



# Clean Air Construction Policy

Taking local action  
for health & cleaner air

John Wasiutynski  
Director, Office of Sustainability  
[john.wasiutynski@multco.us](mailto:john.wasiutynski@multco.us)



# Agenda

Background

Why Clean Diesel Contracting?

Policy Development Process

Policy Recommendations

Next Steps

# Background

- 2006 Portland Air Toxic Assessment documented elevated health risks from diesel particulate matter
- 2006 to 2011 – \$2.3 Million in public fleet retrofits
- 2010 Piloted Clean Diesel Contracting policy
- 2016 Convened regional workgroup to develop a regional approach



# Multi-Agency Team



# Why Diesel Exhaust?

**Known human carcinogen** -  
International Agency for Research  
on Cancer (IARC)

Diesel exhaust poses one  
of the **highest health risks**  
**in the Portland airshed** of  
any toxic air contaminant  
evaluated by DEQ



**Diesel pollution causes up to 460 premature deaths in Oregon each year.**

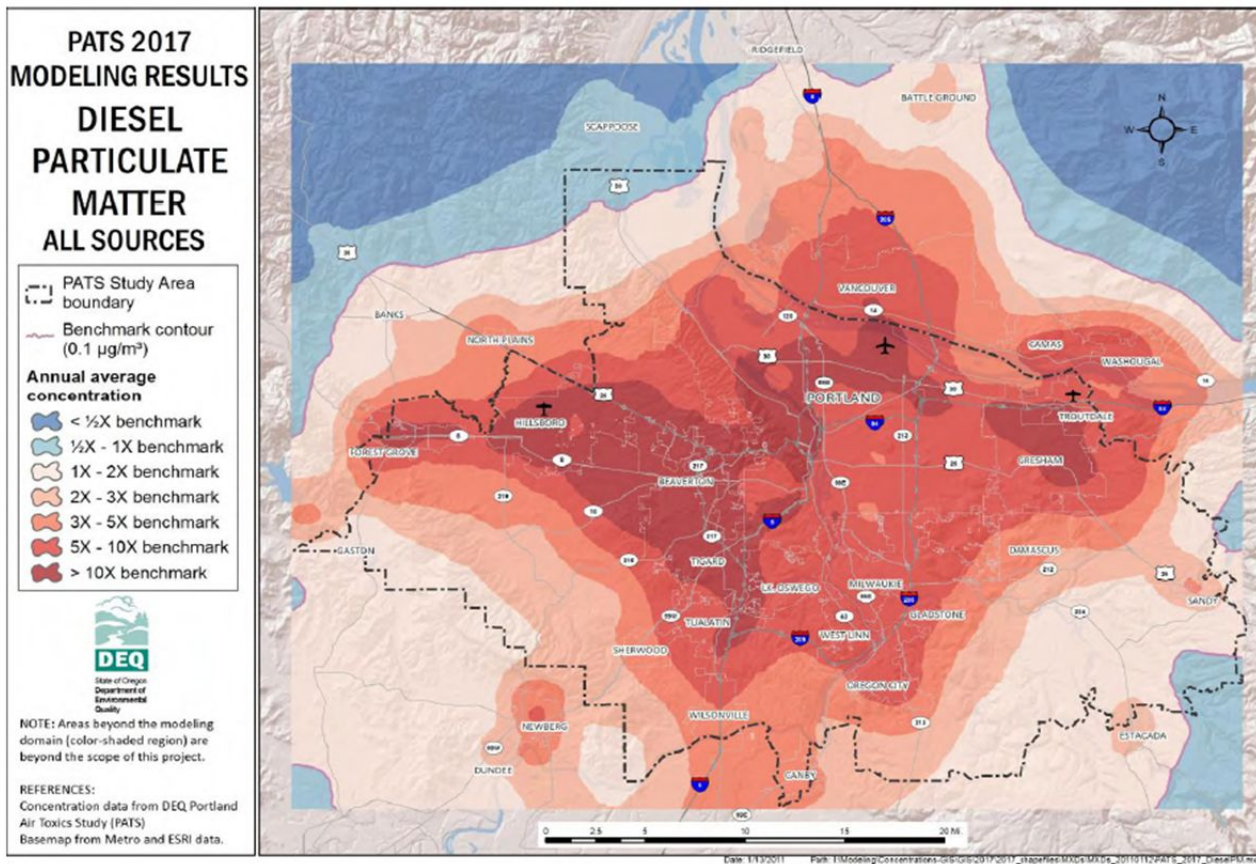


These toxics can also lead to  
**INFERTILITY, LUNG DAMAGE, LUNG CANCER,**  
asthma attacks, allergies or infections.

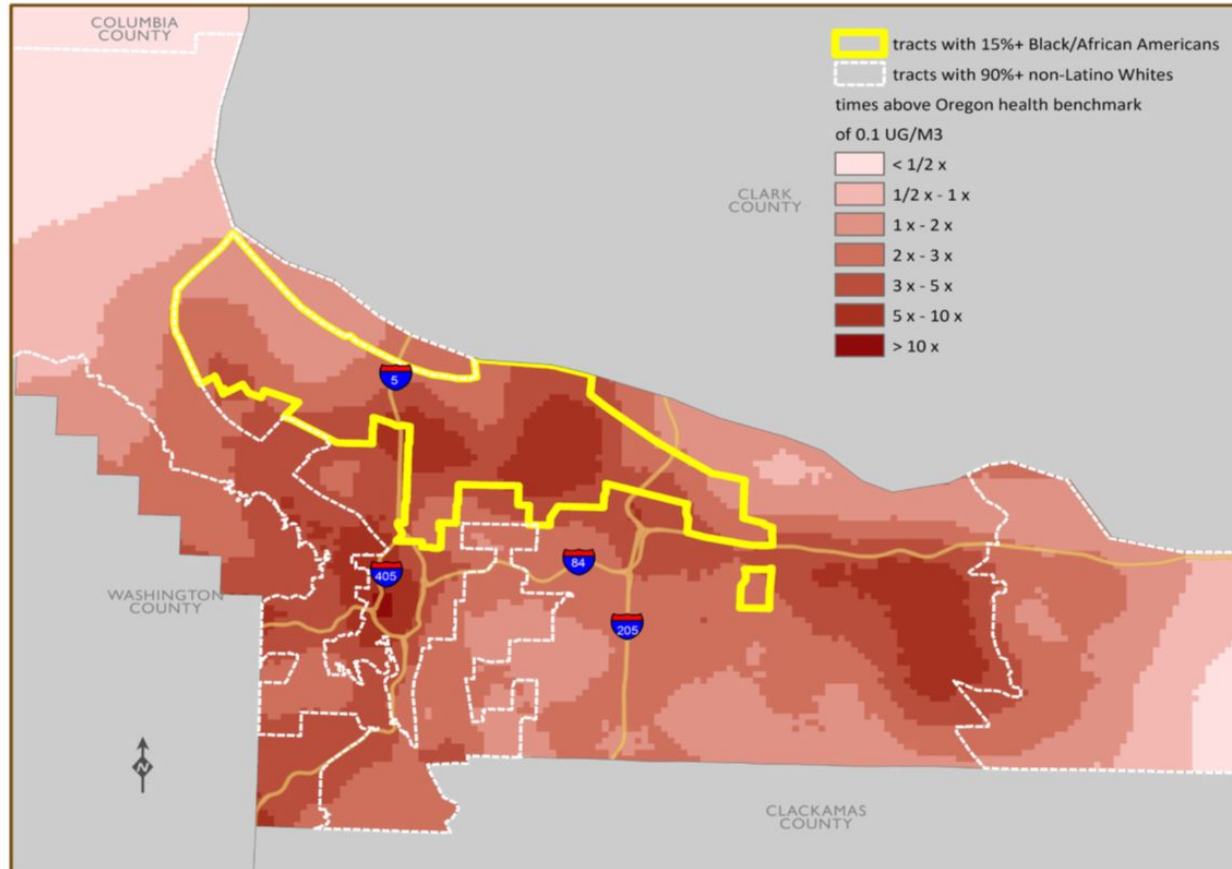
This text block is located at the bottom of the page. It starts with 'These toxics can also lead to' followed by 'INFERTILITY, LUNG DAMAGE, LUNG CANCER,' in bold capital letters, and then 'asthma attacks, allergies or infections.' in regular text.



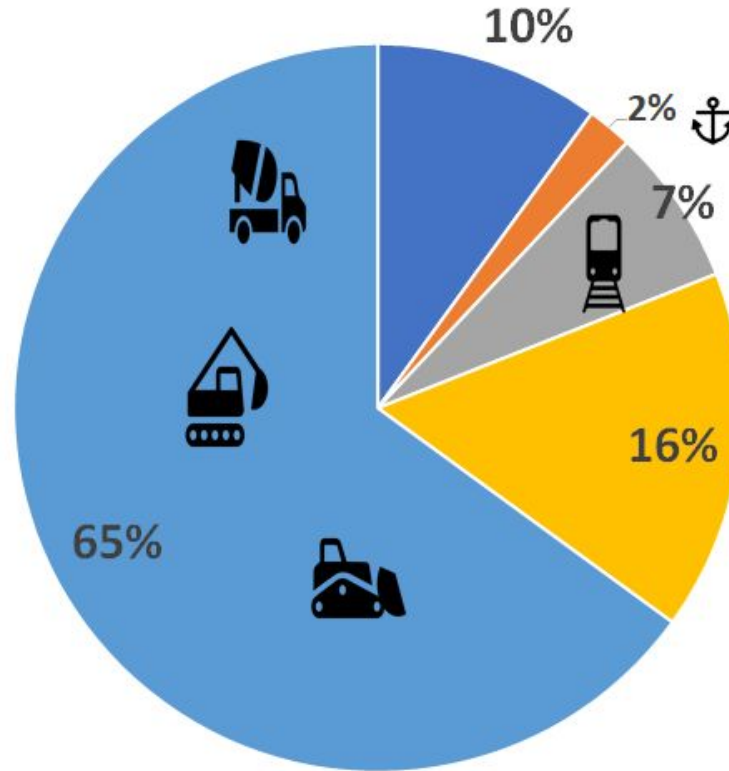




# Environmental Justice – Health Impacts



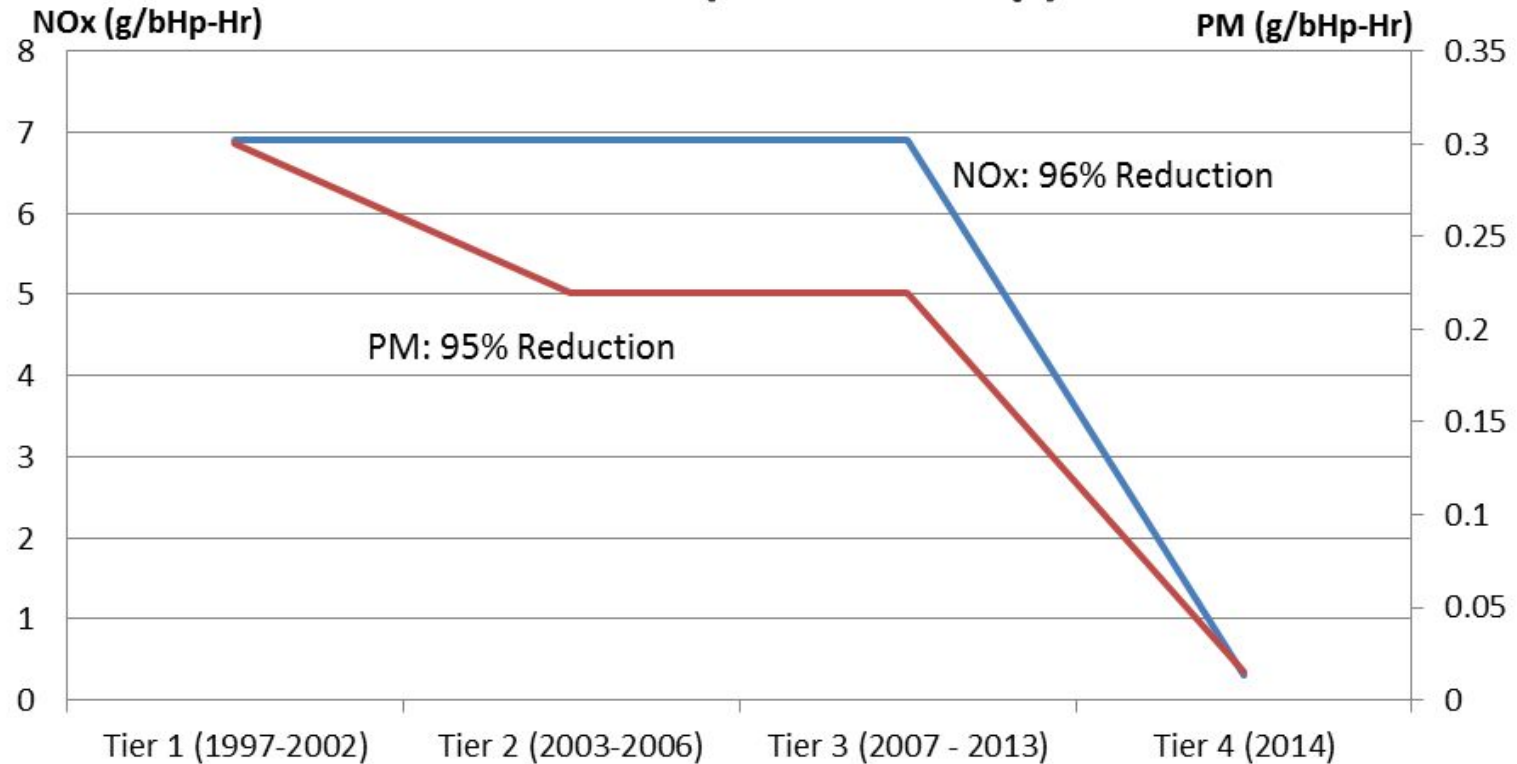
## Why Focus on Construction Equipment?



Diesel emissions sources in Portland Metro area



## Backhoe (100 - 175 hp)



1. Surveyed existing contracting programs
2. Identified key evaluation criteria
3. Evaluated program alternatives against criteria
4. Reported findings to internal and external stakeholders
5. Proposed policy recommendation

**Next Step:** Develop proposed contracting standard and supporting program with both internal and external stakeholders

## Existing Clean Construction Contracting Policies (Partial List)



## Regional Contracting Goal

### 1. **Cleanest available equipment**

- Non-road - EPA Tier 4 standards (including Tier 4i)
- On-road - 2007 model or newer dump trucks and cement mixes

**OR**

### 2. **EPA or CARB certified Best Available Control Technology (BACT) if available:**

- Diesel Particulate Filter (DPF), or
- Diesel Oxidation Catalyst (DOC) when adequately demonstrated a DPF is not suitable.

**OR**

### 3. **Alternative fuel vehicles or equipment**

## Phased-in Approach

Schedule	Off-road	On-road
On effective date	No idling	No idling
After year 1	No tier 0 engines allowed*	
After year 2	No tier 1 engines allowed*	
After year 3	No tier 2 engines allowed*	
After year 4	No tier 3 engines allowed*	No pre-2007 engines*
After year 5	Tier 4 only*	
After year 6	Tier 4 only*	
After Year 7	Tier 4 only**	No pre-2007 engines**

\*Older equipment allowed when retrofitted with BACT (DPF to DOC)

\*\*Older equipment allowed only when retrofitted with DPF

## Options for Accommodating Certain Businesses (Such as Disadvantaged, or Minority & Women-Owned Firms)

- Extend Compliance Deadline
- Offer Technical Assistance
- Fund retrofits for some firms
- Advocate for VW Settlement funds for DMW COBID Firms





Allow limited exemptions from the standard:

- If the equipment is not able to be retrofit
- If compliant rental equipment is not available
- If a filter will obscure the vision of the operator, or otherwise impact worker safety
- If the equipment is needed for an emergency
- If there are special circumstances or unique equipment that would result in a significant and demonstrable hardship for the contractor

## Next Steps



- Dec 20<sup>th</sup> proposed standard and program back to Council
- Continue work with regional partners and stakeholders
- Identify funding resources to support DMWESB firms
- Identify needed resources for implementation

