



MULTNOMAH COUNTY AGENDA PLACEMENT REQUEST

(Revised: Oct. 2017)

Board Clerk Use Only

Meeting Date:	9/20/18
Agenda Item #:	R.5
Est. Start Time:	10:15 a.m.
Date Submitted:	9/12/18

Agenda Title: Affirming Multnomah County's Intent to Establish a Clean Diesel Procurement Policy that will Require Contractors Working on County Construction Projects to use Equipment that Reduces Air Pollution.

Requested Date: September 20, 2018	Time Needed: 45 min.
Department/Division: Non-D, Office of Sustainability	Contacts: John Wasiutynski
Phone: 503-988-3193	Email: john.wasiutynski@multco.us
Presenters: John Wasiutynski, Brian Smith, and Dr. Paul Lewis	

General Information:

1. What are you requesting from the Board?

To approve the resolution, which will encourage the Chair to direct the Office of Sustainability to develop a Clean Air Construction Policy for County construction projects.

2. Please provide sufficient background information for the Board and the public to understand this issue. Please note which Program Offer(s) this action affects and how it impacts the results.

Everyone deserves to breathe healthy air. However, in the Portland metro area, the air is unhealthy to breathe because of the presence of ultra-fine particulate matter from older dirty diesel engines. Clackamas, Multnomah and Washington counties in the Portland metro area rank in the top 5 percent of all counties nationwide for ambient diesel particulate concentrations and have the highest exposure rate of all counties in Oregon.[1] In some areas, like near freight corridors, rail yards or construction sites, levels of diesel pollution are over 10 times Oregon health benchmarks. Heavy-duty trucks and construction equipment are responsible for most diesel emissions.

Diesel engines are durable, powerful, fuel-efficient, and are widely used in the construction and freight industries. Diesel engines, however, are disproportionate emitters of fine particulate matter. Exposure to diesel engine exhaust can cause cancer; increase the risk of heart attack, stroke and cardiovascular disease; exacerbate asthma; and lead to low-weight and preterm births. The levels of diesel pollution in Oregon have significant public health impacts every year, including:

- Up to 460 premature deaths,
- 145 non-fatal heart attacks, and
- 25,910 work loss days.

The monetized value of health impacts in Oregon may exceed \$3 billion annually.[2]

Diesel engines are getting cleaner over time because of U.S. Environmental Protection Agency (EPA) new engine emission standards, but the phase-out of older, more polluting diesel engines is happening slowly. Over time, older trucks and equipment will no longer be useful, and will be replaced with modern clean equipment. However, Oregonians continue to be exposed to diesel exhaust that exceeds the state's clean air benchmark for diesel emissions. To meet the benchmark, emissions would need to be reduced by 86 percent from current pollution levels.

The pace of adopting the use of cleaner technology must be accelerated to meet the state's health-based emissions benchmark. For on-road trucks, the phase out of older, more polluting trucks will not happen until after 2030, and for construction equipment, the timeline is even longer.

Fortunately, solutions are available. Diesel trucks and heavy equipment built today are up to 99 percent cleaner than earlier models because of Federal regulation. EPA pollution control standards for on-road trucks with engines built after 2007, and off-road, Tier 4 equipment available in the marketplace beginning in 2008, have resulted in very low-emitting engines and are considered "clean." For existing engines, techniques are available to reduce emissions, including using cleaner fuel and modifying vehicle operations, such as idling reduction. The most cost-effective approach is to install emission control devices, which is typically done as a muffler replacement.

Public agencies have already taken the lead by prioritizing improved air quality through replacement and retrofits of high-polluting diesel equipment. To continue this progress, participating Clean Air Construction Collaborative partners are looking to the private sector to help reduce diesel emissions.

This resolution would encourage the Chair to instruct the Office of Sustainability to develop a policy that would require clean equipment on County projects. The policy would be included in procurement contract specifications for county construction projects. The final policy would need to be approved as an administrative procedure by the Chair.

[1] 2011 NATA: Assessment Results. Accessed on 2/1/18 at <https://www.epa.gov/national-air->

[toxics-assessment/2011-nata-assessment-results](#) *note, EPA cautions against using NATA data to make comparisons across state lines, however, this measure gives a useful rough assessment of relative exposure across the US.
[2] Oregon Department of Environmental Quality. *The Concerns about Diesel Exhaust*. February, 2015. Portland, OR <https://www.oregon.gov/deq/FilterDocs/DieselEffectsReport.pdf>

3. Explain the fiscal impact (current year and ongoing).

There are financial and budgetary impacts associated with implementing a clean diesel construction procurement policy. Construction contractors will likely increase project costs to cover their compliance expenditures and there will be associated program administrative costs. These costs are projected to be marginal, however, since administrative costs will be absorbed into already established compliance activities and compliance timelines will be phased to allow contractors to plan for needed investments.

4. Explain any legal and/or policy issues involved.

N/A.

5. Explain any citizen and/or other government participation that has or will take place.

The Multnomah County Office of Sustainability has collaborated with regional jurisdictions, including the City of Portland, Port of Portland, Metro, Clackamas County and the Oregon Department of Environmental Quality for over two years to develop the Clean Air Construction Collaborative. The Collaborative has completed outreach to stakeholder groups, including construction project managers, equipment operators, construction firms, industry associations, environmental and neighborhood groups. The Clean Air Construction Collaborative held a large stakeholder meeting on August 22nd, to take feedback on the proposed approach.

The Board of County Commissioners has also heard from the Advisory Committee on Sustainability and Innovation and the community about the health impacts of our air quality and there is significant public pressure on government entities to take action to improve local air quality.

Required Signature:

Elected Official/
Department Director:

/s/

Date: