

**Minutes of the Board of Commissioners
Multnomah Building, Board Room 100
501 SE Hawthorne Blvd., Portland, Oregon
Tuesday, June 26, 2018**

BOARD BRIEFING

Chair Deborah Kafoury called the meeting to order at 10:11 a.m. with Commissioner Jessica Vega Pederson and Commissioners Sharon Meieran and Commissioner Loretta Smith present. Vice-Chair Lori Stegmann was excused.

Also attending were Jenny M. Madkour, County Attorney, and Marina Baker, Board Clerk.

Chair Kafoury: GOOD MORNING. WELCOME TO MULTNOMAH COUNTY. TODAY WE HAVE A COUPLE OF VERY INTERESTING BOARD BRIEFINGS. EXCITED ABOUT IT. WE'RE GOING TO KICK IT OFF WITH A BOARD BRIEFING ON COUNTYWIDE 20-YEAR STRATEGIC CAPITAL PLAN. WELCOME.

B.1 Informational Board Briefing on Countywide 20-Year Strategic Capital Plan. Presenters: Marissa Madrigal, Chief Operating Officer; Peggidy Yates, Director Capital Planning.

Marissa Madrigal: GOOD MORNING. I'M MARISSA MADRIGAL WITH PEGGIDY COFFMAN YATES, STRATEGIC CAPITAL PLAN PROGRAM DIRECTOR. WHAT PEGGIDY IS GOING TO TALK TO YOU ABOUT TODAY IS A COMBINATION OF SEVERAL YEARS OF WORK BEGINNING WITH THE BOARD INVESTMENT AND STRATEGIC CAPITAL PLANNING PROGRAM IN RESPONSE TO AN AUDIT THAT SAID WE WEREN'T LOOKING AT OUR INFRASTRUCTURE NEEDS, OUR PLANNING FOR OUR INFRASTRUCTURE INVESTMENTS IN A STRATEGIC WAY. I AM SO PROUD OF THE WORK THAT WE HAVE BEEN ABLE TO DO AND I HOPE THAT YOU WILL BE AS EXCITED AS I AM TO SEE THE FRAMEWORK THAT'S BEEN DEVELOPED FOR THE FIRST TIME MULTNOMAH COUNTY HAS A WAY TO COLLECT ALL OF ITS INFRASTRUCTURE NEEDS OUT INTO THE FUTURE AND THEN A LENS THROUGH WHICH, A TOOL THROUGH MUCH TO SEE L DIFFERENT INVESTMENT SCENARIOS ARE REGARDLESS OF THE TYPE OF INFRASTRUCTURE IT IS. SO YOU CAN SEE THE ENTIRE LIST OF OUR NEEDS THAT WE HAVE DEVELOPED. I.T., TRANSPORTATION, FACILITIES, SOME OF THE PROJECTS ARE COMBINATIONS OF THOSE THINGS. THE BOUNDARIES BETWEEN I.T. AND BUILDINGS ARE KIND OF FADING AND BREAKING DOWN. AND YOU CAN ALSO SEE WHAT YOU CAN AFFORD TO BUILD OVER THE NEXT 20 YEARS. YOU CAN TAKE THAT LIST, RUN IT THROUGH THIS TOOL BOUNDED BY OUR DEBT CAPACITY, BOUNDED BY DIFFERENT REVENUE STREAMS THAT YOU CAN ENTER INTO THE TOOL AND SEE DIFFERENT VERSIONS OF THE FUTURE AND DECIDE WHICH VERSIONS MEET THE NEEDS OF THE COMMUNITY BEST. YOU CAN DO THAT AT A VERY HIGH LEVEL INSTEAD OF BEING DOWN IN THE MUCK OF PROJECT BY PROJECT. YOU CAN GET TO THAT LATER BUT ALSO

GET UP TO THE BALCONY AND SEE THE TOTALITY OF NEED AND MAKE BETTER DECISIONS FOR THE COMMUNITY AND FOR YOUR CONSTITUENTS. WITH THAT, I WOULD LIKE TO INTRODUCE PEGGIDY TO TAKE IT AWAY.

Peggidy Coffman Yates: GOOD MORNING, CHAIR, COMMISSIONERS. I APPRECIATE BEING HERE. I'M PEGGIDY COFFMAN YATES, DIRECTOR OF STRATEGIC CAPITAL PLANNING FOR THE COUNTY. I WANT TO START BY FIRST THANKING THE SPONSORS OF THIS PROJECT, WHICH IS MARISSA MADRIGAL AND THE CHAIR, WHO HELPED US GET THIS LAUNCHED. I ALSO JUST REITERATE THE ISSUE THAT THIS HAS BEEN A VERY COLLABORATIVE PROCESS AS WE HAVE GONE THROUGH AND I WANT TO TAKE THIS OPPORTUNITY BEFORE WE START TO IDENTIFY SOME OF THOSE INDIVIDUALS THAT HAVE BEEN PART OF IT INCLUDING YOURSELVES. WE ALSO HAD A STEERING COMMITTEE WHICH REPRESENTED MARK CAMPBELL, MARISSA, OBVIOUSLY, MIKE JASPIN, BUDGET DIRECTOR. BOB LEAK, WITH THE DEPARTMENT OF COUNTY ASSETS. KIM PEOPLES IN TRANSPORTATION. IAN CANNON, NAOMI BUTLER FROM FACILITIES AND SCOTT CHURCHILL. I DO NOT WANT TO BE REMISS IN ADDING SHERRI SWACKHAMMER.

I APPRECIATE THE WORK SHE'S DONE IN ADVANCE OF HER RETIRING. I WANTED TO ACKNOWLEDGE THAT. THIS HAS NOT BEEN DONE IN A VACUUM. WE HAVE ALSO HAD A TECHNICAL TEAM THESE ARE THE ANSWERS, THIS IS A COUNTY EFFORT. SHOW A LITTLE BIT AND MARISSA IDENTIFIED IT, TO SOME EXTENT WE REALLY HAVEN'T IN THE PAST WE HAVE OPERATED THREE VERY DIFFERENT INFRASTRUCTURES, MADE DECISIONS ON THOSE INFRASTRUCTURES INDEPENDENTLY, THEN TOOK THAT INFORMATION TO THE BOARD INDEPENDENTLY. OUR GOAL IS TO NOW WITH THE RECOGNITION OF TECHNOLOGY AS MORE WRAP-AROUND -- WRAP-AROUND OF OTHER INFRASTRUCTURE, TRANSPORTATION, OUR BUILDINGS. I THINK WHAT I WOULD LIKE TO DO JUST TO KIND OF ADD TO GROUND THIS A LITTLE BIT -- I THINK I DID THE WRONG THING. DID I? HERE WE GO. I WANTED TO JUST SHOW YOU REALLY QUICKLY WHEN WE TALK INFRASTRUCTURE FOR THE COUNTY, THIS IS ALL OVER THE MAP.

WE'RE TALKING OVER 300 MILES OF ROADS, ABOUT OVER 3.1 MILLION SQUARE FEET OF BUILDINGS. OVER 300 TECHNOLOGY SYSTEMS, A DATA CENTER, THE CLOUD, ET CETERA, SO IT'S AN EXTENSIVE EFFORT. HENCE I COULD NOT HAVE DONE IT ALONE. BACK TO THIS. OUR GOAL IS REALLY TO START TO LOOK AT THIS IN A MORE COMMONALITY AND COMPARING APPLES TO APPLES, WHICH HAS NOT BEEN DONE. OUR OBJECTIVE AROUND THAT CONCEPT IS TO IDENTIFY AND PRIORITIZE CAPITAL INVESTMENTS, WHICH ENSURE AND PROVIDE ACCESS TO THE COMMUNITY AND REFLECT OUR COUNTY VALUES. WE RECOGNIZE WE WANT TO CONTINUE TO MAINTAIN AND IMPROVE OUR EXISTING INFRASTRUCTURE SYSTEM AND ADDRESS IT AS BEST WE CAN BY SEEKING ECONOMIES OF SCALE, APPLYING INDUSTRY BEST PRACTICES PRETTY MUCH WITHIN THE DIVISIONS BUT TO CONTINUE TO KEEP THAT ON

OUR FOREFRONT. RECOGNIZE THAT INTERSECTION, FACILITIES, TRANSPORTATION AND TECHNOLOGY, AND PROVIDE AN EVALUATION PROCESS THAT WAS TRANSPARENT AND CONSISTENT. BOTH OF WHICH ARE CRITICAL AS WE MOVE FORWARD, AS WE ARE ALWAYS GOING TO NOT HAVE ENOUGH RESOURCES TO DO ALL THE THINGS WE WANT TO DO. TO DEVELOP A VIABLE 20-YEAR CAPITAL PLAN, WHICH TO ME IS THEN ABLE TO PROVIDE A VISION NOT ONLY TO THE PEOPLE WITHIN THE COUNTY AND THE INTERNAL STAFF SO THAT THEY UNDERSTAND AND KNOW HOW TO MAINTAIN BUILDINGS TO CERTAIN PERIODS OF TIME WHICH WE PLAN TO REPLACE IT IN 20 YEARS, HOW TO MAINTAIN IT TO THAT LEVEL. AS WELL AS COMMUNICATE OUTSIDE BECAUSE THE COUNTY HAS BEEN VERY SUCCESSFUL WITH SELL BOOED BRIDGE, BURNSIDE, WITH THE HEALTH DEPARTMENT HEADQUARTERS, DOWNTOWN COURTHOUSE.

Peggidy Coffman Yates: IF YOU KNOW WHAT YOU PLAN TO DO IT PROVIDES THE MECHANISM TO HAVE THAT COMMUNICATION. THIS IS JUST A QUICK OVERVIEW. WE HAVE WORKED WITH A TECHNICAL TEAM AND THE STEERING COMMITTEE TO IDENTIFY OUR FRAMEWORK AND I REALLY WANT TO FOCUS ON THAT LITTLE SECTION WHICH IS CONVERSATIONS BACK AND FORTH BETWEEN THE STEERING COMMITTEE AND THE TECHNICAL TEAM OF WHAT IS OUR FRAMEWORK. THEN WE CAME IN SEPTEMBER OF 2017 AND BROUGHT TO YOU AND YOU ADOPTED THE FRAMEWORK FOR OUR STRATEGIC CAPITAL PLANNING PROGRAM. I THINK THE CRITICAL PART IS RECOGNIZING WE RECOGNIZE AS A COUNTY TO PROVIDE ADAPTABLE INFRASTRUCTURE THAT ENSURES SAFE, EQUITABLE, SUSTAINABLE AND TIMELY ACCESS TO COUNTY PROGRAMS AND SERVICES, TO THE PEOPLE OF OUR COMMUNITY. I THINK COUPLE THINGS THAT I WANT TO EMPHASIZE IS WHEN WE LOOK AT IMPLEMENTING ASSET MANAGEMENT FRAMEWORK IF YOU HAVE A 20-YEAR YOU HAVE AN ABILITY TO GO, WHAT'S OUR FIVE-YEAR LOOKOUT, PLAN AROUND THAT. THEN WHEN WE WRITE IN THE ANNUAL BUDGET IT SHOULD ALIGN WITH THAT FIVE-YEAR AND THE 20-YEAR. ALSO TO ADDRESS THE NEED TOKING VEST IN NEW INFRASTRUCTURE BASED ON CHANGING TECHNOLOGY, ET CETERA. RECOGNIZING COMMUNITY RISK. POTENTIAL RESOURCES. WE ALWAYS WANT TO LOOK AT NOT JUST INTERNAL GENERAL FUND DOLLARS BUT LOOK WHERE ELSE WE MAY BE ABLE TO BRING IN RESOURCES. ALWAYS TO ENGAGE OUR COMMUNITY.

ONE OF THE THINGS I WANT TO PREFACE WITH IS FURTHER DOWN IN THE ACTION STEPS ONE OF THE THINGS THAT WE ADOPTED WAS OR YOU ADOPTED WAS BY 2022 TO PRESENT THE BOARD A SYSTEM-WIDE RESILIENCY PLAN BASED ON ASSESSMENTS. RECOGNIZING WHATEVER WE'RE LOOKING AT TODAY IS GOING TO CHANGE BASED ON FURTHER UNDERSTANDING OF THE CONDITIONS OF OUR BUILDINGS, CONDITION OF OUR ROADS AND BRIDGES, AND ALSO THE SYSTEMS THAT WE NEED TO REPLACE TO KEEP CURRENT IN THE MARKET. AFTER YOU ADOPTED THE FRAMEWORK THE ONE OF THE THINGS WE IDENTIFIED WERE SPECIFIC ATTRIBUTES THAT

REFLECTED THE COUNTY VALUES. WE WANTED TO MAKE SURE THAT THOSE WERE INCORPORATED IN THIS PLANNING PROCESS. THE ATTRIBUTES REFLECT A LOT OF THE COUNTY'S MISSION STATEMENT BUT ALSO SOME OF THE ISSUES ASSOCIATED WITH CAPITAL PLANNING IN GENERAL. WE WENT BACK TO YOU ALL, ASKED SPECIFICALLY IF YOU HAVE 100 POINTS HOW WOULD YOU ALLOCATE THOSE, WHAT IS THE MOST IMPORTANT AND HOW DO WE TAKE THAT INTO CONSIDERATION. THIS WAS HOW BASED ON FEEDBACK FROM YOU ALL WE WERE ABLE TO COME OUT WITH THAT ACCESS AND EQUITY ARE THE HIGHEST FOLLOWED BY SUSTAINABILITY AND THE OTHER ISSUES.

Peggidy Coffman Yates: I ALSO WANT TO SAY AT THIS POINT IN TIME WHAT WE ALSO WERE ABLE TO DO IS TO QUANTIFY HOW WHEN SOMEBODY SUBMITS A PROJECT TO RECOGNIZE, YOU SEE ACCESS, IS THE STRUCTURE THAT MAXIMIZES ACCESS TO MULTIPLE POPULATIONS? THAT'S GENERIC. WE FURTHER DEFINED IT QUANTITATIVELY AND SAID IF THE YOU ARE GOING TO DO THIS AND INCREASE ACCESS BY 5% YOU GET AN A. IF YOU ARE PUTTING THIS IN THE INFRASTRUCTURE AND IT WILL REALLY MAINTAIN THE CURRENT ACCESS YOU'LL GET A C. EACH OF THOSE ARE BE QUANTIFIED. THEN WE WENT THROUGH -- SEE THE PICTURE AGAIN. WE ADDED THE TOP SECTION. FOR THE FIRST TIME WE WENT BACK TO THE DIVISIONS, THE INFRASTRUCTURE DIVISIONS AND HAD THEM SUBMIT A CAPITAL REQUEST FORM FOR EVERY PROJECT THAT THEY THOUGHT NEEDED TO BE DONE THAT PASSED THEIR STANDARDS THAT NEEDED TO BE DONE OVER THE NEXT 20 YEARS. EACH OF THOSE FORMS THEY SUBMITTED ADDRESSED COSTS, IT ADDRESSED NOT JUST THE CAPITAL COST BUT OPERATING COSTS, TOOK INTO CONSIDERATION THE NEED LEVEL, IS IT A HIGH NEED? A 3 IS A HIGH, MEDIUM BUT A NEED BUT NOT SURE WE'RE GOING TO GET TO IT. THEN IN ADDITION ADDRESSED THE TIMING OF THE PROJECTS, WHEN THEY SHOULD COME IN, WHEN THEY SHOULD NOT.

BOTH ISSUES WERE DISCUSSED WITH BACK AND FORTH BETWEEN THE STEERING COMMITTEE AND THE TECHNICAL TEAM TO DISCUSS HOW DO WE ALIGN THESE? AND TESTED IT BACK AND FORTH. THEN I KNOW THAT I HAVE TALKED TO YOU ALL ABOUT IT BUT WE THEN HAD DEVELOPED IN ADDITION TO DEVELOPING CAPITAL REQUEST FORM AND EVERYBODY SUBMITTING THOSE FORMS, WE DEVELOPED A CAPITAL PLANNING MOTELS NOW CALLED THE CAPITAL ASSET MODEL. WHAT THAT MODEL DID WAS NOW WE KNOW WHAT THE NEEDS ARE. NOW HOW DO WE DETERMINE HOW THOSE NEEDS ARE MET? FIRST OF ALL WE HAVE CERTAIN CONSTRAINTS ON OUR COUNTY. WE HAVE A GENERAL FUND FORECAST WHICH IS GOING TO LIMIT HOW MUCH MONEY WE GET, HOW MUCH REVENUE WE GET IN. WE HAVE A DEBT CAPACITY POLICY IN THE COUNTY THAT A MAXIMUM 5% OF GENERAL FUND FOR ANNUAL DEBT PAYMENT. WE NOW HAVE A CAP. ALSO HAVE EXISTING DEBT THAT WE HAVE ON THE BOOKS WHICH LIMITS HOW MUCH WE CAN ISSUE WITHIN THE NEXT FEW YEARS. DEBT COMES ON AND DEBT COMES OFF. WE HAVE A CAPITAL COST, FUNDING RESOURCES, OPERATES COSTS, ANY EFFICIENCIES. WE

REFLECTED THE INFLATION RATE OVER TIME, IDENTIFIED LEVEL OF NEED, IDENTIFIED ATTRIBUTES WE JUST SPOKE ABOUT, IDENTIFIED THE SCHEDULE THEN WE'RE ABLE TO PROVIDE THE MODEL ALLOWS US TO RUN A NUMBER OF SCENARIOS TO SEE WHICH ONE IS THE MOST ECONOMICALLY VIABLE. WHAT CAN WE HAVE DO, WHAT CAN'T WE DO BASED ON THE CONSTRAINTS WE HAVE. I PUT THIS IN JUST BECAUSE THE MODEL IS PRETTY -- I FIND IT REMARKABLE IN THAT WE ARE ABLE TO RUN -- IT'S CALLED A MON AT THE CARLO -- MONTE CARLO APPROACH. PERSONALLY I HEARD IT IN GRADUATE SCHOOL BUT IT DIDN'T STICK UNTIL NOW. OH, THAT'S WHAT IT IS. IT ALLOWS US TO RUN 10,000 DIFFERENT SCENARIOS OF HOW TO GET THESE PROJECTS THROUGH BASED ON OUR FINANCIAL CONSTRAINTS AND WHEN CAN WE DO THEM BASED ON THE TIME SCHEDULE THAT WE DID.

Peggidy Coffman Yates: THE BEAUTY OF THIS IS NO ONE PERSON COULD DO IT THEMSELVES AND SITTING DOWN YOU WOULD BE SITTING THERE FOREVER TRYING TO RUN DIFFERENT SCENARIOS. THIS ALLOWS US TO RUN IT AND CHECK. THE PURPOSE ON THIS ALSO IS THIS IS NOT TO DICTATE WHAT WE DO. THIS PROVIDES INFORMED DECISION MAKING. WE TAKE THIS ROUTE, DO THIS 30R9 FOLIO OF PROJECTS, WE'RE GIVING UP THESE. THAT'S A DECISION THAT YOU ALL GET TO MAKE. IT'S A TOOL. THE NEXT I JUST WANT TO HIT ON IS -- I THINK THIS IS MORE THE TOOL ALLOWS US TO STANDARDIZE INVESTMENT INFORMATION. WE TALKED ABOUT THAT. WE'RE ABLE TOLL CONVEY OUR DIVERSE SENSE OF STRUCTURE SO WE ARE ABLE TO COMPARE I.T. FACILITIES AND TRANSPORTATION. WE LEVELED THE PLAYING FIELD. IT'S NO MORE APPLES, ORANGE AND KUMQUATS. WE'RE TALKING APPLES ACROSS THE BOARD. WE'RE ABLE TO QUANTIFY LEVEL OF NEED AND COUNTY VALUES. WE'RE ABLE TO ALSO TEST AND ASSESS THE IMPACT OF SHIFTING PRIORITIES WHETHER THERE'S A SHIFTING PRIORITY FROM OUR POLICIES OR SHIFTING PRIORITIES BECAUSE OF OTHER PROJECTS ARE ABLE TO GET DONE THEN WE CAN BEGIN -- WE'RE ABLE TO BE FLEXIBLE AROUND THAT. WE'RE ABLE TO EVALUATE TRADEOFFS. DEPENDING ON THE SIZE AND TIMING. WE'RE ABLE TO COMMUNICATE A CAPITAL PLAN.

MARK HAS SHARED WITH YOU ALL WHEN WE HAVE BEEN OUT FOR OUR DEBT ISSUANCE THE BOND MARKET HAS BEEN INTRIGUED BY HAVING THIS AVAILABLE. IT PROVIDES US AN ABILITY TO MAKE GOOD, FISCALLY RESPONSIBLE DECISIONS. IT ALSO HELPS US TO ALIGN OUR ASSET MANAGEMENT. IT ALSO IF WE CHANGE OUR DEBT POLICY OR IF WE CHANGE WHAT WE IF WE CHANGE OUR DEBT POLICY OR HAVE OTHER FUNDING COME IN THAT HELPS REDUCE DEBT, WE'RE ABLE TO TEST THAT. WE HAVE ABILITY TO TEST INTEREST RATES, RETIRING DEBT, ET CETERA. SO WE RAN THIS MODEL MULTIPLE TIMES. WHAT YOU SEE UP HERE REFLECTED IS BASED ON OUR CURRENT CONSTRAINTS. WHERE WE CURRENTLY ARE ON OUR FINANCIAL SITUATION. TOTAL PROJECTS THAT WERE SUBMITTED WERE 99. ESTIMATED COST OVER 20-YEAR PERIOD IS \$1.68 BILLION. THE NEED FROM THE GENERAL FUND ON THOSE PROJECTS IS \$750 MILLION. KEEP IN MIND

THAT DIFFERENTIAL IS THAT WE ARE ABLE TO GET OTHER FUNDING ESPECIALLY DOWN INTO THE NEXT SECTION AND TALK ABOUT TRANSPORTATION REPRESENTS A LARGE PORTION OF THIS AND A LOT OF THE TIME THOSE PROJECTS GET OTHER FUNDING FROM THE FEDS AND THE STATE BUT WE HAVE DONE IT FOR OTHER PROJECTS AS WELL.

Commissioner Smith: IS THIS BILLION OR MILLION?

Peggidy Coffman Yates: THE 1.6 -- REALLY 1680 MILLION SO I JUST SAID 1.6 BILLION. IT'S BILLION FOR THE ESTIMATED TOTAL INVESTMENT. THE ACTUAL AMOUNT THAT NEEDS GENERAL FUND IS 750 MILLION. I SHOULD HAVE STUCK TO MY --

Commissioner Smith: THANK YOU.

Peggidy Coffman Yates: YOU'RE WELCOME, THE NEXT BREAKS OUT WHERE THE DOLLARS AND INVESTMENTS ARE BY CATEGORY. INFRASTRUCTURE CATEGORY. THEN AS I MENTIONED EARLIER, WE DID IDENTIFY A LEVEL OF NEED FOR THESE PROJECTS BECAUSE NOT EVERYTHING IS EQUAL AS FAR AS WHEN THEY ARE NEEDED AND HOW. SO WE MADE AN ASSIGNMENT AND THE GREATEST NEED, PROJECTS UP HERE ARE THE INVESTMENTS. THE INVESTMENTS THAT APPEAR TO IMMEDIATE THE GREATEST NEED BASED ON NOT JUST TODAY BUT WHERE WE NEED TO BE IN 20 YEARS WE IDENTIFIED ABOUT 22, OR 22% OF THEM. THESE ARE NOT AS IMPLEMENT. 34% OF THE PROJECTS. THE ONES THAT WE STILL NEED ARE 43%. SO WHEN WE RAN THIS MODEL MULTIPLE TIMES ON THE CURRENT CONSTRAINTS, WE HAD A TOTAL AT ANY ONE TIME WE RAN IT, THE MAXIMUM NUMBER OF LEVEL THREE PROJECTS THAT WE COULD DO UNDER CURRENT CONSTRAINTS WAS 17 NO MATTER WHICH WAY WE RAN THIS, THAT WAS THE MAXIMUM. IT TELLS YOU EVEN THE INVESTMENTS THAT WE HAVE IDENTIFIED THAT WE FEEL WE ABSOLUTELY NEED TO MAKE, BASED ON OUR CURRENT CONSTRAINTS, WE CAN'T MEET THOSE OVER 20 YEARS, SO THERE'S PRIORITIES. THE FINAL ONE I JUST PUT IN THERE, IT'S MORE FOR IDENTIFICATION.

OUR CURRENT DEBT CAPACITY, WE ARE NOT UTILIZING THE FULL 5%, AND PART OF THE REASON IS THE RECOGNITION THAT EVERY TIME WE HAVE ADDITIONAL DEBT IT TAKES MONEY AWAY FROM OUR PROGRAMS AND SERVICES. I WAS USING THIS FOR A DEMONSTRATION. IF WE WENT TO THAT FULL 5%, IT'S ANOTHER 2.5 MILLION A YEAR THAT WOULD HAVE TO COME OUT OF OUR PROGRAMS AND SERVICES INSTEAD OF FOR DEBT PAYMENT. WE HAVE GONE AROUND AND ABOUT. BUT WHAT IS THE BEST PORTFOLIO FOR THE COUNTY? WHAT SHOULD WE DO? DO WE CHOOSE A PORTFOLIO THAT HAS THE MOST PROJECTS DONE OR DO WE FOCUS ON THE PORTFOLIOS THAT PROVIDE US THE MOST LEVEL 3 PROJECTS, THE MOST IMMINENT PROJECTS, OR DO WE CHOOSE THE ONE THAT HAS THE HIGHEST ATTRIBUTES? DO WE DO IT BASED ON HOW THE ATTRIBUTES ARE DISTRIBUTED? DO WE CHOOSE

WHICH PORTFOLIO WE WANT FOR THE LEAST AMOUNT OF DEBT OR OPERATIONAL CAPACITY? I PUT OPERATIONAL CAPACITY RECOGNIZING IF WE WERE IN A SITUATION IN WHICH THERE WERE FIVE JUST SAY FIVE TECHNOLOGY PROJECTS THAT WE IDENTIFIED IN A FIVE-YEAR PERIOD, OPERATIONALLY ESPECIALLY INTO CONSTRAINTS THE LIKELIHOOD OF US GETTING THOSE DONE IS FAIRLY DIFFICULT. WE WOULD HAVE TO HIRE NEW PEOPLE. ALL THOSE THINGS HAVE TO BE IN BALANCE AS WE MOVE FORWARD. HENCE THIS.

Commissioner Smith: I HAVE A QUICK QUESTION BEFORE WE MOVE OFF THIS SLIDE. ONE THING THAT I DON'T SEE HERE IS AN EQUITY LENS WHEN SELECTING THE BEST PORTFOLIO. IS THERE SOMETHING THAT WE'RE GOING TO DO? I WAS LOOKING THROUGH THE INFORMATION, I DIDN'T SEE ANYTHING ABOUT WALNUT PARK.

Peggidy Coffman Yates: IT'S ON ONE OF THE LISTS.

Commissioner Smith: WHAT I WOULD LIKE TO SEE UP HERE IS DIVERSITY AN EQUITY IN TERMS OF WHO IS GOING TO BENEFIT FROM HAVING THESE PROJECTS PUT IN IN THEIR DISTRICTS. AND YOU KNOW, I HAVE BEEN RINGING THE BELL FOR A LONG TIME ABOUT DISTRICT 2 BECAUSE WE HAVE VERY LITTLE INFRASTRUCTURE PROJECTS IN DISTRICT 2. IF THERE'S A WAY THAT WE CAN USE A DIVERSITY LENS WHEN SELECTING WHAT'S THE BEST PORTFOLIO THAT WOULD BE GREAT.

Peggidy Coffman Yates: YOU WILL SEE I ACTUALLY ADDRESS THAT FURTHER IN THE PRESENTATION. IT IDENTIFIES WHICH ONES ARE ACHIEVING THE EQUITY, THE DISTRIBUTION WE TALKED ABOUT EARLIER.

Chair Kafoury: EQUITY ROSE TO THE TOP FOR SCORING PROGRAMS OR PROJECTS IN THE FIRST PLACE YOU'LL SEE ACCESS AND EQUITY

Peggidy Coffman Yates: SO THEY GET THE HIGHEST WEIGHTING.

Chair Kafoury: IT'S ONE THING WE HAVE TO LOOK AT WHEN WE DO THE MONTE CARLO -- WHEN WE PUT THEM IN WE PUT THEM IN WITH HIGHER WEIGHTING IF THEY RATE HIGHER WITH EQUITY AND ACCESS. THEN THOSE ARE THE DECISIONS THAT HAVE TO BE MADE.

Peggidy Coffman Gates: YOU'LL SEE LATER IN THE PRESENTATION YOU'LL SEE THREE EXAMPLES THAT I'M SHOWING WE'LL SHOW THAT DISTRIBUTION OF EQUITY ACCESS AND HOW THEY PLAYED OUT FOR THOSE PORTFOLIOS.

Commissioner Meieran; GOING BACK TO THE SLIDE WE WERE JUST ON, I THINK THE NEXT ONE. OPERATIONAL CAPACITY. THAT IS ONE MORE. SORRY. THAT

SEEMS LIKE THAT WOULD BE CHALLENGING TO A COUNCILOR WITHIN THE STRUCTURE.

Peggidy Coffman Yates: IT DOESN'T IN THE MODEL. BUT WHAT IT DOES DO IS BRING THOSE TO LIGHT. IF WE START TO IDENTIFY MULTIPLE BUILDINGS OR MULTIPLE TECHNOLOGY THINGS WE WANT TO DO THE CONVERSATION HAS COME UP IN OUR STEERING COMMITTEE AND OUR TECHNICAL TEAM ABOUT I LOVE HAVING ALL THESE PROJECTS BUT I'M NOT SURE WE CAN GET THOSE DONE WITHIN THAT TIME PERIOD UNLESS WE HIRED MORE PEOPLE. WHEN WE ARE IN BUDGET CONSTRAINT IT MAKES IT MUCH MORE CHALLENGING. I'M GOING TO SHOW YOU THREE DIFFERENT PORTFOLIOS. THESE ARE NOT THE ANSWER, NOT TELLING YOU WHAT I'M TRYING TO DO, IT'S TO DEMONSTRATE OUR OPTIONS.

SOME OF THE OUTCOMES. THE FIRST ONE -- WOOPS. I DID WANT TO -- OKAY. PORTFOLIO A AND B WITH LOTT BUILT THAT WE ARE LIVING -- WERE BUILT -- WE DON'T INCREASE OUR DEBT CAPACITY AND DON'T FULLY UTILIZE THE FULL 5%. PORTFOLIO C REPRESENTS, LET'S SEE WHAT WOULD HAPPEN IF WE USED ALL OF THAT 5%. RECOGNIZING WE HAVE TO TAKE MONEY FROM OUR PROGRAMS, WHICH IS ALWAYS GOING TO BE THAT BALANCING ACT. SO JUST TO DEMONSTRATE A LITTLE BIT WE LOOK AT THE NUMBER OF INVESTMENTS IN EACH OF THE PORTFOLIOS, THE NUMBER IN PORTFOLIO A UNDER THE CURRENT CONSTRAINTS, 19, B, 20, PORTFOLIO C, WHICH HAS MORE MONEY IN THE PROCESS OBVIOUSLY WE CAN GET MORE WORK DONE. I THINK THE OTHER PIECE THAT'S IMPORTANT IS I WANTED TO DEMONSTRATE THE IMPACT OF DO WE PRIORITIZE THE MOST NUMBER OF LEVEL 3S OR DO WE LOOK AT THE TOTAL PROJECTS. COLUMN B SHOWS WE ONLY DO 13 OF THOSE. WE HAVE MORE PROJECTS BUT WE ONLY DO 13 OF THE LEVEL 3 PROJECTS ARE INVESTMENTS. SUMMARY OF ALL OF THE ATTRIBUTES AND HOW THEY SCORED IN THE PROCESS. LISTS OUR PORT PHOTO INVESTMENT. IN A IT'S ABOUT 1. -- \$1.1 BILLION INVESTMENT. B IS A LITTLE BIT MORE AND OBVIOUSLY WITH MAXIMUM CAPACITY IT'S GOING TO JUMP A LITTLE BIT.

WHAT I THINK IS ALWAYS INTERESTING AND I THINK AS A COUNTY WE SHOULD RECOGNIZE -- SOMEWHAT CELEBRATE -- THE FACT THAT WE ARE GOOD AT GETTING OTHER FUNDING SOURCES. WE'RE EFFECTIVE. WE KNOW HOW TO LEVERAGE. EACH OF THOSE IT PHI HOSS MUCH WE ARE ABLE TO LEVERAGE. THE SECOND TO BOTTOM LINE JUST SHOWS WHAT WE WOULD HAVE TO LOOK OR SPEND OUT OF THE GENERAL FUND OVER THE NEXT 20 YEARS FOR EACH OF THOSE. THAT'S NOT UTILIZING ALL OF THE CAPACITY BUT AS MUCH AS WE CAN PUT THROUGH THE SYSTEM. THE BIG PIECE IS RECOGNIZING THESE ARE THE NEXT FIVE YEARS, YEAR ONE THROUGH FIVE. PORTFOLIO A AND B REPRESENT OUR CURRENT CAPACITY. C REPRESENTS THAT WE WERE ABLE TO EXPAND IT. WHAT I THINK IS REALLY IMPORTANT IS RECOGNIZING WHAT PROJECTS WE CAN GET DONE, BIG PROJECTS THAT WE CAN GET DONE OVER THE NEXT FIVE YEARS. WE'RE LOOKING AT THE BURNSIDE, ANIMAL SERVICES,

ADA, THEN WE HAVE SOME ABILITY TO DO COUNTY RESIDENTS -- DO WE DO CYBER-SECURITY, COUNTY RESIDENT SYSTEM. THERE'S AN ABILITY TO START LOOKING AT. WHAT I REALLY WANT TO ALSO SAY IS WE'RE LOOKING AT INVESTMENTS THAT RUN ON THIS PARTICULAR PAGE, INVESTMENTS RUNNING ANYWHERE FROM -- I SHOULD HAVE THIS BY HEART, 17 MILLION TO 39 MILLION TO 1 MILLION.

Commissioner Vega Pederson: I HAVE A QUESTION. I'M CONFUSED ON WHY C HAS FEWER PROJECTS IN THE FIRST FIVE YEARS BECAUSE IT HAS MORE SPENDING CAPACITY. IS THAT BECAUSE THERE'S MORE OUT YEAR PROJECTS?

Peggidy Coffman Yates: YES AND THE OTHER IS WHEN ADDRESSING THIS, I PUSHED OFF THE 5% LIKE TWO YEARS. YOU KNOW, CURRENTLY WE'RE CONSTRAINED AND THEN TAKE ON THE WHOLE 5% IN 2020. INSTEAD OF 2019. THAT IS A GOOD POINT. THE WAY THIS MODELING WORKS IS AN ABILITY -- IT'S GOING TO LOOK AT ANY WAY I CAN PUT PROJECTS THROUGH BUT RECOGNIZES THIS PROJECT IN THE OUT YEAR. THERE'S ALWAYS THAT BALANCE. YOU MAY SEE MORE IN THE FRONT, LESS IN THE BACK. MORE IN THE FIRST FIVE YEARS, LESS IN THE NEXT FIVE, MORE IN THE YEARS 11-15. THIS JUST GOES INTO THE NEXT SIX TO TEN. IDENTIFYING PROJECTS THAT BURNSIDE RIGHT OF WAY AND DESIGN, BURNSIDE CONSTRUCTION. WE'RE LOOKING AT BROADBAND, NEXT GEN. FOR INSTANCE THIS HAPPENED AT THE EAST COUNTY COURTHOUSE WE PUT IN A DISTRIBUTION ANTENNA SYSTEM THAT ALLOW US TO TAKE CARE OF THE CELL PHONE ISSUE, ET CETERA. THE NEWER BUILDINGS. OTHER BUILDINGS DON'T NECESSARILY HAVE GOOD COVERAGE. THIS INFRASTRUCTURE WILL PROVIDE FOR THAT ESPECIALLY AS TECHNOLOGY ADVANCES AND PHONES BECOME EVEN MORE CRITICAL. ONE THING I WANTED TO BRING YOUR ATTENTION TO AS COMMISSIONER SMITH WALNUT PARK IS IN HERE IN 30R9 FOLIO B -- PORTFOLIO B. PHASE 1, 2 AND 3. IT'S LISTED AS A 2 BUT IT'S ON THE PROJECT LIST.

Commissioner Smith: SIX TO TEN YEARS OUT.

Peggidy Coffman Yates: YES. THIS JUST OUTLINES SOME SEISMIC WORK IN THE OUT YEARS. ESPECIALLY AGAIN YOU WERE SAYING PORTFOLIO C, THAT HAS MORE MONEY, COMMISSIONER, SUDDENLY YOU SEE THERE'S A LOT MORE PROJECTS DONE IN SIX TO TEN. EVEN MORE PROJECTS IN 11-15 AND 16-20 WITH THOSE DOLLARS. ADDITIONAL DOLLARS. THE OTHER THING IT'S INTERESTING TO SEE IS SOMETIMES YOU SEE PROJECTS LISTED AND THE DETAILS. WHAT IT DOES IS WE GO BACK TO THE ISSUE OF PORTFOLIO A AND B WITHIN EXISTING CONSTRAINTS AND THE PROJECTS, REMEMBER A HAD UP TO 17 LEVEL 3 NEEDS. THESE ARE THE PROJECTS THAT DON'T GET DONE UNDER THAT SCENARIO OR PORTFOLIO. PORTFOLIO B, WHICH WE RECOGNIZE HAD MORE PROJECTS BUT LESS LEVEL 3S, HERE'S THE ONES THAT DON'T GET DONE. IT'S A TRADEOFF. PORTFOLIO C, BECAUSE WE HAVE

MORE MONEY, WE WERE ABLE TO GET MORE PROJECTS DONE. COMMISSIONER SMITH, THIS ANSWERS YOUR QUESTION A LITTLE BIT ABOUT HOW THE EQUITY AND OTHER ISSUES ARE ADDRESSED. THIS PROVIDES US UNDERSTANDING WHEN EACH OF THE PORTFOLIOS ARE DONE. WE HAVE ADDED UP THE ATTRIBUTES OF ACCESS, EQUITY, SUSTAINABILITY AND OTHERS. SO IN PORTFOLIO A, THE BOARD HAS EMPHASIZED THAT CAPACITY FOR ACCESS AND FOR EQUITY IT WAS 17% DISTRIBUTION. THAT'S THE PORTFOLIO THAT DOES THAT AND STILL MEETS OUR 16% HERE.

Commissioner Smith: THAT'S JUST A FLOOR, NOT NECESSARILY A CEILING T.

Peggidy Coffman Yates: ABSOLUTELY. IF THERE IS A DESIRE TO SEE US PUSHING OUT FURTHER WE JUST HAVE TO START LOOKING AT WHICH PORTFOLIOS MEET THAT NEED.

Commissioner Smith: ONE THING I'M REALLY CONCERNED -- WE PUT SOME SMALL RESOURCES INTO LOOKING INTO WHAT THE POSSIBLE IS FOR WALNUT PARK. THAT WORK THAT WE HAVE DONE TO DATE IS ALL GOING TO BE NULL AND VOID IN SIX YEARS. SO THE WHOLE REASON WHY I PUT THAT STUFF FORWARD ABOUT THREE YEARS AGO WAS BECAUSE IF WE'RE GOING TO SUPPORT A -- IT CAN'T HAPPEN LIKE TEN YEARS FROM NOW. IT HAS TO HAPPEN NOW CONCURRENTLY WITH SOME WORK THAT'S GOING TO BE DONE WITH THE CITY OF PORTLAND. SO IT'S REALLY DISAPPOINTING IN A WAY THAT BASICALLY THAT WORK WE HAVE DONE IS JUST --

Peggidy Coffman Yates: : MY RESPONSE IS I DON'T THINK THAT'S THE CASE. I RECOGNIZE THAT WE ARE ACTUALLY ALSO DOING SOME ADDITIONAL WORK ON WALNUT PARK. SO AS THAT ADDITIONAL INFORMATION COMES AVAILABLE IT CAN BE PUT INTO THIS. NUMBER ONE. NUMBER 2, IT ALSO PROVIDES THE ABILITY TO SAY THIS IS WHERE WE WANT TO FOCUS. HOW CAN WE DO THAT WITH THE CURRENT CONSTRAINT? MAYBE WE NEED TO GET MORE MONEY TO PUSH THIS FURTHER AND UP FRONT. THAT'S A PART OF THE BEAUTY AND THE FLEXIBILITY OF THESE.

Chair Kafoury : THIS IS A SNAPSHOT IN TIME. TODAY. OR LAST WEEK WHEN YOU PUT IT TOGETHER. IT DOESN'T TAKE INTO ACCOUNT IF WE CAN GET ADDITIONAL DOLLARS FOR SOME OF THESE PROJECTS. THAT'S WHY I WOULD SAY I APPRECIATE YOUR COMMENTS, BUT WE ARE CONTINUING DO THE WORK ON WALNUT PARK BECAUSE WITH THIS ASSUMES THAT WE PAY FOR IT. I DON'T THINK THAT'S GOING TO BE THE CASE. THIS ASSUMES THESE ARE OUR BONDING DOLLARS. THE MORE WORK WE CAN DO UP FRONT THE MORE PARTNERS WE CAN GARNER, THE MORE PUBLIC EXCITEMENT WE GET AROUND IT, THAT ALL THOSE WILL HELP MOVE THOSE. NOT JUST FOR WALNUT, FOR ANY OF THE PROJECTS.

Peggidy Coffman Yates: WE WERE LOOKING AT THE JUSTICE CENTER AS ANOTHER EXAMPLE. WE KEEP LOOKING AT -- BECAUSE THE ONE THING THAT I WANTED TO MAKE SURE, AND MARISSA AND I HAVE WORKED TOWARD MAKING SURE WE HAVE THE FLEXIBILITY THAT IF THINGS CHANGE WE'RE ABLE TO ADDRESS THAT AND PUSH IT FORWARD. TRULY WHO WOULD HAVE - - WE HAVE A DOWNTOWN COURTHOUSE. ONCE WE WERE ABLE TO GET THE MONIES SECURED -- WENT TO THE TOP OF THE LIST. HEALTH DEPARTMENT HEADQUARTERS. WENT TO THE TOP OF THE LIST. THIS PROVIDES US A TOOL TO START SEEING THOSE TRADEOFFS.

Commissioner Smith: SEE HOW THAT WORKS. THAT'S GREAT. I THINK WITH THE DIVERSIFYING OF THE DIFFERENT FUNDING STREAMS TO DO SOMETHING IT'S GOING TO BE REALLY IMPORTANT. I HATE TO SEE ALL THAT WORK, TIME, ENERGY THAT WE PUT INTO WALNUT PARK ABOUT THE POSSIBLE AND GETTING THOSE ENTREPRENEURS IN THERE, MAKING SURE THERE'S A SOLID NEIGHBORHOOD THAT REPRESENTS THE HISTORICAL AFRICAN-AMERICAN COMMUNITY THAT WE STARTED WITH OUR HEALTH DEPARTMENT BLOCK TO SEE IF WE CAN GET PRIVATE CAPITAL AND ADDITIONAL PUBLIC RESOURCES TO DO THAT WOULD BE REALLY COOL AND THAT'S GOING TO BE FOR SOMEBODY ELSE TO CARRY AFTER I LEAVE, BUT IT JUST -- I WOULD LIKE TO SEE A LITTLE BIT MORE.

Peggidy Coffman Yates: THE OTHER PIECES, THIS PROVIDES THE INFORMATION TO HAVE THOSE CONVERSATIONS WITH POTENTIAL PARTNERS AS WELL. WHICH IN THE PAST WE REALLY HAVEN'T HAD A MORE PORTFOLIO-WIDE CONVERSATION.

Commissioner Smith: I DO APPRECIATE THIS. I REMEMBER WHEN I FIRST GOT HERE IT WAS LIKE, YOU KNOW, WHATEVER DEPARTMENT HEAD GOT TO THE EXECUTIVE SESSION FIRST GOT TO ASK FOR THEIR PROJECT. THERE WAS NO RHYME OR REASON OR LINE OR WHO CAME FIRST, SECOND OR THIRD. I THINK THAT THIS GIVES SOME ORDER TO WHAT WE'RE DOING AND GIVES OPPORTUNITY IF YOU HAVE OTHER RESOURCES.

Peggidy Coffman Yates: SO THESE WERE JUST THE EXAMPLES OF THE ATTRIBUTES AND DISTRIBUTION ON THESE. JUST TO LET YOU KNOW WE ARE REPORTING BACK ON THOSE. IMPORTANT TO US. I DID WANT TO TALK ABOUT OUR NEXT STEP. I THINK THIS BEGINS THE CONVERSATION OF PRIORITIES WITH THE BOARD AS WELL. IN ADDITION, ONE OF THE THINGS IN OUR FRAMEWORK WAS TO ADDRESS AND REACH OUT TO THE PUBLIC. WE HAVE NOT BEEN -- WE HAVE REACHED OUT ON ONE HAND, IF ANY OF YOU ARE FAMILIAR WITH ASSET STRATEGIC PLAN WE EVALUATED OUR SITUATION INTERNALLY THEN REACHED OUT TO OUR USERS. WE HAVE CONSISTENTLY REACHED OUT. WE WORKED WITH THE REGIONAL INFRASTRUCTURE FORUM WHICH CONSISTED OF PEERS IN OUR COMMUNITY AND ALSO THE REGIONAL ASSET MANAGEMENT PARTNERSHIP IN THE COMMUNITY. I WILL SAY WE HAVE

BEEN WELL RECEIVED. WE'RE LEADERS IN THE AREA ON APPROACHING ASSET MANAGEMENT AND PLANNING. SO WITH THE HELP OF ALL OUR INTERNAL RESOURCES AND OUR FOLKS. THE OTHER THING WE WOULD LIKE TO DO AS A NEXT STEP IS REACH OUT TO THE COMMUNITY AND REALLY GET A FEELING TO DO A SURVEY TO ASSESS HOW THEY WOULD PRIORITIZE, HOW THEY WOULD PRIORITIZE AND HOW THEY VALUE INFRASTRUCTURE INVESTMENTS. AT A VERY HIGH LEVEL. NOT CONSIDER PROJECT TO PROJECT BUT MORE AROUND THE CONCEPT OF HOW DO YOU SEARCH SERVICES NOW? WOULD YOU SAY -- DO YOU GO TO MULTIPLE LOCATIONS TO GET SERVICES? IS THAT CHALLENGING?

Peggidy Coffman Yates: WOULD YOU IN THE FUTURE LIKE TO BE ABLE TO DO A ONE-STOP SHOP? WHAT DOES THAT LOOK LIKE? THE OTHER PIECE I THINK THAT'S IMPORTANT IS IN THE CASE OF THE CATASTROPHIC EVENT SUCH AS A SEISMIC EVENT HOW WOULD THE COMMUNITY PRIORITIZE THE INFRASTRUCTURE THEY WOULD ANTICIPATE HAVING. THAT'S OUR NEXT STEP. WE'LL BE GOING OUT. THE PLAN IS TO GO OUT WITH A SURVEY IN AUGUST. IT WILL BE A SCIENTIFIC SURVEY THEN WE'LL BE BACK TO EXPLAIN THE RESULTS. I THINK THE OTHER PIECE THAT'S IMPORTANT WITH THAT IS WE'LL BE ABLE TO CAPTURE SOME DEMOGRAPHICS. WHERE ARE OUR USERS AND WHERE ARE THEY LOCATED. AGE BECAUSE I DON'T WANT TO DATE MYSELF BUT I WILL -- I DON'T PLAN ON MAKING MY APPOINTMENTS ON MY PHONE. BUT WE HAVE A GENERATION COMING UP THAT EXPECTS TO GET RESULTS, INFORMATION, ET CETERA, OFF THEIR PHONE. KNOWING AND UNDERSTANDING THAT DIFFERENCE IN AGE GROUP ALSO HELPS IN OUR 20-YEAR PLANNING PROCESS. NEXT STEPS. WE'LL BE DOING THE COMMUNITY SURVEY.

STARTING DEVELOPMENT PROCESS IN JULY. GOING OUT IN AUGUST, GETTING SOME RESULTS IN SEPTEMBER. THE PROGRAM CONTINUES TO WORK ON POLICY AND MAKING SURE THEY ARE IN ALIGNMENT. I THINK I HAVE SAID BEFORE, THE POLICY I WANT TO RECOMMEND WOULD ALIGN WITH WHAT WE'RE CURRENTLY DOING IN THE PROCESS. I DIDN'T WANT TO GET AHEAD OF THIS OF WHERE WE ARE SO THOSE WILL BE -- I WILL BE BRINGING THOSE BACK. WORKING FOR A STEERING COMMITTEE AND TECHNICAL TEAM AND THEN BRINGING ISSUES TO THE BOARD AS APPROPRIATE. LOOKING AT DOING A CAPITAL PLANNING RECOMMENDATION IN SEPTEMBER, OCTOBER. WORKING WITHIN THOSE DIVISIONS ON THEIR ASSET MANAGEMENT BASED ON OUR STRATEGIC PLAN. THEN DO A PLANNING UPDATE ON INFORMATION THAT MAY COME AVAILABLE, ADDITIONAL INFORMATION THAT MAY IMPACT THE OVER ALL PLANNING PROCESS IN FEBRUARY. ANY QUESTIONS? CONCERNS? COMMENTS?

Chair Kafoury: GROANS, GROANS, GRIPES, COMPLAINTS?

Commissioner Vega Pederson: THANK YOU, CHAIR. CHAIR. I THANK YOU SO MUCH FOR EVERYONE WHO HAS WORKED ON THIS. IT'S A HUGE UNDERTAKING FROM MULTNOMAH COUNTY, BUT I REALLY FEEL SOLIDLY THAT THIS IS THE RIGHT DIRECTION FOR US TO GO IN IN TERMS OF MAKING SURE THAT WE'RE MAKING THE SOUNDEST DECISIONS FOR THE NEEDS OF THE COUNTY. OVER THE LONG TERM. I HAVE BEEN REALLY APPRECIATIVE OF HOW YOU'VE TAKEN IN THE BOARD'S CONCERNS IN TERMS OF WHERE SHOULD WE BE PRIORITIZING AND WAITING -- WEIGHTING DIFFERENT VALUES THE COUNTY HAS. THAT'S AN IMPORTANT PIECE OF THE PROJECT.

ALSO WITH THE UNDERSTANDING THAT WE HAVE THIS PLAN THAT AS YOU SAY, AS OPPORTUNITIES COME UP, AS PRIORITIES CHANGE THERE'S DEFINITELY THE FLEXIBILITY TO WORK WITHIN THE PLAN BASED ON BOARD DECISIONS ABOUT WHAT THOSE IMMEDIATE PRIORITIES ARE. THIS IS A GREAT WAY TO WORK WITH THIS TO GO FORWARD ON IT AND I THINK THAT ONE OF THE THINGS IT SHOWS US THE WORK THAT WE'RE GOING TO NEED TO DO GOING FORWARD WITH SOME OF THE BIG PROJECTS. I THINK THE THINGS IT SHOWS IS THE MORE WE CAN DO TO GET PARTNERS LIKE THE CHAIR WAS SAYING IS GETTING THE FINANCING FROM OTHER SOURCES THAT MIGHT BE AVAILABLE FOR BIGGER PROJECTS THE MORE WE'LL BE ABLE TO DO SON SOME OPS ON SOME OF THE OTHER PRIORITIES THE COUNTY HAS FOR INFRASTRUCTURE AND I.T.. THANKS SO MUCH FOR THIS.

Commissioner Meieran: I WANT TO ECHO WHAT COMMISSIONER VEGA-PEDERSON SAID. REALLY APPRECIATE THE TREMENDOUS EFFORT THAT WENT INTO THIS. IT'S SUCH A GREAT MODEL THAT INCORPORATES ALL OF THE THINGS WE NEED TO INCORPORATE THAT IT'S JUST SO HARD TO DO INCLUDING THAT ELEMENT OBVIOUSLY THE MOST IMPORTANT IS FISCAL RESPONSIBILITY BUT ALSO THAT COMPREHENSIVE EVALUATION ON SO MANY DIFFERENT LEVELS OF THE DIFFERENT TYPES OF PROJECTS THAT WE NEED TO BE WORKING ON AT THE COUNTY, DOING THAT ALL AT ONCE AND STILL HAVING FLEXIBILITY IN THERE TO ADDRESS OUR PRIORITIES AS THEY COME UP AND AS THINGS CHANGE. VERY EXCITED ABOUT THIS. LOOK FORWARD TO THOSE NEXT STEPS. THANK YOU.

Chair Kafoury: COMMISSIONER SMITH?

Commissioner Smith: JUST A COMMENT. THANK YOU FOR YOUR INSIGHT AND PUTTING THIS TOGETHER AND PULLING EVERYONE TOGETHER. THIS IS LIKE PULLING TEETH I KNOW. YOU MADE IT LOOK REALLY, REALLY EASY. THANK YOU FOR GIVING US THE OPPORTUNITY TO ADD TO THIS THAT IT'S NOT JUST A SOLID DOCUMENT THAT'S NOT FLEXIBLE. THANK YOU.

Chair Kafoury: I WANT TO TAKE A MINUTE TO RECOGNIZE THE REALLY COOL AND SUPER GEEKY COMPUTER PROGRAMMING THAT WENT INTO THIS. THIS IS -- WE'RE JUST LOOKING AT THE RESULTS. WE AREN'T LOOKING AT THE

MECHANISM FOR MAKING IT WORK. I GIVE A SHOUT OUT TO OUR PARTNERS WHO WORKED ON IT AND DESIGNED IT. THANK YOU. YOU SAID IT AT THE BEGINNING, THIS GIVES US A REALLY GROUNDED UNDERSTANDING THAT WE HAVE A LOT OF NEEDS AND OUR NEEDS OUTWEIGH OUR DOLLARS. I DO APPRECIATE, THOUGH, THAT THROUGH THIS WE ARE TAKING ALL OF THE PROJECTS WE HAVE ACROSS OUR ENTIRE COUNTY, WE'RE NOT JUST LOOKING AT I.T. NEEDS, JUST TRANSPORTATION NEEDS, WE'RE LOOKING AT ALL OF THEM AND PUTTING THEM INTO ONE DOCUMENT SO WE CAN REALLY MAKE THE BEST DECISIONS FOR OUR COMMUNITY. I WILL SAY AS WE SAID A COUPLE TIMES TODAY WHILE IT'S DAUNTING LOOKING AT THESE NEEDS AND PROJECTS AND SO LITTLE DOLLARS, WE KNOW THAT WE HAVE DONE IT BEFORE AND WE HAVE DONE IT AS YOU SAID BY BRINGING IN PARTNERS SO THAT'S NOT JUST THE WEIGHT ON MULTNOMAH COUNTY SHOULDERS.

Chair Kafoury: ALL THE BIG PROJECTS WE HAVE DONE IN MY TIME AT SELLWOOD, COURTHOUSE, HEALTH DEPARTMENT HEADQUARTERS HAVE ALL BEEN PARTNERSHIPS WITH OTHER JURISDICTION SOS THAT IT'S NOT JUST THE COUNTY DOING THIS ON OUR OWN. I HAVE NATE WE ARE GOING TO GET THERE WITH THESE PROJECTS, ESPECIALLY THE ONES THAT ARE REALLY NECESSARY. AGAIN, I THINK WE'RE ALL APPRECIATIVE OF THE FACT THAT THROUGH THIS WE CAN HAVE HELP IN OUR DECISION MAKING BUT IT'S NOT TAKING DECISION MAKING AWAY FROM US. THAT'S REALLY CRUCIAL, THOUGH, THAT WE KNOW WHEN WE MAKE A DECISION WHAT DOORS ARE OPEN AND WHICH DOORS ARE SHUT. IT'S JUST SO COOL. I REALLY THINK THAT THIS -- I DON'T KNOW ANY OTHER JURISDICTION THAT HAS DONE THIS TYPE OF PLANNING OR HAS THIS TOOL TO USE.

Peggidy Coffman Yates: I HAVE NOT SEEN ONE YET, BUT THANK YOU.

Chair Kafoury: VERY COOL. THANK YOU. THANK YOU, PEGGIDY, FOR THIS WORK KEEPING THIS MOVING FORWARD.

Peggidy Coffman Yates: I WANT TO THANK YOU FOR THE OPPORTUNITY TO WORK ON THIS. THIS IS EXCITING STUFF. WE ARE REALLY THE REGION LEADERS IF NOT ON NATIONAL LEVEL. I ALSO WANT TO THANK OUR PARTNERS THAT HAVE HELPED IN THIS AND LELAND CONSULTING GROUP HAS BEEN INSTRUMENTAL. JUSTIN ACHIA, VATI, INSTRUMENTAL IN HELPING MY VISION BECOME A REALITY AND ALSO TO MIKE BAKER TO HELP LEAD -- AND HER CATS. I REITERATE HOW MUCH I REALLY APPRECIATE THE STEERING 2K34EU9ITY, THE TECHNICAL TEAM, STEERING COMMITTEE, THE TECHNICAL TEAM AND YOU AS A BOARD. IT TAKES ALL OF US TO MAKE THIS HAPPEN. SO THANK YOU SO MUCH.

Peggidy Coffman Yates: THANK YOU.

B.2 Informational Board Briefing on Feasibility Study on Regional Air Quality Strategies. Presenters: John Wasiutynski, Office of Sustainability; Christine Kendrick, Bureau of Planning and Sustainability; Josh Proudfoot, Principal, Good Company; Paula Fields, Eastern Research Group

Chair Kafoury: ALRIGHT, OUR NEXT BRIEFING IS ON THE FEASIBILITY STUDY ON REGIONAL AIR QUALITY STRATEGIES. WE HAVE BEEN AWAITING THIS BRIEFING FOR A WHILE. VERY EXCITING. COME ON DOWN, TEAM AIR QUALITY.

John Wasiutynski: GOOD MORNING, CHAIR KAFOURY, COMMISSIONERS. I'M JOHN WASIUTYNSKI, DIRECTOR OF SUSTAINABILITY AT MULTNOMAH COUNTY. THIS MARKS THE ENDS OF A LONG PROCESS. I HAVE BEEN WORKING ON THIS ABOUT TWO YEARS. COUNTY STAFF HAS WORKED WITH LOCAL JURISDICTIONS TO DETERMINE OUR OPTIONS AND OUR CONSULT AND THE TEAM, OF COURSE. THE PRACTICALITY OF THE OPTIONS BOTH OF NUTS AND BOLTS TO HELP ADDRESS SERIOUS AIR POLLUTION CONCERNS IN OUR COMMUNITY. OUR TEAM HAS DONE EXTENSIVE RESEARCH TO HELP US UNDERSTAND BEST PRACTICES. WE'LL HEAR ABOUT THOSE IN A SECOND. STAFF HAS BEEN INTIMATELY INVOLVED IN THE RULEMAKING PROCESS. WE HAVE BEEN IN EVERY SINGLE RULEMAKING MEETING.

WE HAVE WRITTEN COMMENTS TO TRY TO MAKE IT EASIER. THE BOARD HAS WEIGHED IN TO MAKE SURE YOU'RE EMPHASIZING THE VALUE OF HEALTH IN THE DEVELOPMENT OF THE RULES. OUR GOVERNMENT RELATIONS TEAM WAS CRITICAL IN THE LAST LEGISLATIVE SESSION RESCUING THE PROGRAM FROM THE ASH BIN OF HISTORY AND MAKING SURE THAT THE FUNDING WAS APPROVED FOR THE NEW ENGLAND TAKES OF CLEAN AIR OREGON RULES. THE BOARD TOOK ACTION WITH THE HELP OF OUR HEALTH DEPARTMENT TEAM. WE HAVE NEVER TAKEN OUR EYES OFF THE BIG PRIZE, WHICH IS GETTING SO MEANINGFUL DIESEL REGULATIONS, CONCRETE SOLUTIONS IN THAT DEPARTMENT CONTINUE TO ELUDE US BUT IT'S AN AREA WHERE WE WILL START HAVING SUCCESS WITH CONTINUED FOCUS. TAKING IT WHOLE THE COUNTY EFFORTS IN THIS AREA HAVE BEEN CRITICAL AND VERY POSITIVE IN TERMS OF MOVING OUR STATE AND REGION FORWARD IN TERMS OF CLEAN AIR POLICY. TODAY'S PRESENTATION WILL DRAW ADDITIONAL AREAS WHERE THE COUNTY AND OUR PARTNERSHIPS CAN CONSIDER FURTHER ACTION. IT'S PRETTY COMPLICATED TOPIC SO WE'LL PAUSE PERIODICALLY THROUGHOUT THE PRESENTATION TO MAKE SURE IF THERE'S ANY QUESTIONS, AND FEEL FREE TO ASK QUESTIONS THROUGHOUT BUT WE ARE HAPPY TO HAVE QUESTIONS AT THE ENDS. I ALSO WANT TO NOTE ANOTHER POSITIVE AREA OF MULTNOMAH COUNTY INFLUENCE IS MULTNOMAH COUNTY STAFF HAS BEEN TRAINED UP HERE AT THE COUNTY AND THEN GONE ON TO DEQ, SO WE HAVE A COUPLE OF MATTES IN THE ROOM THAT USED TO BE COUNTY STAFF.

Chair Kafoury: I DIDN'T APPROVE THEM COMING BACK.

John Wasiutynski: UNFORTUNATELY THESE ARE OPEN TO THE PUBLIC. I JUST WANT TO A MINUTE FOR DR. KENDRICK TO DO IMPORTANT WORK IN THIS AREA. CHRISTINE HAS BEEN MY PARTNER IN IMPLEMENTING THIS PROJECT AND HAS BEEN SORT OF THE PART PERSON WHO DOES HER HOMEWORK TO MY SLACKER TOSSING HOMEWORK OVER HER SHOULDER.

Christine Kendrick: THANK YOU FOR THE INTRODUCTION. GOOD MORNING. THANK YOU FOR HAVING ME HERE TODAY. I'M CHRISTINE KENDRICK, THE SMART CITY COORDINATOR AND AIR QUALITY LEAD FOR THE CITY OF PORTLAND AND BUREAU OF PLANNING AND SUSTAINABILITY. MAYOR WHEELER IS COMMITTED TO IMPROVING AIR QUALITY AND THE HEALTH OF ALL PORTLANDERS. IMPORTANT FOCUS FOR THE CITY AND THE COUNTY. WE KNOW AIR QUALITY HAS DISPROPORTIONATE IMPACTS. SO THERE ARE A VARIETY OF AIR QUALITY PROJECTS THE CITY IS PART OF. WE KNOW THERE ARE MANY USEFUL MITIGATION STRATEGIES EMPLOYED IN OTHER REGIONS SO WE NEEDED TO EVALUATE THE LANDSCAPE OF ALL THE OPTIONS. THIS STUDY IS A REALLY IMPORTANT STEP FORWARD IN UNDERSTANDING WHAT STRATEGIES ARE MOST EFFECTIVE TO ADDRESS THE AIR QUALITY ISSUES IN OUR REGION. AS YOU'LL HEAR TODAY THEY HAVE IDENTIFIED A RANGE OF RECOMMENDED ACTIONS AND COLLABORATION BETWEEN CITY OF PORTLAND, MULTNOMAH COUNTY AND OTHER REGIONAL STAKEHOLDERS WILL CONTINUE TO BE KEY TO MAKE PROGRESS TOWARDS CLEAN AIR AND MAKE MEANINGFUL IMPROVEMENTS TO THE HEALTH OF ALL COMMUNITY MEMBERS. WITH THAT I'M GOING TO HAND IT OVER TO OUR CONSULTANT TEAM TO SHARE ABOUT THE METHODS AND RESULTS OF THIS FEASIBILITY STUDY.

Chair Kafoury: ARE YOU PLANNING ON DOING THIS BEFORE THE CITY COUNCIL AS WELL? ARE THEY GOING TO HAVE A BRIEFING?

Christine Kendrick: WE HAVEN'T PLANNED A BRIEFING WITH PORTLAND CITY COUNCIL YET BUT WE WILL BE SHARING THE REPORT AND DO OTHER BRIEFING AS WELL.

Chair Kafoury: I WANT TO MAKE SURE THEY GET THIS INFORMATION AS WELL.

Christine Kendrick: ABSOLUTELY.

Josh Proudfoot: I'M JOSH PROUDFOOT FROM GOOD COMPANY. LEAD AUTHOR ON THIS PROJECT. I WANT TO INTRODUCE CO-AUTHOR PAULA FIELDS SIMS FROM EASTERN RESEARCH GROUP.

Paula Fields: GOOD MORNING, MADAME CHAIR, COMMISSIONERS. I'M PAULA I WAS PART OF THE TEAM THAT HELPED CONDUCT THIS FEASIBILITY STUDY. WE'LL BE PRESENTING OUR RESULTS NEXT.

Josh Proudfoot: OKAY. FIRST WE GO THROUGH THE ROUGH METHODOLOGY OF OUR STUDY. WE MET WITH A NUMBER OF THE LOCAL AREA AGENCIES TO HEAR WHAT THEIR INTERESTS WERE AND CONCERNS. THAT'S THE LIST UP THERE. THEN WE HAD THREE PROGRAMS FROM AROUND THE COUNTRY THAT WE DUG DEEPER INTO TO LEARN WHAT THEY HAVE LEARNED. NEXT SLIDE. BUT FIRST WE STARTED WITH 25 AGENCIES THAT WERE IDENTIFIED BY THE LOCAL AGENCY STAKEHOLDERS AND OUR RESEARCH AS BEST IN CLASS AROUND THE COUNTRY. WE WANTED TO SEE TYPICALLY HOW THEY RUN THEIR PROGRAM, HOW THEY STARTED THE PROGRAM, FUNDED THE PROGRAM. AND HOW THEY DID SOME OF THE MORE INNOVATIVE THINGS LIKE HEALTH BASED STANDARDS, COMMUNITY MONITORING AND CUMULATIVE EMISSIONS. THIS IS A SUBSET OF THE TOTAL LIST. I'M NOT GOING TO READ THEM ALL. YOU CAN READ THEM. THEY ARE AROUND THE COUNTRY. WE WENT INTO CANADA FOR A FEW PROGRAMS THAT WERE EXCEPTIONAL. SO AFTER LOOKING AT THOSE, WITH FEEDBACK FROM THE STAKEHOLDERS AND FROM OUR CLIENTS, WE LOOKED AT THREE PROGRAMS VERY CAREFULLY AND ONE PROGRAM ADDITIONALLY THAT'S JUST STARTING. THESE REPRESENT DIFFERENT TYPES OF PROGRAMS, THE FIRST IS MORE A REGISTRY OF EQUIPMENT. THE SECOND ONE IS A COLLABORATIVE VOLUNTARY EFFORT. THE THIRD ONE IS A FULL SERVICE REGULATORY AGENCY. THEN SPECIFICALLY WE LOOKED AT FREIGHT PROGRAM WHICH LOOKS AT DISTRIBUTION FACILITIES. FROM THERE WE ALSO DID A GEOGRAPHIC ANALYSIS OF CANCER AND NON CANCER CONCERNS FOR THE LOCAL AREA. WE STUDIED THE SCOPES OF AUTHORITY BASED ON THE CHARTERS OF ALL THE DIFFERENT LOCAL AGENCIES TO SEE WHAT WAS POSSIBLE. BUT FIRST LET ME PAUSE BEFORE WE GO TO THE GEOGRAPHIC STUDY. ANY CLARIFYING QUESTIONS? OKAY.

Paula Fields; THANK YOU. THIS IS PAULA FIELDS SIMS WITH ERG. MU COMPANY DID THE GEOGRAPHIC ANALYSIS. WE BASED IT ON EXISTING DATA FROM USEPA AND USED GIS TOOLS TO DO THE MAPPING. IT WAS TO CONFIRM WE WERE LOOKING AT THE RIGHT SCOPE FOR THE FEASIBILITY STUDY AND UNDERSTAND WHERE PEOPLE ARE MOST EXPOSED TO AIR TOXICS WITHIN THIS REGION. WE LOOKED AT SEVEN DIFFERENT GEOGRAPHIC AREAS AS DEPICTED ON THIS MAP OF MULTNOMAH COUNTY, CLACKAMAS COUNTY, WASHINGTON COUNTY IN WASHINGTON. THE BLUE LINE IS THE CITY OF VANCOUVER. THE ORANGE IS THE CITY OF PORTLAND. THE MA AGENDA DASHED OUTLINE IS THAT DOMAIN THAT WAS USED BY DEQ FOR THE PORTLAND AIR TOXIC SOLUTIONS STUDY IN 2012. THAT STUDY ALSO EXAMINED OUR TOXICS EXPOSURES WITHIN THAT REGION AND EXAMINED ENVIRONMENTAL JUSTICE CONCERNS AS WELL. SO WE EXAMINED DATA FROM EPA IN TERMS OF CANCER RISK AS WELL AS NON CANCER RISK. IT

SHOWS THE CANCER RISK BY DIFFERENT GEOGRAPHIC AREA WITHIN OUR DOMAIN DEPICTED BY RISK PER MILLION PEOPLE. CANCER RISK IN THIS CONTEXT IS BASED ON THEORETICAL ESTIMATES OF DEVELOPING CANCER DURING A 70-YEAR LIME TIME OF CONTINUOUS EXPOSURE BY INHALING AIR TOXICS. THE MOST SIGNIFICANT THING TO NOTE HERE IS THAT THE HIGHEST EXPOSURE TO CANCER IS IN THE CITY OF PORTLAND, WHERE AS THESE NUMBERS INDICATE 53.3 PEOPLE PER MILLION WOULD BE EXPOSED TO TOXICS IN THE AMOUNT THAT WOULD SUBJECT THEM TO CANCER. LIKEWISE ALMOST 53 IN MULTNOMAH COUNTY. THEN AS THE NUMBERS GO DOWN SLIGHTLY AS YOU GET INTO THE LESS POPULATED AREAS. IT'S ALSO INTERESTING TO NOTE THAT THE RIGHT HAND COLUMN IS BASED ON THE 1999 AIR TOXIC STUDY AND THAT'S WHAT THE TOXIC STUDY USED. THE RANKING ARE ALMOST EXACTLY THE SAME AS THEY WERE FROM THE EARLIER STUDY DUNE IN 2012. QUESTION?

Commissioner Meieran: I HAVE A QUESTION ABOUT THIS. BOTH THE CANCER AND NONCANCER RISKS. PROBABLY IS OUTSIDE THE SCOPE OF THIS STUDY, BUT HAS THERE BEEN AN EVALUATION OF THE ACTUAL CANCERS THAT MIGHT BE ATTRIBUTABLE TO COMPARING HOW MANY CANCERS THERE ARE OF DIFFERENT TYPES IN THIS REGION COMPARED TO OTHER REGIONS? SO IT'S IMPORTANT OBVIOUSLY TO KNOW ABOUT THE CANCER RISKS AND THIS SORT OF THEORETICAL NUMBER, BUT ALSO CAN WE POINT TO ANYTHING LIKE THE FACTUAL DATA THAT SHOWS WHAT CANCERS ARE DEVELOPED? WHAT GEOGRAPHICAL LOCATIONS?

Josh Proudfoot: I'M NOT AWARE OF ANY.

John Wasiutynski: COMMISSIONER, I WOULD NOTE THAT WE HAVE OUR ENVIRONMENTAL HEALTH PROFESSIONALS IN THE ROOM HERE. SO JAY AND I ARE ACTUALLY WORKING AT PSU ON A GRANT APPLICATION TO THE NATIONAL INSTITUTES OF HEALTH THAT MAY START TO TEASE THESE APART. IT'S DIFFICULT TO ATTRIBUTE A SPECIFIC ILLNESS IN A PERSON AND GO BACKWARDS TO FIND OUT EXACTLY WHAT THE CAUSE IS BUT WE EXPECT TO SEE MORE BLADDER CANCER, LUNG CANCER. I THINK THOSE ARE SOME OF THE BIG ONES. [SPEAKING SIMULTANEOUSLY]

Commissioner Meieran; EVEN I KNOW IT'S NOT ATTRIBUTABLE DIRECTLY NECESSARILY BUT EVEN BROAD NUMBERS TO COMPARE THOSE TO SIMILAR TYPES --

John Wasiutynski: WE MAY GET AN OPPORTUNITY. WE'LL TALK MORE ABOUT ONE AREA THAT WAS IDENTIFIED BY THE DEQ AS A NOVEL APPROACH TO CONTROLLING AIR TOXICS IS MULTIPLE SOURCES. SO TRYING TO CONTROL POLLUTION FROM MULTIPLE SOURCES THAT MAY INDIVIDUALLY NOT EMIT A HEALTH THRESHOLD BUT COLLECTIVELY ADD UP TO. WE HAVE A CHANCE TO PILOT THAT APPROACH HOPEFULLY HERE IN MULTNOMAH COUNTY. I THINK IT

AFTERWARDS US AN OPPORTUNITY FOR A NATURAL EXPERIMENT SO IDEALLY WE CAN SEE IF WE CAN DO SOME OF THAT TRACKING OVER TIME. I HATE TALKING ABOUT JAY'S STUFF WHEN SHE'S IN THE ROOM. WE SHOULD FOLLOW UP. YEAH.

Chair Kafoury: BECAUSE THERE'S SO MUCH HERE AND THIS IS REALLY AN OVERVIEW OF THIS WEEK, WE'RE HAPPY TO HAVE ADDITIONAL BRIEFINGS WHERE WE CAN TALK ABOUT I THINK THIS IS A BRIEFING ON THE STUDY THAT WE'VE DONE BUT WE WON'T BE TALKING TODAY ABOUT REALLY GETTING INTO MUCH DETAIL ABOUT WHAT'S NEXT. WE CAN ALWAYS SCHEDULE THAT TO HAVE A CONVERSATION. BECAUSE THERE'S A LOT GOING ON AND WE DON'T HAVE TIME TO TALK ABOUT ALL OF IT TODAY.

Paula Fields: I DO WANT TO MAKE A COUPLE OF OTHER POINTS HERE. FIRST THE CANCER RISK THAT YOU SEE HERE DOES NOT INCLUDE THAT FROM EXPOSURE TO DIESEL EXHAUST. THAT THERE WAS NOT A FACTOR IF YOU WILL ABOUT THE EPA DATA THAT ALLOWED THAT TO BE INCLUDED. THESE NUMBERS ARE UNDERREPORTING THE RISK. IT COULD BE SIGNIFICANT.

Commissioner Vega Pederson: IS THE DATA THAT WAS USED ONLY POINT SOURCE LIKE POLLUTANT SOURCES OR --

Paula Fields: NO. ALL TYPES. WOOD SMOKE, FOR EXAMPLE, BUT NOT JUST DIESEL.

IT DOESN'T INCLUDE DIESEL EXHAUST AT ALL I GUESS.

John Wasiutynski: I THINK IT CLUES NAUX DIESEL EMISSIONS --

Catherine Kendrick: THE POLLUTION SOURCE IS ACCOUNTED FOR IN THE DATA BEHIND THE NATIONAL AIR TOXICS ASSESSMENT DATA BUT THERE'S NOT A CANCER RISK FACTOR SO THAT IS UNACCOUNTED FOR.

Paula Fields: THANK YOU. THE NATIONAL MEAN TOTAL CANCER RISK IS 40 IN A MILLION. THAT GIVES YOU A CONTEXT TOWARD THESE NUMBERS. EVEN IN THE MOST PRISTINE AREAS IN THE COUNTRY IT'S 10 IN A MILLION, THE MEAN AVERAGE. IF WE LOOK AT THE SAME DATA ON THE PREVIOUS TABLE GEOGRAPHICALLY, THIS IS THE WAY IT LAYS OUT. YOU MAY MAKE OUT THE SMALL GEOGRAPHIC SHAPES. THOSE ARE CENSUS TRACKS. THIS BASICALLY SHOWS THAT THE MOST INTENSE EXPOSURE TO CANCER CAUSING TOXICS IS IN THE URBAN CORE OF THE CITY OF PORTLAND AND SOME IN MULTNOMAH COUNTY. THEN AS THE CANCER RISK MOVE OUT FROM THE INNER CORE THE CANCER RISK GOES DOWN. THE PURPLE LINE IS WHERE THE STUDY WAS. IT SHOWS THE COMPARISON. THIS IS PROBABLY NOT A SURPRISING OUTCOME. SO WE ALSO --

Chair Kafoury: I THINK IT IS A SURPRISING OUTCOME. NOT NECESSARILY TO THOSE OF US WHO HAVE SPENT SOME TIME WITH THIS, BUT I THINK OBVIOUSLY SOMETHING WE COULD GO INTO ADD MAASS YUM BUT THERE'S A REAL DISCONNECT BETWEEN WHAT WE BELIEVE ABOUT OURSELVES AS THIS GREEN COMMUNITY AND OASIS, WE HAVE SUCH STRONG ENVIRONMENTAL LAWS, THEN THE REALITY THAT WE HAVE EXTREMELY DIRTY AIR. SO WE CAN'T SHOW THIS ENOUGH TO GET PEOPLE TO UNDERSTAND WHY WE'RE PUTTING OUR EFFORT INTO THIS, WHY WE DID THIS STUDY. WHY WE'RE SPENDING SO MUCH TIME WORKING ON THIS ISSUE. I THINK MAP REALLY SHOWS WHY.

Paula Fields; I DIDN'T MEAN TO DE EMPHASIZE THE PROBLEM, JUST THE RELATIVE LOCATION OF THE CANCER IS PROBABLY NOT SURPRISING.

Chair Kafoury: FOR THOSE IN THE GENERAL AUDIENCE THEY MAYBE ARE SURPRISED BY IT.

Paula Fields: THE NEXT 24EU7BG IS THE RESPIRATORY AFFORD INDEXES. LIFERS HAZARD INDEXES. THESE ARE KNOWN AS HAZARD INDEXES. THERE'S ABOUT 15 OR SO OF THEM. HAZARD INDEX THAT'S LESS THAN ONE INFERS THAT LIFETIME EXPOSURE IS NOT LIKELY TO RESULT IN ANY KIND OF ADVERSE HEALTH EFFECT. SO OF THOSE 15 OR SO HAZARD INDEXES ONLY THE RESPIRATORY INDEX WAS GREATER THAN ONE IN OUR GEOGRAPHIC AL AREA, SO EXAMINE THAT MORE CLOSELY. YOU CAN SEE HERE AGAIN NORTHBOUND THE BLUE BOX THE HIGHEST HAZARD INDEX IS FOR RESPIRATORY IS IN THE CITY OF PORTLAND FOLLOWED BY MULTNOMAH COUNTY. THE OVER ALL HAZARD INDEX FOR THE COUNTRY IS 1.83, SO THESE ARE FAIRLY HIGH COMPARED TO THE NATIONAL MEAN.

I THINK IT'S FAIRLY OBVIOUS THAT BECAUSE THIS IS THE ONLY HAZARD INDEX OVER ONE THAT RESPIRATORY HAZARD SHOULD BE A FOCUS IN THE NEAR TERM FOR YOUR CONTROL MEASURES OR WHATEVER TYPES OF PROGRAMS YOU DECIDE TO IMPLEMENT. FINALLY, I WOULD LIKE TO SAY THAT 90% OF THE RESPIRATORY HAZARD INDEX IN MULTNOMAH COUNTY IS DUE TO COMBUSTION RELATED TOXICS AND THE COMPOUND IS CALLED THE CROLEU. M, MAKES UP MOST OF THE COMBUSTIBLE TOXICS. WE LOOKED AT THOSE RESULTS GEOGRAPHICALLY. THESE RESULTS LOOK VERY MUCH SIMILAR TO THE ONES FOR THE CANCER RISK WHERE THE GREATEST CONCENTRATION IS IN THE CITY OF PORTLAND AND MULTNOMAH COUNTY. THEN IT BECOMES LESS EXTREME OUT TO THE MORE RURAL AREAS OF THE DOMAIN THERE. JUST TO SUMMARIZE BRIEFLY, WE USED THE EPA'S AIR TOXICS DATA FROM THE NATIONWIDE AIR TALKS IS ASSESSMENT FOR 2011 TO EXAMINE THE EXPOSURES FOR CANCER AND NON CANCER RISKS IN THE AREA AND WE FOUND THAT THE CITY OF PORTLAND FOLLOWED BY MULTNOMAH COUNTY HAS THE GREATEST RISK. FINALLY THAT THESE RESULTS ARE LARGELY CONSISTENT WITH THE STUDY THAT WAS DONE BY DEQ IN 2012. THANK YOU.

Chair Kafoury: CAN I ASK, BACK TO THAT SLIDE, ON I GUESS IT'S THE EAST MULTNOMAH COUNTY THERE'S A RED SPOT RIGHT THERE, WHAT'S OCCURRING THERE.

Paula Fields: I DON'T KNOW.

John Wasiutynski: THAT'S OUT TOWARDS THE TROUTDALE AIRPORT. THE INDUSTRIAL AREA THAT THE PORT OWNS. I'M ASSUMING IT'S SORT OF A SOMEWHERE WHERE A LOT OF ENGINES CONGREGATE BE IT THE AIRPORT THEN FED-EX FACILITY, A LOT OF DIESEL ENGINES ARE COMING AND GOING FROM THAT LOCATION. I ANTICIPATE THAT'S A LARGE FACTOR IN THAT.

Paula Fields; I SHOULD POINT OUT PROBABLY THAT EVEN THOUGH THE CANCER RISK DID NOT INCLUDE DIESEL EMISSIONS, THE RESPIRATORY HAZARD DOES.

Chair Kafoury: THANKS.

Josh Proudfoot: THANK YOU. SO LET ME START TELLING YOU ABOUT THREE AGENCIES IN PARTICULAR OR RATHER NOT AGENCIES, PROGRAMS, THE FIRST FROM VANCOUVER, BRITISH COLUMBIA. THE NONROAD DIESEL ENGINE REGISTRATION PROGRAM. THIS PROGRAM WAS SET BY THEIR METRO AUTHORITY TO PUT FEES ON OLDER ENGINES AND THOSE FEES ARE BASED ON HORSEPOWER AND ON RUN TIME. SO THAT'S IMPLIED THAT THAT IS MORE EXPOSURE. AND EMISSIONS FROM THOSE. THOSE FEES GO UP OVER TIME UNTIL YOU GET TO A MOMENT WHERE THEY STOP AND THEN THERE'S A THRESHOLD WHERE THAT ENGINE OR A MOMENT IN TIME WHERE THAT ENGINE MAY NOT BE RUNNY MORE. THAT MONEY GOES INTO A FUND TO RUN THE PROGRAM BUT ONLY 20% CAN GO TO RUN THE PROGRAM. THEN 80% OF THE LAST THREE YEARS OF ANY REGISTRANT GOES BACK TO THEM IF THEY REQUEST IT FOR AN ENGINE UPGRADE OR REPLACEMENT.

A FEW THINGS THAT WERE IMPORTANT TO LEARN FROM THIS PROGRAM, THEY TELEGRAPH YEARS THAT THE REGISTRATION IS COMING AND TELEGRAPH YEARS IN ADVANCE WHEN THE ENGINES WILL BE PHASED OUT. THERE'S A LOT OF TIME TO WARM UP TO THAT THE FINES ARE ALSO FOR THE CONSTRUCTION JOB, PROJECT LEAD, DEVELOPER AND OWNER OF THE PROJECT ITSELF. WHAT THAT DID DEFACTO WAS MAKE ALL SPECIFICATIONS AND CONTRACTS AND IN HOW BUSINESSES GETS DONE FOR CONSTRUCTION CHANGE. SO A DEVELOPER OF A TALL BUILDING WOULD JUST SAY, NO ENGINES BELOW TIER 2 ARE ALLOWED ON SITE BECAUSE THEY DON'T WANT TO DEAL WITH THE CONCERNS.

Commissioner Smith: I HAVE A QUESTION. WOULDN'T THAT KIND OF DISPROPORTIONATELY DISADVANTAGE DBES, WHO ARE SMALL BUSINESSES,

AND THEY CAN'T HAVE THOSE VERY EXPENSIVE TRUCKS AND THOSE KINDS OF THINGS? I WOULD BE REALLY CONCERNED ABOUT THAT.

Josh Proudfoot: ABSOLUTELY. THAT'S PART OF THE STUDY. CATEGORICALLY WITH OLDER EQUIPMENT IT GOES DOWN TO SMALLER AND SMALLER BUSINESSES OVER TIME. IF THERE'S A GROUPED SUPPORT FOR CLEAN AIR AND DISPARITY OR EQUITY REASONS IT'S THE SMALL BUSINESS OWNER. SO BUILT INTO THAT FEE STRUCTURE THEY HAVE THAT 80% COMING BACK TO THEM BUT THEY DON'T HAVE ADDITIONAL INCENTIVES THAT COULD GO TO THE SMALLER BUSINESS. THIS IS A CATEGORICAL PROBLEM WITH DIESEL ENGINES. THE BIGGER THE COMPANY THE CLEANER THE ENGINES, THE NEWER AND THEY FLOW DOWN FROM THERE. NEXT SLIDE, PLEASE. DENVER REGIONAL AIR QUALITY COUNCIL. THIS IS ONE I THINK THAT IS CLOSEST TO WHAT I WOULD RECOMMEND OR OUR TEAM WOULD RECOMMEND FOR THE AREA. SAID WITH HUMILITY BECAUSE WE DON'T UNDERSTAND ALL OF THE CONTEXT IN WHAT'S HAPPENING TODAY IN MULTNOMAH COUNTY AND CITY OF PORTLAND. SO OUR CHARGE WAS TO STUDY OUTSIDE BUT HOW THAT LANDS INSIDE WE'RE NOT TOTALLY SURE.

ON PROFIT WAS CREATED THROUGH AN EXECUTIVE ORDER BY THE GOVERNOR BECAUSE THERE WERE AIR QUALITY CONCERNS THAT REQUIRED COMPLIANCE ACTIVITY AND DEVELOPING MITIGATION PROGRAMS FORMALLY. THE GOVERNOR APPOINTED SEVERAL BOARD MEMBERS AND COUNCIL MEMBERS FROM ALL DIFFERENT WALKS OF LIFE. BUSINESS, EQUITY GROUPS, AIR QUALITY GROUPS, HEALTH ADVOCACY GROUPS. FORM THIS BODY THAT'S SURVIVED FOUR DIFFERENT GOVERNOR TENURES TO ACT AS A CONSENSUS BUILDING ORGANIZATION. THEY ALSO OFFER A -- OPERATE PROGRAMS THROUGH CONTRACTORS TO DO VOLUNTARY IMPROVEMENTS AND FUNNEL MONIES TOWARDS CHANGE OUT OF EQUIPMENT. ONE THING THAT I WOULD LIKE TO HIGHLIGHT IF YOU LOOK AT THE BOTTOM RIGHT CIRCLE THE OPERATING EXPENSES YOU'LL NOTICE THE MAJORITY OF THOSE EXPENSES ARE GOING TO PROGRAMS. THIS IS A WAY THAT THEY CONTAIN THE ANNUAL BUDGET, GROW, EXPAND OR CONTRACT WITH MONIES THEY RECEIVE FROM THE OUTSIDE. THEY ARE VERY EFFECTIVE AND HAVE LARGE SUPPORT FROM ALL THE DIFFERENT PARTIES.

Commissioner Smith: MADAME CHAIR, I HAVE A QUESTION. SO YOU ADDED THAT THERE ARE RESOURCES TO HELP FOLKS BRING THEIR EQUIPMENT UP TO DATE. BUT I DON'T KNOW, WHERE IS THAT LOCATED AT?

Josh Proudfoot: SO THAT WOULD BE IN THE TOP GREEN ONE. IF YOU SEE -- SEE IF I CAN -- I HAVE MY BIFOCALS ON. WHAT IT SAYS OTHER REVENUES, THE BIG GREEN BAR. PROJECT SERVICE CHARGES. BOTTOM RIGHT OF THE GREEN CIRCLE.

Commissioner Smith: I THINK THAT'S VERY IMPORTANT, VERY NECESSARY. IT SHOULD BE HIGHLIGHTED AS SUCH BECAUSE OTHER COULD MEAN A NUMBER OF THINGS. SMALL BUSINESS PEOPLE LOOK FOR OPPORTUNITIES WHERE THEY CAN HELP WITH THEIR BOTTOM LINE. THEY DON'T HAVE A LOT OF STAFF OR PEOPLE LIKE US TO TELL THEM WHAT'S OUT THERE. I THINK IT SHOULD BE VERY CLEAR. YOU SAID THEY USED THIS DENVER REGIONAL AIR QUALITY COUNCIL FOR FOUR GOVERNORS. I'M SURE I'M PROBABLY NOT THE FIRST PERSON WHO IDENTIFIED THEIR NEEDS TO BE SOME RESOURCES FOR SMALLER BUSINESSES WHO CAN EXCHANGE THEIR -- AND UPDATE THEIR EQUIPMENT. IT WOULD BE GREAT TO HAVE THAT HIGHLIGHTED SO THAT AS WE GO FORWARD THAT WE KNOW EXACTLY WHAT THAT IS. IT'S NOT -- THERE'S NO BULLET POINT THAT IDENTIFIES IT.

IT'S NOT IDENTIFIED HERE THAT THAT'S SOMETHING THAT'S AN OPTION. AT LEAST IN PORTLAND PEOPLE ARE VERY CRITICAL ABOUT HOW WE SPEND OUR PUBLIC DOLLAR. IF THERE'S SOMETHING IN IT FOR THEM, IF THEY FEEL THAT THIS IS SOMETHING THAT IS A MODEL THAT WE CAN FOLLOW AND A REASON WHY IS BECAUSE WE DO HELP WITH UPDATING THAT EQUIPMENT. WE NEED TO SAY THAT AT THE TOP. WE NEED TO PUT THAT UP FRONT SO THEY UNDERSTAND THERE'S A VALUE IN PARTICIPATING BECAUSE I COULDN'T SEE A VALUE OF A SMALL BUSINESS PERSON DOING THIS KIND OF WORK WHY THEY WOULD WANT TO PARTICIPATE IN SOMETHING LIKE THIS BECAUSE THERE'S NOTHING IN IT FOR THEM. WHEN WE START THINKING ABOUT THAT IN TERMS OF THE ENDS USER WHO REALLY IS THE OWNER OF THE DIRTY DIESEL KINDS OF ENGINES THOSE ARE THE FOLKS THAT WE NEED TO BRING UP TO SPEED THE QUICKEST.

Jos Proudfoot; AND IN FACT THEY ARE THE ONES EXPOSED TO THE GREATEST CONCERN BECAUSE THEY ARE OPERATING THE EQUIPMENT.

Commissioner Smith: TELL ME ABOUT IT. MY DISTRICT IS PROBABLY THE MOST TOXIC DISTRICT IN THE COUNTY BECAUSE OF THE I-5 CORRIDOR. WE HAVE MORE ASTHMA AND RESPIRATORY HEALTH RELATED PROBLEMS IN MY DISTRICT THAN ANY OTHER PLACE. I'M RIGHT THERE WITH YOU.

John Wasiutynski: COMMISSIONER, I THINK THE ISSUE YOU'RE FLAGGING TOO IS IT'S SO CENTRAL TO THE QUESTION OF DIESEL ENGINES, ONE OF THE REASONS TO, IT'S SO DIFFICULT TO SOLVE, IT WOULD BE EASY TO SAY, OKAY, ONLY CLEAN ENGINES, BUT THAT WOULD --

Commissioner Smith: ECONOMIC ISSUES.

John Wasiutynski: THAT IS AN ECONOMIC ISSUE. BOTH AN ENVIRONMENTAL JUSTICE ISSUE AND AN ECONOMIC JUSTICE ISSUE. THAT'S ONE OF THE THINGS WE'RE WRESTLING WITH IN THE POLICY DEVELOPMENT ARENA.

Commissioner Smith: MY CAR IS LIKE 13 YEARS OLD. WHEN AM I GOING TO GET A NEW ONE?

Josh Proudfoot: COMMISSIONER, THERE WAS A NONPROFIT AROUND THAT I WAS ON THE BOARD OF THAT JUST ADDRESSED DIESEL TRUCKING ON THE WEST COAST. AND THE AVERAGE CREDIT SCORE FOR THE FOLKS THAT WE HELPED TO GET INTO CLEANER BURNING ENGINES WAS 400 AND BELOW. SO THAT IS A REAL CLEAR INDICATOR OF WHERE WE NEED TO DO THE WORK.

Commissioner Smith: A CHALLENGE TO GET ANYTHING NEW. THANK YOU FOR POINTING THAT OUT.

Josh Proudfoot: SURE. NEXT SLIDE, PLEASE. PUGET SOUND CLEAN AIR AUTHORITY. REALLY THIS IS A FANTASTIC AGENCY. IT'S BEEN AROUND FOR 50 YEARS. SO GETTING INFORMATION ON HOW IT GOT STARTED UP WAS A LITTLE BIT ROUGH. IT DOES BOTH VOLUNTARY AND REGULATORY WORK VERY WELL. IT HAS A VERY CLEAR FOCUS ON ENVIRONMENTAL JUSTICE AND ON HEALTH OUT COMES. THERE'S STILL STUCK WITH THE TOOLS OF TODAY THAT WE'RE ALL STUCK WITH. THEY ARE STARTING TO BREAK THE PATH AS IS CALIFORNIA AIR RESOURCE BOARD, BUT WHAT ONE OF THE THINGS WE FIGURED OUT IS WE'RE NOT REALLY BEHIND THE MORE INNOVATIVE STUFF LIKE COMMUNITY MONITORING. THEY ARE STARTING THERE BUT THEY ARE JUST STARTING. A FEW HIGHLIGHTS, THEIR PROGRAM HAS FUNDING SOURCES FROM ALL DIFFERENT PLACES INCLUDING A PER CAPITA FEE THAT IS ASSESSED THROUGHOUT ALL THE JURISDICTIONS THAT PARTICIPATE. THAT HELPS OTHERWISE WE WOULD HAVE HAD TO CUT PROGRAMS. THE BOARD IS ELECTED OFFICIALS THEY MADE A BRIGHT LINE BETWEEN THAT AND IMPLEMENTATION OR PERMITS.

THOSE THINGS THAT THEY DON'T WANT POLITICAL INFLUENCE ON. THEY HAVE A LARGE VOLUNTARY CONVERSION PROGRAM FOR TECHNOLOGY UPGRADES. A LOT OF THAT WORK HAS BEEN DONE IN THE PORT SO FAR. THIS PROGRAM IS I WOULD SAY THE BEST WHOLE PACKAGE THAT WE LOOKED AT OUTSIDE OF OUR LOCAL AREA. NEXT SLIDE. SO BIG FINDINGS. TO REITERATE, THE MOST INTENSE EMISSIONS AND MOST INTENSE EXPOSURE ARE IN THE URBAN CORE. THEN TO GO TO THE LOCAL AGENCIES, LOCAL AGENCIES UNIVERSALLY SUPPORT DEQ'S AUTHORITY. THERE WAS NOT A STRONG REQUEST FOR A LOCAL AGENCY TO BE SET UP SEPARATE FROM DEQ. THE HEALTH BASED STANDARDS PEOPLE ARE ENTHUSIASTIC ABOUT AND WANT ADVANCED. THERE'S A LOT OF WORK TO BE DONE TO DEFINE HOW THAT CAN BE DONE. WHEN YOU HAVE A 70-YEAR HEALTH RISK AND PEOPLE MOVE AND BUSINESSES MOVE AND EVERYTHING IS MOVING IT'S VERY DIFFICULT TO ESTABLISH THAT BUT THAT'S WHAT THE COMMUNITY MONITORING PROGRAM WOULD BE FOR. COMMUNITY MONITORING HAS GREAT SUPPORT. THE TECHNOLOGY IS JUST EMERGING FOR IT TO BE DONE, BUT IT NEEDS TO BE DONE CAREFULLY AND IT MUST BE DONE IN COOPERATION WITH ADVOCACY

AND NEIGHBOR GROUPS. VERY IMPORTANT TO DO THAT WITH EVERYBODY AND TO DO IT RIGHT. WITH \$200 DEVICES IN THE HANDS OF PEOPLE THAT ARE INTERESTED AND CONCERNED YOU MAY HAVE FALSE POSITIVES OR FALSE ALARMS. WE DON'T WANT TO SPEND OUR RESOURCES REACTING TO SOMETHING THAT JUST MAY NOT BE GOOD SAMPLING METHODOLOGY. THAT'S ABSOLUTE NUMBER ONE PRIORITY.

Josh Proudfoot: HAVE TO WORK WITH THE COMMUNITY TO DO THAT. IT WILL COME TO YOU SO YOU MIGHT AS WELL JOIN EVERYBODY AND DO IT. CITY OF PORTLAND AND MULTNOMAH COUNTY DO HAVE THE AUTHORITY IF THEY WANTED TO FROM OUR UNDERSTANDING TO ESTABLISH REGULATORY AUTHORITY. BUT DIESEL IS A TOUGHER NUT TO CRACK. THERE'S MORE WORK TO BE DONE FROM. THERE'S SOME PREEMPTIVE POWERS AT THE STATE AND AT THE FEDERAL LEVEL. NEXT SLIDE. SO THE PROS FOR A NEW REGULATORY AUTHORITY ARE MAINLY THAT THE CONCERN IS IN PORTLAND AND MULTNOMAH COUNTY. IF PORTLAND AND MULTNOMAH COUNTY WOULD WANT TO ASSERT LEADERSHIP HERE IT'S APPROPRIATE BECAUSE IT'S IN THEIR JURISDICTION. THEN WE KNOW THAT DEQ DOES NOT HAVE THE FUNDING TO DELIVER WHAT'S DESIRED BY THIS COMMUNITY HERE. AGAIN, IT'S NOT THAT DEQ HAS LACK OF INTEREST OR CONCERN, THEY ARE NOT RESOURCED TO GET TO THE LEVEL OF QUALITY THAT EVERYBODY IS SEEKING. NEXT SLIDE, PLEASE.

Paula Fields: REASONS TO OR CONS ON ESTABLISHING A NEW REGULATORY AUTHORITY. IF YOU EMBRACE THAT YOU WOULD EMBRACE ALL OF THE JOBS OF THAT. REALLY YOU HAVE A FEW POLLUTANTS THAT ARE MAJOR CONCERNS THAT REALLY ARE THE ABSOLUTE PRIORITY FOR HUMAN HEALTH IN THIS AREA. YOU WOULD HAVE TO EMBRACE ALL OF THOSE ACTIVITIES WHICH ARE CURRENTLY PERFORMED BY DEQ. WHETHER IT'S DEQ'S HANDS OR A NEW AUTHORITY'S HANDS THE FUNDING NEEDS TO COME AND BE DEVELOPED. EITHER WAY THAT CHALLENGE IS RIGHT THERE. IF YOU'RE FOCUSING ON JUST WHAT'S A CONCERN FOR THIS AREA YOU COULD PUT IN FAR LESS MONEY TO GET TO THAT THEN DEALING WITH EVERYTHING. I WRITE PROGRAMS MAKE CHANGE FOR A REASON.

VOLUNTARY EFFORTS SOUND LIKE NOTHING IS GOING TO HAPPEN, BUT WHEN YOU HAVE OPERATORS THAT ARE HARMING THEMSELVES BY MAKING A LIVING AND YOU OFFER THEM THE OPPORTUNITY TO GET BETTER EQUIPMENT THAT WILL PERFORM BETTER AND PROTECT THEIR OWN SAFETY YOU FIND SUCCESS. SO IT'S REALLY ABOUT FINDING RESOURCES TO SUPPORT THAT CONVERSION. THAT'S WHERE THE CHANGE HAS TO BE MADE ULTIMATELY NO MATTER WHAT PATH YOU TAKE IS YOU HAVE TO HAVE CLEANER ENGINES. YOU HAVE TO HAVE CLEANER BURNING WOODSTOVES OR NO WOODSTOVES AT ALL. THE COMMUNITY MONITORING POINT I THINK WE HAVE ALREADY MADE. THAT NEEDS TO HAPPEN AT A MUCH LARGER SCALE TO ACTUALLY UNDERSTAND WHERE THE HEALTH CONCERNS ARE. THEN THE PILOT

PROJECT THROUGH CLEANER AIR OREGON GIVES THE OPPORTUNITY FOR PORTLAND AND MULTNOMAH COUNTY TO PARTICIPATE WITH DEQ, START FIGURING OUT HOW TO DEAL WITH CUMULATIVE EMISSIONS WHERE ALL THE DIFFERENT SOURCES STACK UP AND HOW DO YOU FAIRLY MITIGATE THOSE SO NOT TO BURDEN ONE PARTY. OUR RECOMMENDATION IS NOT TO CREATE A NEW REGULATORY AUTHORITY. AGAIN, I DEFER TO THE BOARD AND TO THE CITY COUNCIL OF PORTLAND.

Paula Fields: IT'S NOT OUR CHOICE. WE'RE NOT FULLY INFORMED ON THE CONTEXT OF YOUR EXISTING POLICIES. BUT IT SEEMS TO BE THAT THE COLLABORATIVE MODEL IS THE BEST APPROACH ALL IN ALL AND IT CAN BE VERY EFFECTIVE. YOUR WOOD SMOKE PROGRAM HAS BEGUN. YOU NEED TO CONTINUE TO GROW THAT. LIKE DIESEL ENGINES WE NEED TO FIGURE OUT A WAY TO SUPPORT THE CONVERSION TO CLEANER WARMING DEVICES THE LOCAL JURISDICTIONS ARE INTERESTED IN PARTICIPATING IN A VOLUNTARY PROGRAMS THAT SUPPORTS THE CONVERSION. THAT'S A PLACE ALONG WITH COMMUNITY MONITORING WHERE YOU CAN FIND ACROSS THE LOCAL AGENCIES SUPPORT. IF YOU WANT TO HELP DEQ, ONE THING TO CONSIDER IS FUNDING DEQ, EITHER ON A TEMPORARY BASIS ON A PERMANENT BASIS TO GET THROUGH THE BACKLOG OF INDUSTRIAL PERMITS AND ENFORCEMENT. COMMON PRACTICE AMONGST MANY AGENCIES TO SUPPORT POSITIONS IN OTHER AGENCIES. DEFINITELY WORK WITH DEQ IN THE LEGISLATURE AND THE EQC ON NON ROAD. THAT'S LIKELY PREEMPTED SO IT WOULD BE HARD TO REGULATE BUT THERE ARE OPPORTUNITIES TO MAKE A BIG DIFFERENCE THROUGH PUBLIC CONTRACTING AND SPECIFICATIONS IN CONSTRUCTION BUT ALSO THINGS FOR WASTE HAULING, RECYCLING, MASS TRANSIT.

THERE'S WAYS TO INTERVENE FROM THE GOVERNMENT SIDE THERE. FINALLY THE ADVISORY BOARD. DENVER HAD COMPLIANCE CONCERNS BUT WE DON'T HAVE TO WAIT UNTIL EVERYTHING IS AT THE POINT WHERE FEDERAL FUNDS CAN BE FROZEN. I THINK SETTING UP SOME KIND OF ADVISORY BODY OR GOVERNING BOARD TO START MAKING PLANS FOR MITIGATING EMISSIONS WHETHER COMPLIANCE ISSUE OR NOT IS MORE THAN INDICATED. NEXT SLIDE. SO IF YOU LOOK AT THE TOP TABLE, WE HAVE THE REGISTRATION PROGRAM, COLLABORATIVE PROGRAM AND FULL REGULATORY PROGRAM. WE SCALED THEIR PROGRAM DOLLARS, REVENUES AND EXPENSES TO MULTNOMAH COUNTY'S POPULATION. IF YOU LOOK AT THE COLLABORATIVE LINE, THE 1.6 MILLION, THAT'S CLOSER TO WHAT YOU'RE LOOKING AT FOR AN ONGOING PROGRAM. NOW, THAT WOULD SWELL AND SHRINK DEPENDING ON GRANT MONIES AND OTHER FUNDING SOURCES BUT THE BASIC PROGRAM WOULD REQUIRE SOMETHING LIKE THAT. THEN YOU'LL ALSO NOTICE THE I.T. EXPENSES OR START-UP EXPENSES IN THE BOTTOM RIGHT TABLE COMING FROM THE REGISTRATION PROGRAM FOR VANCOUVER'S PROGRAM. I THINK THAT IS LIKELY TO BE PROXIMATE TO WHAT YOU WOULD HAVE TO PUT UP FRONT BEFORE THE PROGRAM IS SELF-SUFFICIENT. LAST BUT NOT LEAST,

NEXT STEPS. DOING HARD MATH ON WHAT THAT PROGRAM WOULD COST, LOOKING FOR OTHER FUNDING SOURCES TO SUPPORT THE CONVERSION OF TECHNOLOGIES FOR WOOD BURNING DEVICES AND FOR DIESEL ENGINES, CONSIDERING THAT SUPPORT OF DEQ FOR INDUSTRIAL PERMITTING BACKLOG. THEN PERHAPS AN OREGON SOLUTIONS TYPE PROCESS TO DEVELOP WHATEVER THAT COLLABORATIVE GROUP IS THAT WOULD WORK AMONGST ALL JURISDICTIONS TO GET BETTER AIR. THANK YOU. ANY QUESTIONS, COMMISSIONERS?

Chair Kafoury: THANK YOU. QUESTIONS OR COMMENTS.

Commissioner Vega Pederson: THANK YOU, CHAIR. THANKS SO MUCH FOR YOUR WORK ON THIS REPORT. THIS IS SOMETHING THAT WE ARE LIKE VERY INTERESTED IN LOOKING AT BOTH IN TERMS OF THE RESPONSE NEEDED TO SOME OF THE AIR TOXICS ISSUES THAT CAME UP A COUPLE OF YEARS AGO AS WELL AS JUST THE KNOWLEDGE THAT OUR REGION, MULTNOMAH COUNTY, CITY OF PORTLAND, ESPECIALLY, HAVE SUCH BAD AIR QUALITY ISSUES FOR HEALTH. AND THAT THERE'S LIMITS TO WHAT WE CAN DO JUST BECAUSE OF THE PREEMPTION ISSUES THAT ARE THERE. ALSO THERE'S VERY LIMITED -- NOT VERY MUCH BEING DONE AT THE STATE LEVEL THAT GOES TO THE HEALTH BASED STANDARDS THAT WE WOULD LIKE TO SEE. ALTHOUGH THERE'S PROGRESS BEING MADE ON THAT. SO I THINK THAT ONE OF THE QUESTIONS THAT I HAD, I DON'T KNOW IF THIS WAS SOMETHING THAT WAS COVERED IN THE REPORT THAT YOU DID, SO MAYBE SOMEBODY ELSE WOULD BE IN A BETTER POSITION TO ANSWER THIS QUESTION. IF THERE WAS A LOCAL AIR AUTHORITY ESTABLISHED WHAT WOULD BE THE IMPACT ON DEQ? I'M CURIOUS ABOUT -- THE PUGET SOUND ONE HAS BEEN IN EXISTENCE FOR A LONG TIME. WHAT WAS THE IMPACT ON THE STATEWIDE DEQ, THEIR EQUIVALENT, WHEN LOCAL AUTHORITIES WERE SET UP?

Josh Proudfoot: MY UNDERSTANDING, AND DEQ, PLEASE CORRECT ME IF I'M WRONG, THE EQC WOULD HAVE TO AUTHORIZE IT THEN THERE WOULD BE A TRANSFER OF POWER TO THE LOCAL AGENCY. THEN THE STATE AGENCY WOULD NO LONGER OVERSEE THIS AREA.

Commissioner Vega Pederson; WHAT ABOUT THE FUNDING PIECE OF IT? WOULD THERE BE A NEW POT OF FUNDING OR SOME OF THE FUNDING THAT BEFORE WENT TO THE STATE AUTHORITY GO TO THE LOCAL AUTHORITY?

Josh Proudfoot: I'M NOT SURE OF THE ANSWER TO THAT.

John Wasiutynski: I COULD MAYBE JUMP IN HERE. ONE OF THE MAIN REVENUE SOURCES FOR LOCAL AIR DISTRICT WOULD BE FEES THEY COLLECT FROM THE POLLUTING INDUSTRIES TO MAINTAIN THE PERMIT REGULAR STAFF, ET CETERA. THAT MONEY CURRENTLY GOES TO THE GE -- DEQ. IT WOULD SEES AND GO TO THE LOCAL AGENCY. THERE ARE RESOURCES FROM THE FEDERAL

GOVERNMENT REALLOCATED HERE. HAVING A SIGNIFICANT IMPACT FOR THE NORTHWEST REGION, THE REN REGION THAT COVERS OUR AREA. MAYBE WE WOULD GET THAT BACK. SO I THINK THERE WOULD BE FINANCIAL IMPACTS ON THE DEQ, BUT AS JEFF POINTS OUT, THE AGENCY WOULD HAVE TO SORT OF AGREE AFTER THE LOCAL JURISDICTION'S -- THE GOVERNING BODY OVER THE AGENCY WOULD HAVE TO AGREE AND THEN WE WOULD HAVE TO WORK OUT A PLAN ABOUT HOW THOSE POWERS, POSITIONS AND FUNDING WOULD BE TRANSFERRED TO A LOCAL AUTHORITY.

Commissioner Vega Pederson: THE REASON I BRING THIS UP, ONE OF THE RECOMMENDATIONS WAS LOCAL FUNDING TO FUND DEQ PROGRAMS BUT HAVING WORKED ON THIS I DON'T KNOW HOW YOU CHANGE THE COLOR OF THE MONEY OR HIGHLIGHT THE COLOR OF THE MONEY. IS THAT LOCAL MONEY THAT WE WOULD BE GIVEN TO DEQ WOULD FUND VARIOUS PROGRAMS THAT WOULD STAY IN OUR REGION VERSUS GOING TO MORE GENERAL DEQ PROGRAMS. THAT QUESTION IS ONE THAT I THINK WE NEED TO LOOK INTO FURTHER IF WE WANT TO TAKE SOME OF THE STUFF TO RECOMMENDATIONS. THE QUESTION THAT I ASKED BEFORE IS BECAUSE I'M GOING TO GUESS THAT A SIGNIFICANT AMOUNT OF THE FUNDING COMES FROM OUR REGION IN TERMS OF DEQ, AND I KNOW THAT THAT'S SPREAD THROUGHOUT THE STATE. YOU HAD MENTIONED, THIS IS A DIFFERENT QUESTION. THERE'S SOME THINGS THAT ARE PREEMPTED AT THE STATE LEVEL, SOME PREEMPTED FEDERALLY. TO MY KNOWLEDGE SOME OF THE CLEANER AIR ACTS DOES SOME PREEMPTIONS AT THE FEDERAL LEVEL. DID YOU LOOK IN MORE DETAIL ABOUT WHAT DIFFERENT TOPICS MIGHT BE PREEMPTED AT THOSE LEVELS?

Josh Proudfoot: NO, BUT LEWIS AND CLARK IS ABOUT TO RELEASE THEIR STUDY OR HAS RECENTLY. THAT WAS KIND OF PREVIEWED TO US BUT WASN'T PART OF OUR STUDY. BUT THEY ARE DOING A VERY THOROUGH STUDY SO THEY SHOULD HAVE THE ANSWER ON THAT.

John Wasiutynski: TO DRAMA LICK OVER SIMPLIFY THE ISSUE THE STATE HAS CONSIDERABLE FLEXIBILITY WITH ON-ROAD DIESEL ENGINES, SO THE TRUCKS THAT TRAVEL OVER OUR ROADS. CONSIDERABLY LESS FLEXIBILITY ON CONSTRUCTION EQUIPMENT. THAT'S WHY WE HAVE BEEN LOOKING AT OTHER STRATEGIES LIKE PROCUREMENT. THE OTHER THING TO NOTE IS THE AREA WE ARE PREEMPTED FROM IS CREATING ENGINE STANDARDS THAT WOULD IMPACT NEW EQUIPMENT. SO THAT'S REALLY A POWER RESERVED FOR THE FEDERAL GOVERNMENT.

Chair Kafoury: NEIGHBORS FOR CLEAN AIR HOSTED AN EVENT A FEW MONTHS AGO AND THE WOMEN WHO ARE RUNNING THIS PROGRAM AT LEWIS AND CLARK TALKED ABOUT THE DIFFERENT CATEGORIES WHERE WE'RE PREEMPTED, WHO CAN DO WHAT. I'M SURE MARY CAN GET US A COPY OF THAT SO WE HAVE IT.

Commissioner Vega Pederson: AND I APPRECIATE THIS INFORMATION. I THINK THAT IT GIVES US SOME PLACES TO GO FROM HERE IN TERMS OF THE DISCUSSION THAT WE REALLY NEED TO HAVE AS A BOARD AND ESPECIALLY IN CONJUNCTION WITH OUR COUNTERPARTS ACROSS THE RIVER STE CITY OF PORTLAND. THIS IS OBVIOUSLY AN ISSUE THAT'S IMPORTANT, HAVING HEALTH IMPACTS ON THE RESIDENTS OF THE CITY OF PORTLAND, OF MULTNOMAH COUNTY. THERE'S NO QUESTION WE NEED TO DO MORE WORK ON THIS AND TAKE FURTHER ACTION. IT'S GOING TO BE A REALLY GOOD DISCUSSION EXACTLY WHAT THAT DIRECTION SHOULD BE. I LOOK FORWARD TO THOSE CONVERSATIONS.

Commissioner Vega Pederson: FIRST OF ALL, I AGAIN ECHO COMMISSIONER VEGA-PEDERSON'S COMMENTS AND APPRECIATE HER QUESTIONS THEY ARE SO THOUGHTFUL AND SHE HAS A DEEP BACKGROUND IN THIS AREA. I AGREE THAT THIS WILL BE A TOPIC OF ONGOING DISCUSSION. I REALLY, REALLY APPRECIATE YOUR COMING HERE TODAY AND PROVIDING THIS INFORMATION TO US. IT'S SO IMPORTANT, ONE OF THE MOST IMPORTANT THINGS I THINK WE ARE WORKING ON. IT IS THE HEALTH OF OUR COMMUNITIES THAT WE'RE TALKING ABOUT. IT'S VERY CLEAR. THANKS FOR THE INFORMATION AND FOR BEING HERE TODAY.

Chair Kafoury: COMMISSIONER SMITH? DID YOU HAVE A QUESTION?

Commissioner Smith: A COMMENT. MADAME CHAIR, THANK YOU FOR BRINGING ALL THESE DIFFERENT MODELS TOGETHER SO WE CAN HAVE A GOOD IDEA OF WHAT'S OUT THERE AND WHAT'S POSSIBLE. THANK YOU.

Chair Kafoury: I AM STILL TAKEN BACK WHENEVER WE HAVE THIS CONVERSATION ABOUT CLEAN AIR IT FLASHES IN MY HEAD THAT NIGHT AT CLEVELAND HIGH SCHOOL AUDITORIUM WHERE WE HAD OVER 700 OF OUR NEIGHBORS FRUSTRATED, CONCERNED, SCARED, ANGRY AS WE TALKED ABOUT THE BULLSEYE GLASS ISSUE AND AIR QUALITY. WHEN I SAID EARLIER I DON'T BELIEVE THAT OUR COMMUNITY UNDERSTANDS THE LEVEL TO WHICH WE HAVE A REAL PROBLEM HERE IN PORTLAND AND IN MULTNOMAH COUNTY. I THINK THAT IT IS OUR JOB TO DO WHAT WE CAN.

ONE OF THE RESULTS FROM THE STUDY WHILE IT SAYS THE RECOMMENDATION IS NOT TO DO THE CADILLAC FULL GANGBUSTERS HAVING A REGULATORY AGENCY THERE ARE A LOT OF THINGS THAT WE CAN DO. WORKING WITH OUR COMMUNITY MEMBERS, WITH OUR OTHER JURISDICTIONS, AND WITH THE EXPERTISE THAT WE HAVE ON STAFF, WE CAN PUT THESE PROJECTS AND PROGRAMS THAT WE'RE WORKING ON TOGETHER AND MAKE A REALLY STRONG PLAN THAT WILL HIGHLIGHT THE TOP LINE ISSUES THAT WE CAN MAKE A MAJOR DIFFERENCE. I SEE THIS AS A FIRST STEP. I APPRECIATE THE WORK THAT HAS GONE INTO IT. I KNOW FROM

TALKING WITH YOU BEFORE THERE'S A LOT MORE BEHIND THIS BRIEFING TODAY SO IF PEOPLE HAVE MORE INTEREST IN DIGGING DEEPER INTO THE RESULTS OF THE STUDY WE HAVE THAT. I LOOK FORWARD TO OUR NEXT CONVERSATION ABOUT WHERE WE GO FROM HERE.

Josh Proudfoot; THANK YOU.

Paula Fields: THANK YOU.

Chair Kafoury: ALL RIGHT. THAT'S IT FOR THIS MORNING. WE DO HAVE A REGULAR BOARD MEETING ON THURSDAY MORNING, 9:30, SO WE WILL SEE YOU ALL THEN.

ADJOURNMENT – 11:49 a.m.

[CAPTIONS PROVIDED BY LNS CAPTIONING AND MAY INCLUDE INACCURATE WORDS OR PHRASES DUE TO SOUND QUALITY, OTHER TECHNICAL DIFFICULTIES AND/OR SOFTWARE ERRORS.]

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Submitted by:
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Multnomah County, Oregon