSO CAN BE ACTUAL PHYSICAL SYMPTOMS. SO IN ADDITION TO RESPIRATORY SYMPTOMS, LIKE IRRITATION OF EYES, NOSE, THROAT, THERE'S COUGHING, AND THERE COULD BE TIGHTNESS IN THE CHEST, HEADACHES AND NAUSEA ARE COMMON AS WELL. AND EVEN COULD CAUSE DEPRESSION, AND A SENSE OF DROWSINESS. AND PEOPLE RESPOND TO ODORS ALSO IN DIFFERENT WAYS. SO THERE ARE PEOPLE WITH CHRONIC DISEASE, OR PEOPLE WHO ARE EITHER OLDER OR YOUNG THAT CAN BE MORE SENSITIVE TO ODORS.

Chair Kafoury: DO WE HAVE ANY QUESTIONS FROM THE BOARD FOR OUR PANELISTS?



Mr. Geisler: THE MONITORS ARE OFF SITE, BY THE WAY. THEY'RE NOT ON THE PROPERTIES. THAT SEEMED LIKE IT WOULD BE THE QUICKEST WAY TO FIND OUT WHAT THE CHEMICALS ARE.

Commissioner Smith: YOU'RE TALKING ABOUT THE MONITORS THAT THE EPA HAVE? IF THEY'RE NOT ON ACTUAL BUSINESSES?

Mr. Monroe: COMMISSIONER SMITH, EPA'S AIR ASSESSMENT MONITORS, ONE IS LOCATED IN THE JANTZEN BEACH MOORAGE AREA, AND THE OTHER, AS I SAID, IS LOCATED SOUTH OF THE FACILITY. WE ARE WORKING TO GET ONE LOCATED AT THE AMERICAN PETROLEUM SITE, BUT THE IDEA BEHIND LOCATING THE MONITORS WHERE WE DID WAS TO GET MEASUREMENTS IN THE COMMUNITY OR IN THE SURROUNDING AREA TO HELP PINPOINT SOURCES. IF WE WERE SEEING MEASUREMENTS COMBINING THAT WITH WIND AND WEATHER DATA WOULD HELP US PINPOINT WHERE THOSE EMISSIONS ARE COMING FROM, AND CERTAINLY FOR COLLECTING DATA ON AIR EMISSIONS AND LOOKING TO ASSESS WHETHER OR NOT THAT'S SOMETHING THAT HAS HEALTH IMPACTS IN THE COMMUNITY. THE GOOD PLACE TO LOCATE THAT AIR MONITOR IS IN THE COMMUNITY.

Chair Kafoury: CAN YOU EXPLAIN A LITTLE BIT MORE WHAT YOUR NEXT STEPS ARE WITH THIS ONGOING MONITORING?

Mr. Monroe: WITH THE AIR TOXICS MONITORING, THE MONITORING IS CONTINUING, THE COORDINATION IS GOING ON BETWEEN EPA, DEQ, HEALTH AGENCIES. THE GOAL THERE, AGAIN, IS GETTING TO A POINT WHERE WE'VE GOT A DATA SET, WHERE WE'VE GOT COMPOUNDS IDENTIFIED AND WORKING WITH THE HEALTH AGENCIES TO IDENTIFY LEVELS OF CONCERN, AND SEE IF THERE IS DATA ABOVE THAT LEVEL OF CONCERN. IS THERE AN IMPACT ON THE COMMUNITY THAT'S ABOVE SOMETHING THAT WOULD TRIGGER AN EPA EMERGENCY RESPONSE PROTOCOL, OR SOME OTHER KIND OF HEALTH-BASED REGULATORY AUTHORITY? FROM DEQ, WE DO NOT HAVE A REGULATORY PROGRAM THAT WOULD BE KICKED INTO PLACE BASED ON THAT. SO IT'S LOOKING INTO ASSESSING EPA'S EMERGENCY RESPONSE PROTOCOLS.

Commissioner Bailey: OBVIOUSLY, WE AS A COMMISSION HAVE A VERY STRONG INTEREST IN PUBLIC HEALTH. AND I'M CURIOUS NOT TO PUT YOU ON THE SPOT, BUT ARE THERE LEGISLATIVE OR STATUTORY CHANGES YOU NEED FROM THE LEGISLATURE TO BE ABLE TO DO GREATER ENFORCEMENT, AND ARE THOSE THINGS AS WE LOOK AT THAT, THAT WE CAN HELP WITH?

Mr. Monroe: YOU HAVE PUT ME ON THE SPOT. I'LL TAKE LIBERTY TO GIVE WHAT MIGHT BE AN UNSATISFYING ANSWER. WHICH IS REALLY MY FOCUS AND MY JOB IS TO IMPLEMENT WHAT WE'VE GOT. I THINK IF THERE'S INTEREST FROM

THE COMMISSION IN WHAT OTHER POLICY DIRECTIONS IT WOULD MAKE SENSE TO GO IN, THEN I CAN REACH OUT TO OTHERS WHO DO THAT WORK MORE EXPLICITLY AT DEQ AND START THE CONVERSATION THERE.

Chair Kafoury: ANY OTHER QUESTIONS? COMMISSIONER SMITH?

Commissioner Smith: THANK YOU. WE'VE HAD CONVERSATIONS WITH AMERICAN PETROLEUM; A COUPLE CONVERSATIONS WITH MR. MAZZA. AND ONE OF HIS CONCERNS IS THAT HE ASKED PERMISSION TO INSTALL SOME EQUIPMENT THAT HE THINKS MIGHT ALLEVIATE SOME OF THE RELEASES. AND OF COURSE HE DOESN'T ADMIT TO ANY PROBLEM, AND THAT'S UNDERSTANDABLE, BUT HE'S WILLING TO DO SOMETHING, BUT HE'S SAYING DEQ HASN'T COME BACK WITH THE EQUIPMENT. I THINK HE WOULD LIKE TO SETTLE SOME THINGS ONCE AND FOR ALL TOO. SO IS IT POSSIBLE THAT THE EQUIPMENT CAN BE INSTALLED THERE SO THAT WE HAVE A CLEAR IDEA OF ACTUALLY WHERE THOSE ODORS ARE COMING FROM AND THOSE TOXINS?

Mr. Monroe: WE'RE WORKING TO SET UP TIME TO SIT DOWN AND MEET AND GO OVER ENGINEERING PLANS AND DESIGNS THAT AMERICAN PETROLEUM HAS COME UP WITH TO TAKE THOSE ACTIONS, MITIGATE ODORS AND REDUCE THEIR EMISSIONS. OUR FOCUS IS MAKING SURE IT'S THE RIGHT THING. SO EPA IS WORKING AS WELL TO GET A MONITOR INSTALLED ON SITE. THERE'S BEEN A NUMBER OF DIFFERENT PIECES OF EQUIPMENT THAT HAVE COME INTO PLAY THROUGHOUT THE INSPECTIONS, SO THE AIR MONITORS WHERE WE'RE FOCUSED NOW, IF THERE'S DIFFERENT EQUIPMENT, OR REQUESTS, I HAVEN'T HEARD IT DIRECTLY FROM AMERICAN PETROLEUM. BUT OUR FOCUS, WE'VE GOT ENGINEERS, EPA'S LENDING ENGINEERING ASSISTANCE, AND WE WANT TO MAKE SURE THAT WHATEVER IS PROPOSED IS A SMART DESIGN, A GOOD DESIGN, AND SOMETHING THAT'S GOING TO GET RESULTS IT NEEDS TO.

Commissioner Smith: JUST A FOLLOW-UP ON WHAT COMMISSIONER BAILEY SAID. WE'RE THE PUBLIC HEALTH AUTHORITY HERE IN MULTNOMAH COUNTY, AND MY BIG CONCERN IS TO MAKE SURE THAT THE HEALTH OF A COMMUNITY OR NEIGHBORHOOD IS KIND OF FIXED, SO TO SPEAK. THAT WE ARE FIGURING OUT WHAT'S GOING ON. WE'RE NOT DEQ, WE'RE NOT EPA, BUT WHAT WE DO CAN DO, WE CAN ASK THE QUESTION, WE CAN DO AS COMMISSIONER BAILEY SUGGESTED, WORK WITH THE STATE LEGISLATURE IF THERE'S OTHER MECHANISMS WE NEED TO SUPPORT GOING FORWARD TO MAKE SURE THAT WE KIND OF IDENTIFY. IF THIS WAS AN EASY PROBLEM, THIS WOULD HAVE BEEN SOLVED A LONG TIME AGO. THIS IS NOT AN EASY ISSUE. WE DON'T HAVE ONE SILVER BULLET TO ALLEVIATE THE SMELLS AND TOXINS IN THAT AREA. I LIVE IN THAT AREA, SO I KNOW WHAT YOU'RE TALKING ABOUT. IT'S NOT A GHOST KIND OF SMELL, IT'S THERE. I KNOW IT, I SEE IT, I SMELL IT. BUT I WANT TO MAKE SURE THAT WE'RE DOING ALL WE NEED TO DO TO HOOK THE COMMUNITY UP WITH THE APPROPRIATE DEPARTMENTS, SO THAT THEY CAN

HAVE SOME RELIEF. AND THAT'S WHAT WE'RE HERE FOR. WE'RE NOT HERE TO SAY THAT YOU'RE DOING IT RIGHT OR WRONG. WE WANT TO MAKE SURE THEY HAVE ACCESS AND AN OPPORTUNITY TO KIND OF DEAL WITH THIS ISSUE.

Mr. Geisler: THERE'S TWO THINGS I'D LIKE TO SAY. MIKE MAZZA IS THE OWNER OF AMERICAN PETROLEUM. HE IS WILLING TO SPEND HIS MONEY TO SOLVE THIS PROBLEM. HE HAS COME TO OUR HIGH NOON MEET CAN, HE SEEMS TO BE VERY UP FRONT. I THINK IF WE COULD ELIMINATE THE SOURCE, THAT WOULD LEAVE ORCO, BUT GETTING MONITORING ON SITE SEEMS TO BE THE QUICKEST SOLUTION.

Commissioner Smith: THAT'S WHAT HE SAID. AT DEQ, THEY'RE LOOKING INTO THIS RIGHT NOW, AND THE APPROPRIATENESS OF THE EQUIPMENT I THINK IS AN ISSUE. SO WE NEED TO FIGURE OUT WHAT THE RIGHT TOOL IS.

Mr. Geisler: THE OTHER THING I WANTED TO SAY, ANDY SHORT IS HERE TODAY, FROM TINA KOTEK'S OFFICE, SO THE LEGISLATIVE SIDE HAS BEEN LISTENING SINCE LAST SUMMER. WE CALLED AND TALKED TO TINA KOTEK AND ANDY SHORT AT THAT POINT. IF YOU NEED, ANY HELP WE CAN GIVE YOU.

Commissioner Smith: WE'LL FOLLOW UP WITH THE SPEAKER STAFF, AND I WANT TO THANK YOU FOR COMING TO HEAR THIS, ANDY, AND MAKE SURE YOU PASS ALONG TO THE SPEAKER THAT WE WANT TO DO WHATEVER WE CAN DO TO KIND OF HELP PUT SOMETHING ON THE LEGISLATIVE AGENDA. THIS MIGHT NOT BE QUITE THE THING THEY WANT TO HEAR ABOUT IN A SHORT SESSION, BUT IT'S SOMETHING THAT WE CAN DEFINITELY TRY TO TEE UP AND GET SOME ANSWERS TO. I KNOW IT'S THE QUALITY OF LIFE, LIKE YOU'RE TALKING ABOUT. THAT'S THE ISSUE. AND SOME OF YOU, YOU WANT TO SIT OUT ON YOUR HOUSEBOAT AND HAVE A GOOD TIME WITHOUT HAVING ALL THE EXTRA ADDED PRESSURES AND STRESSES OF HAVING THE DIFFERENT ODORS, AND NOT KNOWING WHERE THEY'RE COMING FROM. SO THANK YOU FOR COMING TODAY. I APPRECIATE IT, AND I WANT TO THANK OUR MULTNOMAH COUNTY MATT, DEQ, EVERYBODY FOR THIS ISSUE. THIS IS NOT GOING TO GO AWAY, SO WE WANT TO KEEP IN CONTACT WITH YOU AND MAKE SURE THAT YOU FOLLOW UP WITH DAVID IN MY OFFICE SO WE CAN KIND OF WORK OUT SOME NEXT STEPS. THANK YOU.

Chair Kafoury: THANKS. I'D LIKE JOHN WASIUTYNSKI, WOULD YOU COME UP AND GIVE US AN UPDATE ON WHAT THE BRIEFING WE'RE GOING TO BE HAVING IN JANUARY? THANK YOU ALL FOR COMING.

Mr. Wasiutynski: THANK YOU, CHAIR. MY NAME IS JOHN WASIUTYNSKI. I'M THE DIRECTOR OF SUSTAINABILITY AT MULTNOMAH COUNTY. SO I'VE BEEN WORKING WITH MATT AND THE ENVIRONMENTAL FOLKS AT ENVIRONMENTAL HEALTH FOR A WHILE TO LEARN MORE ABOUT AIR TOXICS AND OUR

ADVISORY COMMITTEE ON SUSTAINABILITY, INNOVATION. MARY IS HERE, OUR CO-CHAIR, AND SHE'S WITH NEIGHBORS FOR CLEAN AIR. SO WE'VE BEEN INVESTIGATING AIR TOXICS AND WHAT THE PROBLEMS ARE LOCALLY, SO WE'RE PLANNING ON DOING A COUPLE BRIEFINGS. WE HAVEN'T SCHEDULED THEM YET, BUT EARLY IN THE YEAR, JANUARY, FEBRUARY, TO MAKE SURE THAT WE CAN TALK ABOUT SOME OF THE MAJOR SOURCES OF AIR TOXICS IN THE PORTLAND METRO AREA, INCLUDING DIESEL PARTICULATE MATTER, AND PARTICULATE MATTER AND OTHER CHEMICALS THAT COME FROM BURNING WOOD. SO THOSE WILL BE UPCOMING.

Commissioner Smith: I'D LIKE TO ADD SOMETHING ON TO THIS. WE DIDN'T TALK ABOUT, HAYDEN ISLAND FOR THOSE OF YOU WHO DON'T KNOW WHERE THAT IS, THAT'S BY THE JANTZEN BEACH AREA, WHICH IS REALLY CLOSE TO THE COLUMBIA RIVER CROSSING BRIDGE. AND WE DO KNOW THAT AS A RESULT OF THE IDLING ON THE BRIDGE, THAT IT'S CAUSING A LOT OF TOXINS WHICH INCREASE THE NUMBER OF RESPIRATORY ISSUES FOR FOLKS. SO THAT'S NOT LOST IN THIS CONVERSATION. WE KNOW THAT'S ADDED TO THE CONVERSATION AS WELL. SO TRYING TO FIGURE OUT HOW MUCH OF THIS IS THE IDLING OR THE BUSINESSES, I THINK THERE'S A COMBINATION OF A NUMBER OF THINGS IN THAT PARTICULAR I-5 CORRIDOR. SO THANK YOU.

Mr. Wasiutynski: ABSOLUTELY.

Commissioner Shiprack: WILL THESE BRIEFINGS EXTEND TO ISSUES IN EAST COUNTY? THAT IS AN EQUITY ISSUE AS WELL?

Mr. Wasiutynski: ABSOLUTELY, COMMISSIONER. SO AS YOU'RE WELL AWARE, DAVID FROM DEQ IS TALKING ABOUT SOMETHING, THERE'S A PROCESS THAT DEQ INITIATED CALLED THE PORTLAND AIR TOXICS STUDY, AND THEY'VE DONE STUDYING AND HOPEFULLY IT WILL EVENTUALLY LEAD TO SOME REGULATORY ACTION AS WELL. BUT WHAT'S PRODUCED SO FAR IS GOOD DATA, AND WE KNOW THAT PARTICULARLY AROUND THE ISSUES OF WOOD SMOKE, THAT IMPACTS AREAS OUT IN GRESHAM SIGNIFICANTLY. SOME OF THAT IS DUE TO GEOGRAPHY, SOME OF THAT IS DUE TO THE PREPONDERANCE OF WOOD STOVES IN THAT AREA. BUT I THINK AS WE LEARNED TODAY, IT'S A COMPLICATED ISSUE, AND THERE'S NUMEROUS THINGS GOING ON, AND IT'S ALSO A NEIGHBORHOOD ISSUE, AND WE'VE GOT SOME FOLKS HERE FROM UNIVERSITY PARK AND THEY'VE BEEN DEALING WITH SOME ODORS FOR A LONG TIME AS WELL. I THINK IT'S AN AREA-WIDE ISSUE, IT'S ALSO A NEIGHBORHOOD-BASED ISSUE, AND WE CAN BE AT SAFE LEVELS IN THE ENTIRE AREA, BUT AT DANGEROUS AREAS IN A PARTICULAR NEIGHBORHOOD, DEPENDING ON WHAT SOURCES YOU'RE ADJACENT TO.

Commissioner McKeel: THANK YOU. I JUST WANT TO CLARIFY, WHEN WE SAY PORTLAND METRO AREA, WE'RE TALKING EAST COUNTY, AS WELL.

Mr. Wasiutynski: ABSOLUTELY, COMMISSIONER. I THINK WE'RE REALLY FOCUSED ON THAT. AND DIESEL IS ALSO AN ISSUE OUT IN AS WELL.

Chair Kafoury: THOSE ARE FOR THE UPCOMING BRIEFINGS.

Commissioner McKeel: I UNDERSTAND.

Chair Kafoury: THANK YOU SO MUCH. THANK YOU ALL FOR COMING TODAY. THE NEXT BRIEFING ON OUR CALENDAR IS A BRIEFING ON THE SELLWOOD BRIDGE PROJECT. WE HAVE THE SELLWOOD BRIDGE TEAM, IAN CANNON AND MIKE BAKER. GOOD MORNING.

**B.2 Board Briefing on the Sellwood Bridge Project. Presenters: Ian Cannon, Sellwood Program Manager and Mike Baker, David Evans & Assoc., Owner's Representative.**

Mr. Baker: GOOD MORNING. I'M MIKE BAKER, WITH DAVID EVANS & ASSOCIATES, OWNERS REPRESENTATIVE ON THE SELLWOOD PROJECT.

Mr. Cannon: I'M IAN CANNON, SELLWOOD BRIDGE PROGRAM MANAGER WITH THE COUNTY.

Mr. Baker: CUSTOMARY FOR OUR BRIEFING WE'RE GOING TO START WITH THE PROJECT MANAGEMENT DASHBOARD AND OUR EQUITY SPECIFIC DASHBOARD. AND THEN AN INTERESTING CONSTRUCTION UPDATE. THERE'S BEEN A LOT GOING ON IN THE LAST TWO MONTHS, I THINK YOU'LL ENJOY THIS, TO SEE HOW MUCH ACTIVITY HAS BEEN GOING ON. STARTING IN THE MIDDLE LEFT PORTION OF THE SCREEN UNDER PUBLIC INVOLVEMENT, JUST A REMINDER, ONGOING AWARENESS THAT WE CONTINUE TO WORK VERY CLOSELY WITH SOME OF OUR NEIGHBORS IN THE PROJECT. MOST RECENTLY, MOST ACTIVELY IT'S BEEN WITH NEIGHBORS AT MACADAM BAY AND FREEMAN MOTORS, WORKING ON NEW ACCESS FOR THEIR HOMES AND FOR THE FREEMAN BUSINESS ALONG HIGHWAY 43. AND GETTING THAT READY FOR SAFER TRAFFIC FLOWS ONCE THE NEW OWNER CHANGES IS UP AND RUNNING. WE'RE ALSO GETTING READY TO UNDERTAKE A NEXT ROUND, OR FINAL ROUND OF CLOSE COORDINATION WITH RIVER PARK AND SELLWOOD HARBOR ON THE EAST SIDE OF THE PROJECT AS WE LOOK TO COMPLETE PHASE TWO OF SOME OF THE CONDOMINIUM WORK THAT'S BEEN SLATED TO BEGIN EARLY IN 2016.

STAKEHOLDER ISSUES CONTINUE TO BE PRIMARILY AROUND TRAFFIC, AND WHAT THE PROJECT CAN BE DOING AND IS DOING TO HELP MAKE SURE THAT COMMUTES ARE AS RELIABLE AS POSSIBLE AND TRAFFIC IS FLOWING AS MUCH AS POSSIBLE. SINCE THE LAST TIME WE BRIEFED YOU, WE HAD A MAJOR TRAFFIC SWITCH ALONG HIGHWAY 43 TO FREE UP NEW AREAS OF THE

PROJECT TO ALLOW ONGOING CONSTRUCTION OF THE INTERCHANGE. ALL IN ALL I THINK THAT TRAFFIC SWITCH WORKED FAIRLY WELL. WE DID DEBRIEF THAT SITUATION TO TALK ABOUT WHAT WE CAN DO FOR FUTURE TRAFFIC CHANGES TO MAKE SURE THAT THEY'RE DONE EVEN MORE EFFECTIVELY AND SEAMLESSLY, SO THAT TRAFFIC DELAYS ARE AS MINIMAL AS POSSIBLE FOR EVERYBODY TRYING TO GET THROUGH OUR PROJECT AREA.

Mr. Baker: WE HAVE RESPONDED TO SOME COMPLAINTS FROM THE TRAVELING PUBLIC ABOUT SIGN MAINTENANCE ALONG HIGHWAY 43, IN PARTICULAR WHEN IT RAINS OR THERE'S A LOT OF DIRT, MUD DEBRIS KICKED UP, SOME OF THE SIGNS CAN GET DIRTY OR OBSCURED, SO OUR CONTRACTOR GOES OUT TO MAKE SURE THE SIGNS ARE WASHED AND GOOD AND VISIBLE. SO WE'VE BEEN ATTENTIVE TO THAT. ON THE PROJECT EXPENDITURE SIDE OF THE PROJECT, AS OF THE END OF OCTOBER OF THIS YEAR WITH 88% OF CONSTRUCTION ON THE PROJECT COMPLETE, OUR PROJECTED COST AT COMPLETION OF THE PROJECT IS ANTICIPATED TO BE \$317 MILLION 650,000 IN CHANGE. WHICH IS ABOUT 3.3% ABOVE OUR FUNDING LEVEL, BUDGET WAS IN DECEMBER OF 2012. SO WE'RE TRACKING FAIRLY CLOSELY THERE. WE'RE CONTINUING TO TRACK THAT AND MANAGE THAT AGGRESSIVELY.

ON THE SUSTAINABILITY FRONT, WE'VE BEEN WORKING VERY CLOSELY WITH THE GREEN ROADS ORGANIZATION TO UNDERSTAND WHAT OUR GREEN ROAD CERTIFICATION ON THIS PROJECT WILL BE. SIMILAR IN MANY WAYS TO WHAT THE LEED PROGRAM IS FOR BUILDINGS, GREEN ROADS IS FOR HIGHWAY AND BRIDGE PROJECTS. WE'RE PRESSING HARD TO HAVE AN ANNOUNCEMENT READY WHEN WE HAVE OUR GRAND OPENING CELEBRATION NEXT YEAR TO UNDERSTAND WHAT WE'VE ACCOMPLISHED ON THIS PROJECT. SO I'M NOT READY TO ANNOUNCE THAT YET, MORE TO FOLLOW. BUT WE'RE OPTIMISTIC. IN THE HEADLINES, ONGOING COVERAGE OF THE PROJECT, VARIETY OF TOPICS, BUT CERTAINLY TRAFFIC AND COMMUTES CONTINUES TO BE A KEY THEME. AND MIKE CONTINUES TO DO A GOOD JOB GRANTING INTERVIEWS AND MAKING SURE THAT THE PUBLIC IS AWARE OF WHAT'S GOING ON IN THE PROJECT SO THEY CAN PLAN THEIR DAYS ACCORDINGLY, UNDERSTAND WHAT ASPECTS OF THE PROJECT AREAS WILL BE DIRTY, LOUD, OR WHERE DELAYS COULD BE EXPECTED. SO WE CONTINUE TO HEAR POSITIVE FEEDBACK WHEN MIKE SAYS IT'S GOING TO HAPPEN.

Chair Kafoury: AND THANKS TO THE SELLWOOD BEE FOR THEIR CONTINUOUS, GREAT COVERAGE.

Mr. Baker: SELLWOOD BEE HAS BEEN A GREAT PARTNER AND VERY INTERESTED IN THE PROJECT, AND WE WELCOME THEM ANY TIME. UPCOMING SITE WORK, IAN IS GOING TO COVER THAT VERY EFFECTIVELY IN HIS CONSTRUCTION UPDATE. FROM A DIVERSITY STANDPOINT, IT CONTINUES

TO BE POSITIVE NEWS. WE'RE AT 17.7% TOWARD OUR 20% AS INSPIRATIONAL TARGET ON THE DMWESB CONTRACTING FRONT, MAKING STEADY PROGRESS, AND WE WILL ACHIEVE 20%. IT'S JUST A MATTER OF WHEN. OF THE 240 SUBCONTRACTS THAT HAVE BEEN AWARDED ON THE PROJECT TO DATE, SLIGHTLY OVER HALF, 122 HAVE GONE TO DMWESB FIRMS, SMALL BUSINESSES PRIMARILY, AND OF THAT 122 CONTRACTS, YOU CAN SEE THE COMPOSITION, 82% TO DBE FIRMS, 6% TO MBS AND AROUND THE HORN. OF THOSE 122 SUBCONTRACTS, WE'RE AT 39.3 MILLION IN CONTRACTED VALUE FOR SMALL BUSINESS. GETTING VERY CLOSE TO EXCEED THE \$40 MILLION MARK AND GROWING. SO TANGIBLE PROOF THAT THE IMPORTANT VALUE THE COUNTY PLACED ON BUILDING CAPACITY IN THE WORK FORCE IS ACTUALLY OCCURRING. WE'VE MADE PROGRESS ON OUR WORK FORCE COMPOSITION GOALS. WE ACTUALLY INCREASED LIKE YOU CAN'T SEE IT, WE'VE INCREASED NOT UP TO 13.5% YET ON WHERE WE'RE ABOVE 13% AND CONTINUING TO MAKE PROGRESS TOWARD OUR 14% TARGET FOR WOMEN IN THE WORK FORCE. AND WE REMAIN STEADY FOR PROBABLY THE 12TH MONTH IN A ROW AT 28% OF MINORITY COMPOSITION OF THE WORK FORCE.

Mr. Baker: A LOT OF CREDIT TO THE PRIME CONTRACTOR FOR MAKING SURE THEIR SUBCONTRACTORS CONTRACT WITH SO MANY SUBS, THEY HAVE TO BE AS COMMITTED TO THE GOALS AS WE AND THE PRIME CONTRACTOR ARE. WE COULDN'T ACCOMPLISH THESE GOALS WITHOUT OUR SUBS. SO THE MORE THEY DO TO MAKE SURE THE SUBS ARE BUILDING TEAMS AND CREWS TO COME OUT AND MEET THESE GOALS, THAT'S WHAT'S GOING TO GET US TO THE FINISH LINE. ON THE APPRENTICESHIP FRONT, THROUGH SEPTEMBER OF THIS YEAR, WE'VE HAD 243 APPRENTICES ON THE PROJECT. TOGETHER THEY'VE WORKED OVER 98,000 HOURS. AND OF THOSE 243 APPRENTICES, 35% ARE MINORITY, AND 20% ARE WOMEN. SO WE'RE GETTING A VERY GOOD CROSS-SECTION OF WORK FORCE OF THE COMMUNITY COMING INTO THE TRADES, AND WORKING TOWARD THEIR JOURNEY STATUS AND THE TYPES OF JOBS THAT WE WANT TO SEE THEM WORKING ON. WE'RE AT 20% OR ABOVE IN EACH OF OUR INDIVIDUAL CRAFTS, AND SO AGAIN, A LOT OF CREDIT TO THE PRIME CONTRACTOR FOR STAYING VERY ATTENTIVE THEMSELVES AND WITH THEIR SUBS TO MAKE SURE THESE GOALS ARE BEING MET.

Mr. Cannon: MOVING INTO CONSTRUCTION. ABOUT 88% COMPLETE, TRAFFIC ON THE NEW SPAN LATE WINTER OF 2016, I'LL HAVE A LITTLE BIT MORE INFO ON THAT AT THE END OF THE PRESENTATION. AND IN THE BIG PICTURE, THE EAST APPROACH AND THEN REMAINING OREGON 43 WORK WILL GO ON UNTIL FALL OF 2016. JUST UPDATING WHERE WE ARE IN SPENDING, PAID TO DATE TO THE CONTRACTOR, \$194 MILLION OUT OF ABOUT \$221 MILLION. THAT'S UNDER CONTRACT THAT. GETS US OUR 88% COMPLETE. THE BIG AREA THAT IS CHANGING ON A MONTHLY BASIS NOW IS THE BRIDGE AND INTERCHANGE, THE OTHER WHAT I CALL BUCKETS UP THERE ARE PRETTY STABLE. JUST

AROUND THANKSGIVING, THE BRIDGE AND THE PROJECT AREA, AND IT'S LOOKING BRIDGEY.

Mr. Cannon: THERE'S STILL WORK GOING ON ALL OVER THE PLACE, BUT THE BIG FOCUS FOR THE PRIME CONTRACTOR IS ON THE DECK OF THE NEW BRIDGE. YOU CAN SEE THE PALE AREA IN THE CLOSER AREA OF THE BRIDGE, THE CONCRETE IS POURED, THEN THE NEXT SEGMENT ALONG IS BLACK. THAT'S CONCRETES THAT POURED BUT STILL UNDER WRAPS, AND A COUPLE EMPTY SPOTS FARTHER UP. WORK ALSO GOING ON THE HIGHWAY IN THE LANES THAT ARE CLOSED NOW THAT ARE RIGHT AGAINST THE RETAINING WALLS ON THE WEST SIDE OF OREGON 43. AND WORK DOWN IN THE PARK, AND AS MIKE MENTIONED, THE WORK UP NEAR FREEMAN MOTORS AND MACADAM BAY.

THIS SHOWS THE MACADAM BAY DRIVEWAY AS IT IS RIGHT NOW. AT THE UPPER PORTION OF THE PICTURE IS THE DRIVEWAY WHERE IT CONNECTS INTO OREGON 43, THEN IT COMES DOWN AND ACROSS THE CULVERT AND LEADS TOWARD THE MACADAM BAY FLOATING HOME COMMUNITY. THERE'S A SEGMENT THERE THAT'S CURRENTLY ON GRAVEL, WHICH WE HAD HOPED TO HAVE THIS ALL PAVED OUT BY THIS TIME, BUT WE FOUND AN OLD BUILDING FOUNDATION THAT WE'VE BEEN WORKING WITH THE STATE HISTORIC PRESERVATION OFFICE TO GET PERMISSION TO PUT A WATER LINE THROUGH THAT. SO WE'VE GOT THAT PERMISSION NOW AND --

Chair Kafoury: WHERE WAS THE BUILDING, OR WHERE IS THE REMAINS OF THE BUILDING?

Mr. Cannon: THE BUILDING IS JUST BASICALLY NEAR THE OLD DRIVEWAY. I THINK JUST ON THIS SOUTH SIDE OF THE OLD DRIVEWAY, WHERE THE NEW WATER LINE IS SUPPOSED TO GO.

Chair Kafoury: DO THEY KNOW WHAT THE BUILDING WAS?

Mr. Baker: I THINK IT WAS A HOUSE. BRICK FOUNDATION. BRICK HOME.

Mr. Cannon: SO WE'RE DOCUMENTING THAT, AND SINCE WE'RE SO CLOSE TO THE HOLIDAYS RIGHT NOW WE'RE NOT GOING TO START CONSTRUCTION UP AND STOP AGAIN, BUT WE'LL BE STARTING CONSTRUCTION IN THIS AREA RIGHT AFTER NEW YEAR'S. AS I'M SURE EVERYBODY NOTICED, WE HAD SOME RAIN IN THE LAST COUPLE WEEKS. THIS IS ONE OF THE AREAS THAT WE'VE ACTUALLY BEEN RECONFIGURING IN POWERS MARINE PARK TO BE RIPARIAN HABITAT, AND HERE WE GO. THE DAMAGE IS MINIMAL AS A RESULT OF ALL THE WATER, SO WE FARED PRETTY WELL. LOST A FEW PLANTS, BUT IT ACTUALLY HELD UP PRETTY WELL. ACTUALLY ANOTHER PHOTO IN A SIMILAR AREA WHEN THERE WASN'T THAT MUCH WATER COMING THROUGH. YOU CAN SEE ALL THE EROSION PROTECTION, AND SINCE THIS PHOTO WAS TAKEN



THERE HAVE BEEN I THINK OVER A THOUSAND PLANTS PUT IN, AND WE'RE GETTING THAT ALL TO LOOK NICE AND BE GOOD HABITAT AND IMPROVEMENT IN THE PARK AREA.

Mr. Cannon: THIS IS THE WORK ADJACENT TO THE RETAINING WALLS ON THE WEST SIDE OF OREGON 43. WE'RE REBUILDING THE HIGHWAY THERE TO GET IT INTO ITS FINAL CONSIDERATION TO ACT AS A RAMP TO THE NEW BRIDGE, AND THE RIGHT-HAND SIDE OF THE PICTURE IS WHERE TRAFFIC HEADING SOUTHBOUND TO GO ONTO THE BRIDGE GOES. BUT YOU CAN ALSO SEE IN THIS PICTURE THAT THERE'S A LOT OF WATER THERE, AND WHEN IT'S JUST THAT WET, IT'S VERY DIFFICULT FOR THE CONTRACTOR TO DO THE EARTHWORK NECESSARY FOR THIS. SO THAT'S IMPACTED US A LITTLE BIT THERE.

JUST SOUTH OF THE BRIDGE, YOU CAN SEE IN THE BOTTOM LEFT OF THE CORNER, THAT'S THE SOUTHBOUND TRAFFIC HEADING TOWARD LAKE OSWEGO. AND THEN WE'RE STARTING THE EXCAVATION TO EXPOSE RETAINING WALL, AND THAT RETAINING WALL WILL SUPPORT THE RAMP UP ABOVE AND ALLOW THE OTHER LANE OF THE OREGON 43 THAT GOES UNDERNEATH THE BRIDGE TO GET CONSTRUCTED. HERE'S ANOTHER VIEW OF THAT SAME AREA AFTER MOST OF THAT EXCAVATION WAS COMPLETED, SHOWING THE LAGGING BEHIND THE WALL. SOME MASONS, JUST DOING FINISH WORK ON CONCRETE BARRIERS. AND MIKE MENTIONED THE TRAFFIC CHANGE. WE HAD A LITTLE BIT OF A GRAPHIC ON THIS LAST TIME IN ANTICIPATION, AND THIS SHOWS THE INTERSECTION CONSTRUCTED AND HOW IT'S FUNCTIONING RIGHT NOW WITH THE NORTHBOUND OREGON 43 TRAFFIC GOING UP OVER THE NEW BRIDGE STRUCTURE WITH A SIGNAL, GO UP THAT EXIT RAMP, TURN RIGHT TO HEAD OVER EAST OVER THE BRIDGE OR STAY STRAIGHT AND GO UP TOWARD PORTLAND. AND THEN THE TRAFFIC SOUTHBOUND GOES UNDERNEATH THE BRIDGE, TRAFFIC SOUTHBOUND COMES ONTO THE BRIDGE GOES UP THE RAMP.

SO ONE OF THE POINTS THAT I THINK AFTER WE'VE HAD SEVERAL YEARS OF PEOPLE IN ONE TRAFFIC CONFIGURATION, PARTICULARLY THE SOUTHBOUND TRAFFIC, THERE'S DEFINITELY CONFUSION FOR FOLKS WHEN USUALLY THEY HAVE TO BE IN THE LEFT-HAND LANE TO GO ACROSS THE BRIDGE AND THE RIGHT-HAND LANE TO GO SOUTH, AND ALL OF A SUDDEN IT'S THE OTHER WAY AROUND, AND WE HAVE A LOT OF SIGNS UP THERE SAYING THAT, BUT I THINK PEOPLE DIDN'T NECESSARILY BELIEVE THE SIGNS, OR MAYBE DIDN'T SEE THE SIGNS. SO THERE WAS CONFUSION THE FIRST FEW DAYS THAT LED TO SOME CHALLENGES, BUT I THINK IT SEEMS TO BE WORKING PRETTY WELL NOW. JUST ANOTHER PICTURE OF THE INTERSECTION WITH THE SIGNALS AND TRAFFIC HEADING TOWARDS US ONTO THE BRIDGE. AND SOME DIFFERENT MODES USING THAT RAMP TO GO UP AND I THINK THEY WERE GOING TO GO UP AND TURN LEFT AND TRY AND GET INTO THE CEMETERY. ANOTHER IMAGE OF THE BRIDGE FROM THAT SAME 11-20 DATE.

Mr. Cannon: ONE OF THE THINGS NOW IS THAT ALL OF THE DECK IS POURED ON THE BRIDGE WITH THE EXCEPTION OF THE STRIPS RIGHT ALONG THE EXPANSION JOINTS AT EITHER END. SO THE DECK IS COMPLETE ON THE BRIDGE NOW. AND IN FACT TODAY WE'RE DOING THE FIRST OF 12 SIDEWALK POURS. SO THOSE WILL BE AN ALMOST DAILY OCCURRENCE FOR THE REST OF THE MONTH TO GET THE SIDEWALKS DONE. THIS IMAGE SHOWS HOW THE DECK POUR PROCESS GOES. THE CONCRETE IS DELIVERED DOWN BELOW ON TO THE WORK BRIDGES, AND GETS PUMPED UP USING A LARGE CONCRETE PUMP UP ONTO THE DECK LEVEL, WHERE A CREW PLACES IT AND THEN THAT BIG YELLOW MACHINE BEHIND THEM IS WHAT FLATTENS IT OUT AND GETS A GOOD SURFACE FOR THE ROADWAY. THAT'S CALLED A BIDWELL MACHINE. A LITTLE CLOSER UP THE CONCRETE SHOOTING OUT OF THE PUMP HOSE, AND THE TWO GENTLEMEN ON THE RIGHT MAKING SURE THE CONCRETE IS CONSOLIDATED WELL INTO THE REBAR. AFTER IT'S POURED WE PUT KIND OF LIKE A FELT THAT GOES ON THAT WE KEEP IT DAMP, AND THEN THE BLACK IN THE FRONT IS ACTUALLY THERMAL BLANKETS SO THE CONCRETE THIS TIME OF YEAR NEEDS TO STAY WARM IF IT'S GOING TO CURE.

Mr. Baker: WE CUDDLE THE CONCRETE.

Mr. Cannon: GOTTA KEEP IT COZY.

Chair Kafoury: SO SWEET. YOU GUYS GO THE EXTRA MILE. [LAUGHTER]

Mr. Cannon: THIS IS STANDING PRETTY MUCH AT THE HIGH POINT OF THE BRIDGE LOOKING TOWARD THE EAST, AND IT'S KIND OF A MESS WITH ALL THE BLANKETS, BUT THE POINT IS THE DECK IS ALL THE WAY LOOKING INTO THAT DIRECTION. AND ALL THE WAY LOOKING IN THE OTHER DIRECTION. SO VISUAL PROOF THAT THE DECK IS ALL POURED OUT.

Mr. Baker: WE HAD OUR FINGERS CROSSED HEAD NOTHING DECEMBER. BECAUSE WE COULDN'T POUR WITH RAIN. SO WE'VE CONTINUALLY LOOKED FOR THOSE EIGHT-HOUR POCKETS OF NO RAIN ACTIVITY TO BE ABLE TO GO OUT AND DO THESE DECK POURS. GENERALLY THE CONTRACTORS BEGUN THOSE AT 3:00 IN THE MORNING, PRIMARILY TO MAKE SURE WE'RE FIRST IN LINE TO GET CONCRETE FROM THE PLANT, AND TO MAKE SURE THOSE TRUCKS ARE ON THE ROAD DURING TIMES OF LOW TRAFFIC, SO THERE'S AN UNINTERRUPTED, OR FOR THE MOST PART, UNINTERRUPTED FLOW OF TRUCKS TO OUR SITE. SO THE CONTRACTOR AND THE INSPECTORS GET UP EARLY IN THE MORNING TO MAKE SURE THOSE POURS HAPPEN WHILE MOST OF US ARE ASLEEP.

Mr. Cannon: OF COURSE OUR INSPECTORS ARE OUT THERE TOO MAKING SURE THE WORK IS BEING DONE APPROPRIATELY. SO THIS IMAGE SHOWS

WHAT WILL BE THE SIDEWALK, THE REBAR GOING IN, ELECTRICAL CONDUITS IN PLACE. IT GIVES A LITTLE BIT OF AN IDEA HOW WIDE THOSE ARE GOING TO BE. AT THE EAST END OF THE BRIDGE, WE'VE PUT THE POLES AND THE MAST ARMS IN FOR THE SIGNAL THAT WILL BE AT 6TH AND TACOMA. THE SIGNAL WON'T BE ACTIVATED UNTIL NEXT FALL, BUT THE HARDWARE IS GETTING PUT IN NOW. AN OVERVIEW OF THE BRIDGE. LOOKING FORWARD, WORK CONTINUES ON MACADAM BAY AND OREGON 43. THE DETAILS ON THE BRIDGE DECK AND THEN ALL THE SIDEWALKS AND THE PARAPETS, WE HAVE TO HAVE ALL THE SIDEWALKS AND CERTAINLY ALL THE NORTH SIDE PARAPETS DONE BEFORE WE CAN OPEN THE BRIDGE, SO THOSE ARE THE AREAS OF FOCUS.

Mr. Cannon: WE'RE PLANNING TO OPEN THE BRIDGE TRAFFIC LATE WINTER. THE CONDOMINIUM WORK, THERE'S OUTBUILDINGS TO BUILD THERE IN THE SPRING, AND THEN AS WE MOVE INTO SUMMER, WE'LL FINISH THE NORTH HALF OF THE EAST APPROACH, THE MULTIPURPOSE PATH BRIDGE, AND THE MULTIPURPOSE PATH, AND LANDSCAPING AND ALSO ONGOING WILL BE REMOVAL OF THE OLD BRIDGE AND THE WORK BRIDGES, AND THEN LATE IN THE PROJECT WILL BE FINISHING OUT THE LAST BITS OF THE EAST APPROACH AND THE CONDOMINIUM LANDSCAPING AND OTHER LANDSCAPING. SO WE'RE DONE JUST BEFORE THANKSGIVING OF NEXT YEAR. IN TERMS OF OPENING TO TRAFFIC, RIGHT NOW WE HAVE A TENTATIVE DATE SET FOR THAT NOW. THIS OF COURSE, I'M GOING TO GIVE THE FINE PRINT BEFORE I GIVE THE DETAIL. I'VE GOT ALL THE CAVEATS ON RECORD. IT'S WEATHER DEPENDENT. THE WORK WE'RE MOVING INTO IS A LITTLE BIT LESS IMPACTED BY THE WEATHER, SO IF THE WEATHER ISN'T TOO AWFUL, IT'S STANDARD AWFUL, WE SHOULD BE MOVING FORWARD, BUT IF WE GET ANY REALLY BAD WEATHER, IT COULD IMPACT US. SO WE'RE LOOKING RIGHT NOW TENTATIVELY TO CLOSE THE BRIDGE TO ALL MODES OF TRAFFIC AROUND 8:00 ON THURSDAY, FEBRUARY 25TH, AND THAT WILL ALLOW THE CONTRACTOR TO COME IN AND DO THE WORK NECESSARY TO DISCONNECT THE OLD BRIDGE AND ALIGN THINGS FOR THE NEW BRIDGE, AND THEN ALSO ALLOW THE SETUP SO MOVING INTO FRIDAY WILL BE CONSTRUCTION, AND FRIDAY AFTERNOON WE'LL ALLOW SET-UP FOR OUR OPENING EVENT, WHICH WILL THEN BE PLANNED FOR SATURDAY, FEBRUARY 27TH. THAT WILL BE A PUBLIC EVENT. WE'RE EXCITED ABOUT THE POSSIBILITIES THERE.

AFTER THE EVENT WE'LL CLOSE THE BRIDGE ONCE AGAIN TO ALL MODES MUCH TRAFFIC, AND THE CONTRACTOR WILL BE ABLE TO COME IN AND FINISH THE WORK THEY NEED FOR THE TRAFFIC CHANGEOVER, AND THEN ALSO THEY WANT TO GET SOME PREP WORK DONE FOR REMOVING THE OLD BRIDGE WHILE TRAFFIC IS CLOSED, TO GIVE THEM GOOD ACCESS TO DO SOME WORK THAT WOULD BE MUCH MORE DIFFICULT TO DO OTHERWISE. IF ALL GOES WELL, WE WOULD BE REOPENING AROUND 5:00 A.M. ON TUESDAY, MARCH 1ST, AND THE BRIDGE WILL BE REOPENED TO ALL MODES OF TRAFFIC. BUT THE FACILITIES THAT WON'T BE COMPLETE DUE TO THE

CONSTRUCTION STAGING, WE WON'T HAVE FINISHED THE NORTH HALF OF THE EAST APPROACH. SO THAT HAS IMPACTS ON WHAT THE FACILITIES WILL LOOK LIKE, SO THERE WILL ONLY BE THE SIDEWALK OPEN ON THE NORTH SIDE, AND AT THE EAST APPROACH AREA THAT WILL BE SKINNY UNTIL THE EAST APPROACH GETS COMPLETE. SOUTH SIDE SIDEWALK ON THE BRIDGE WILL BE CLOSED, BECAUSE IT ACTUALLY ISN'T CONSTRUCTED BECAUSE WE'RE HAVING VEHICLES THERE AT THIS POINT IN TIME. SO EVERYBODY WILL BE ABLE TO GET ACROSS, BUT THE FULL FACILITY WON'T BE OPEN YET. SO THAT'S OUR TENTATIVE PLAN FOR OPENING THE BRIDGE RIGHT NOW.

Chair Kafoury: GREAT. QUESTIONS OR COMMENTS FROM THE BOARD?

Commissioner Smith: GOING BACK TO THE APPRENTICESHIPS, HOW MANY OF THOSE APPRENTICESHIPS GO OVER INTO JOURNEYMAN STATUS THROUGHOUT THIS PROCESS, OR HOW MANY OF THE HOURS?

Mr. Baker: THREE THINGS HAVE HAPPENED ON THIS PROJECT. WE'VE RECEIVED APPRENTICES WHO HAVE COMPLETED THEIR JOURNEYMAN STATUS ON OUR PROJECT, WE STARTED PEOPLE ON THEIR PATH WHO HAVE LOW-FAT THE PROJECT, AND WE'VE HAD SOME PEOPLE START AND FINISH THEIR JOURNEY STATUS ON OUR PROJECT. I DON'T HAVE THE EXACT NUMBERS, BUT I CAN GET THOSE.

Commissioner Smith: ARE THEY GOOD? WILL I LIKE THEM?

Mr. Baker: I THINK SO. EVERY ONE OF THOSE IS A GOOD NEWS STORY. I'LL GET THOSE NUMBERS TO YOU.

Commissioner Smith: WHEN WE FIRST STARTED THE PROJECT THAT WAS ONE OF THE ISSUES I WANTED TO MAKE SURE THAT WE WERE ABLE TO GET THE HOURS FOR SOME OF THESE APPRENTICESHIPS, SO THEY GOING ON TO DO OTHER THINGS. SO AS YOU KNOW, WE HAVE TWO ADDITIONAL PROJECTS THAT ARE GOING TO BE COMING THROUGH THE QUEUE. AND IT WILL BE WITH GREAT PRIDE THAT WE ARE ABLE TO USE SOME OF THOSE FOLKS WHO GOT THEIR JOURNEYMAN STATUS AND WILL BE WORKING ON FUTURE COUNTY PROJECTS. SO THAT'S WHAT I'M TRYING TO GET TO. AND THE SECOND PIECE, I WAS WATCHING THE VIDEO, CAN YOU MAKE THOSE RETAINING WALLS, ARE THOSE EARTHQUAKE RESISTANT?

Mr. Cannon: YES.

Commissioner Smith: OKAY. THANK YOU.

Commissioner Bailey: IT'S A GOOD LOOKING BRIDGE. I CAN'T WAIT TO DRIVE OVER IT. OR WALK OVER IT.

**ADJOURNMENT – 11:15 a.m.**

Chair Kafoury: THANK YOU. ALL RIGHT. SEEING WE HAVE NO FURTHER BUSINESS, WE'RE ADJOURNED.

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