

**Minutes of the Board of Commissioners
Multnomah Building, Board Room 100
501 SE Hawthorne Blvd., Portland, Oregon
Tuesday, March 14, 2017**

BOARD BRIEFING

Chair Deborah Kafoury called the meeting to order at 10:07 a.m. with Vice-Chair Jessica Vega Pederson and Commissioners Sharon Meieran, Loretta Smith and Lori Stegmann present.

Also attending were Jenny Madkour, County Attorney, and Lynda Grow, Board Clerk.

B.1 Board Briefing on Air Toxics. Presenters: John Wasiutynski, Director. Office of Sustainability; Matt Hoffman, Senior Program Specialist; Gabriela Goldfarb, Oregon Health Authority; Nina DeConcini. Oregon Dept. of Environmental Quality.

Chair Kafoury: WE HAVE A LOT OF DISTINGUISHED GUESTS WE'RE EXCITED TO HEAR FROM. SO LET'S GET GOING. WHO IS GOING TO KICK THIS OFF?

Mr. Wasiutynski: GOOD MORNING. I'M SUPER EXCITED TO BE HERE TO TALK ABOUT THIS IMPORTANT ISSUE. I'M REALLY EXCITED TOO BECAUSE WE HAVE SOME WONDERFUL GUESTS FROM DEQ TO HELP SORT OF TELL THE STORY OF AIR QUALITY. SO TO KICK US OFF, I'M GOING TO GET TO MY NOTES WHERE I'M SORT OF CONTEMPORARY WITH THIS. OUR GOAL IS REALLY TO HAVE A CONVERSATION WITH THE BOARD, INFORM THE BOARD ABOUT AIR QUALITY, HOW IT'S REGULATED THEN ALSO TO BE ABLE TO TEE UP SOME POTENTIAL SOLUTIONS THAT WE COULD TAKE LOCALLY TO HELP ADDRESS THIS ISSUE. I THINK IT'S MORE PRODUCTIVE AND A HAPPIER CONVERSATION WHEN WE'RE ABLE TO NOT ONLY PRESENT PROBLEMS BUT ALSO PRESENT SOLUTIONS TO THE BOARD. SO WE'RE GOING TO GIVE A 30,000 FT OVERVIEW OF THIS TOPIC.

IF THERE'S A QUESTION AT ANY POINT THROUGHOUT THE PRESENTATION AND YOU WANT TO GO DEEPER INTO A PARTICULAR AREA, PLEASE STOP US. WE'LL BE HAPPY TO ANSWER QUESTIONS THROUGHOUT. JUST TO TICK THROUGH THE BULLET POINTS WE'RE GOING TO TALK ABOUT SOURCES OF AIR POLLUTION, HOW THOSE SOURCES AFFECT PUBLIC HEALTH, HOW THE SOURCES CURRENTLY REGULATED, HOW THOSE REGULATIONS ARE CHANGING IN SOME INSTANCES AND WHAT CAN THE COUNTY DO TO HELP PROTECT PUBLIC HEALTH FROM AIR QUALITY ISSUES. WE HAVE HAD SUCCESSES IN MULTNOMAH COUNTY AND THROUGHOUT THE STATE IN ADDRESSING AIR QUALITY.

I THINK PEOPLE WHO GREW UP IN THE '70S WOULD PROBABLY REMEMBER AN ERA OF A LOT OF AIR QUALITY POLLUTION AND SMOG WITHIN THE PORTLAND

METRO REGION. THAT'S LARGELY GONE TODAY. THAT'S THANKS IN NO SMALL PART TO THE CLEAN AIR ACT AND THE WORK OF THE DEPARTMENT OF ENVIRONMENTAL QUALITY. WHAT THEY HAVE DONE OVER TIME IS THE TWO PUBLIC AGENCIES HAVE DONE TOGETHER OVER TIME IS THEY HAVE CREATED A REGULATORY SYSTEM THAT HAS MADE CARS CLEANER, IMPROVED PUBLIC TRANSIT, WHICH IS OBVIOUSLY A TEAM EFFORT WITH TRIMET AND METRO AND THE REGION, WE HAVE IMPROVED BIKING AND OTHER KINDS OF ALTERNATIVE TRANSPORTATION METHODS AND ALSO OVER TIME INDUSTRIES HAD TO CLEAN UP THE WAY THEY DO BUSINESS. SO ALL THESE THINGS TOGETHER HAVE HELPED US MAINTAIN OUR STANDARDS FOR CARBON MONOXIDE AND OZONE FOR THE PAST 20 YEARS. WE HAVE BEEN IN COMPLIANCE WITH THOSE STANDARDS FOR A LONG TIME. TREMENDOUS BENEFITS TO PUBLIC HEALTH.

Mr. Wasiutynski: A STUDY BY THE EPA SHOWS THAT THE CLEAN AIR ACT HAS RESULTED IN OVER \$22 TRILLION OF ECONOMIC BENEFIT, SO IT'S REALLY A HUGE, THE COST TO BENEFIT IS REALLY UNDISPUTED BEING ONE OF THE MOST IMPORTANT HEALTH POLICIES IN THE COUNTRY. BUT EVEN THOUGH WE HAVE COME A LONG WAY, WE STILL HAVE ISSUES WITH AIR QUALITY NATIONALLY AND LOCALLY. SO THIS IS A CHART THAT SHOWS THE U.S. BURDEN OF DISEASE, THE DEATHS THAT RESULT FROM VARIOUS TYPES OF ISSUES AND OBVIOUSLY SMOKING IS WAY UP AT THE TOP BUT I THINK SOMEWHAT SURPRISING IS THAT 13TH DOWN THE LIST IS EXPOSURE TO PARTICULATE MATTER. THAT'S SOMETHING WE'LL BE TALKING ABOUT A LOT TODAY AS CAUSING QUITE A FEW DEATHS IN THE UNITED STATES. SO IT STILL REMAINS AN ISSUE. STILL AFFECTS PUBLIC HEALTH. WE HAVE COME A LONG WAY BUT WE HAVE FURTHER TO GO BEFORE WE REACH A PLACE WHERE WE'RE REALLY PROTECTING THE PUBLIC FROM THE LEADING PROBLEMS THAT WE HAVE. THIS BECAME ABUNDANTLY CLEAR LAST YEAR FOR US.

A NUMBER OF PEOPLE IN THIS ROOM I THINK SORT OF HAVE A VISCERAL REACTION. LAST YEAR THE U.S. FOREST SERVICE RELEASED A STUDY SHOWS SOME HOT SPOTS AS FAR AS -- SORRY THE SLIDE IS BLURRY BUT YOU GET THE IDEA. MULTNOMAH COUNTY ALONG WITH OUR PARTNERS IN THE PUBLIC AGENCIES JUMPED UP TO HAVE PUBLIC FORUMS AND HEAR FROM PEOPLE AND HEAR THEIR CONCERNS. I THINK WE HEARD LOUD AND CLEAR THAT THINGS HAVE TO CHANGE WHEN IT COMES TO REGULATING INDUSTRIAL SOURCES OF AIR POLLUTION. WE'LL HEAR MORE ABOUT THAT LATER TODAY. WHAT MATT AND I ARE GOING TO TALK ABOUT IS SOME OF THE NONINDUSTRIAL SOURCES OF AIR POLLUTION THAT ARE MAJOR CONCERNS WITHIN OUR AREA. SO WITH THAT I'M GOING TO TURN OVER TO MATT AND LET HIM DIVE INTO SOME OF THE MINUTIAE OF CLEAN AIR REGULATIONS. SO ENJOY.

Mr. Hoffman: THANK YOU, JOHN. GOOD MORNING, CHAIR AND COMMISSIONERS. I'M MATT HOFFMAN. I WORK FOR ENVIRONMENTAL HEALTH

SERVICES WITHIN THE COUNTY HEALTH DEPARTMENT. THANK YOU FOR HAVING US TODAY TO SHARE THIS IMPORTANT WORK WITH YOU. I'M GOING TO START OFF WITH SOME DEFINITIONS. WE WORK THIS KIND OF WORK EVERY DAY AND THESE THINGS CAN BECOME QUITE COMMON TO US. I JUST WANT TO START WITH BASIC TERMINOLOGY. AIR POLLUTION IS PRETTY SELF-EXPLANATORY. WHAT'S IMPORTANT TO REMEMBER IS THAT WE CAN'T ALWAYS SEE OR SMELL WHAT'S IN OUR AIR. WHEN WE TALK ABOUT TYPES OF AIR POLLUTION WE TYPICALLY PUT THEM INTO TWO DIFFERENT BUCKETS SO ONE BUCKET ARE CRITERIA POLLUTANTS, THE OTHER HAZARDOUS AIR POLLUTANTS. CRITERIA POLLUTANTS ARE THOSE SIX THAT JOHN WAS JUST TALKING ABOUT THAT THE EPA HAS BEEN REGULATING SINCE THE BASICALLY THE INCEPTION OF THE CLEAN AIR ACT AND THESE ARE POLLUTANTS THAT ARE PRECURSORS TO THINGS LIKE SMOG, OZONE, PRECURSORS TO ACID RAIN. THEY ARE INDUSTRIAL POLLUTANTS THAT WE HAVE BEEN DEALING WITH FOR A VERY LONG AMOUNT OF TIME AND WE HAVE A LOT OF INFORMATION ABOUT THEM.

EVERYTHING THAT DOESN'T FALL WITHIN THOSE SIX CRITERIA POLLUTANTS WOULD BE DEFINED AS HAZARDOUS POLLUTANT OR FEDERAL TOXIC. THERE ARE NO FEDERAL STANDARDS BUT MANY STATES DO CHOOSE TO REGULATE AT A MORE STRINGENT LEVEL THAN FEDERALLY. WE'LL GET MUCH MORE DEEP INTO THESE AS WELL AS WE GO ON MP2.5 OR PARTICULATE MATTER 2.5 IS A TYPE OF FINE PARTICLE POLLUTION. WE THINK ABOUT PM2.5 AS A VEHICLE FOR TOXICS. IT'S A TOXIC ON ITS OWN. IT IS A CRITERIA POLLUTANT ON ITS OWN IN ITS PARTICLE SIZE BUT CAN ALSO ACT AS A VEHICLE FOR OTHER POLLUTANTS OR THINGS GENERATED BY WHATEVER PROCESS IS GENERATING THE EMISSIONS TO BINDS TO THE PARTICLE AND TRAVEL DEEPLY INSIDE THE BODY AND BE MORE HARMFUL THAN IT NORMALLY WOULD BE. AMBIENT BENCHMARK CONCENTRATIONS, WE HAVE TO THINK ABOUT THESE I DESCRIBE AS A MEASURING STICK FOR EACH OF THE 52 CHEMICALS THAT OREGON HAS BENCHMARKS FOR. SO WE CAN TAKE THAT MEASURING STICK AND PUT IT AGAINST THE CHEMICAL AND SAY THIS IS AN UNHEALTHY LEVEL OR NOT UNHEALTHY OR COULD BE AN UNHEALTHY LEVEL. THIS HELPS TAKE A LOOK AT THOSE COMPOUNDS AND SEE IF THOSE CONCENTRATIONS MIGHT BE HARMFUL TO MILLENNIUM HEALTH. THIS IS NOT A REGULATORY SYSTEM.

I WOULD THINK OF IT AS HEALTH-BASED GOALS. WHEN OREGON INSTITUTED ITS PROGRAM OF AMBIENT BENCHMARK CONCENTRATIONS WE HAVE TO REMEMBER WE INHERITED SOME EXTENT SOME DIRTY AIR AND SO THOSE ARE TARGETS FOR US TO GET BELOW. SO THE FINAL TERM, EXCESS CANCER RISK, ACCEPTABLE RISK IS A TERM USED OFTEN IN AIR QUALITY TO DESCRIBE WHAT TYPE OF RISK MIGHT BE ACCEPTABLE UNDER THE ASSUMPTION THAT WE ENGAGE IN EVERYDAY RISK ON A DAILY BASIS. SO FOR THOSE AMBIENT BENCHMARK CONCENTRATIONS THOSE ARE HELD TO A RISK STANDARD OF ONE IN 1 MILLION. WHAT THIS MEANS IS IF YOU HAD A POPULATION OF 1

MILLION OTHERWISE HEALTHY PEOPLE THAT WERE EXPOSED TO A CERTAIN COME POUND AT A CERTAIN CONCENTRATION FOR A 07-YEAR LIFETIME 24 HOURS A DAY SEVEN DAYS A WEEK WE WOULD EXPECT ONE EXCESS CANCER CASE IN THAT POPULATION OF 1 MILLION PEOPLE AT THAT BENCH MARK THAT'S SET.

Mr. Hoffman: SO THAT'S MAKING THE ASSUMPTION THAT ALL THE OTHER THINGS THAT CAN MAKE YOU SICK OR GIVE YOU CANCER ARE PULLED OUT OF THAT EQUATION. SO IT'S POLLUTANT SPECIFIC FOR ONE CONCENTRATION. SO WE HAVE A LOT OF SOURCES OF EMISSIONS. WHEN WE THINK ABOUT THEM WE TYPICALLY BREAK THEM INTO THREE CATEGORIES EVEN THOUGH YOU SEE FOUR HERE. I'LL TELL YOU WHY. WE CAN SEE AREA SOURCES, THINK ABOUT THESE AS A BUNCH OF SMALL SOURCES THAT ARE SPREAD OUT SO A GOOD EXAMPLE OF AN AREA SOURCE ARE WOODSTOVES. WHEN WE THINK ABOUT STATIONARY SOURCES THESE ARE INDUSTRIAL MANUFACTURING, ESTABLISH LIBERTIES, THE BULL'S EYE GLASS OF THE WORLD, STATIONARY POINT SOURCES. TYPICALLY MANUFACTURING. THERE ON THE RIGHT WE CAN SEE MOBILE SOURCES. THIS INCLUDES AIRPLANES, CARS, TRUCKS, AND TRAINS. THIS IS ONE OF THE LARGEST SOURCES OF EMISSIONS THAT WE HAVE. THERE ON THE LEFT, NATURAL SOURCES OF EMISSIONS, WE TEND TO LOOK AT THOSE A LITTLE BIT LESS BECAUSE BY AND LARGE THESE ARE THINGS WE HAVE MUCH LESS CONTROL OVER. LET'S LOOK AT HOW THESE SOURCES ARE REGULATED. IN SOME STATES THE ENVIRONMENTAL PROTECTION AGENCY IS THE ENVIRONMENTAL THOUGHT.

HERE IN OREGON THAT AUTHORITY IS GIVEN TO DEQ TO ENFORCE THE RULES. SO FOR STATIONARY SOURCES LIKE INDUSTRIAL SOURCES CURRENTLY UNDER RULES OF TECHNOLOGY STANDARDS SO WHAT EPA DOES IS SAY WE CAN TAKE THIS CERTAIN SECTOR OF MANUFACTURING THAT MIGHT HAVE CERTAIN CATEGORY OF EMISSIONS ASSOCIATED WITH IT, FOR EXAMPLE WE COULD LOOK AT GLASS MANUFACTURING AND SAY THAT IT'S COMMON THAT THERE ARE HEAVY METALS EMITTED FROM THESE FACILITIES. THEY WILL ENACT TECHNOLOGY-BASED STANDARDS ON THE LARGEST EMITTERS TO SAY THIS IS THE LARGEST RATE OF EMISSIONS YOU CAN ACHIEVE AS FAR AS METALS OR YOU MUST HAVE MAXIMUM AVAILABLE CONTROL TECHNOLOGY WHEN ENGAGING IN THIS PROCESS. FOR LARGE EMITTERS THAT'S BEEN A VERY EFFECT OF PROGRAM BUT IT LEAVES GAPS WHERE SMALLER EMITTERS CAN GET THROUGH. MOBILE SOURCES ARE LARGELY REGULATED THROUGH NEW VEHICLE EMISSION STANDARDS SET BY THE EPA, SO IT SEEMS LIKE EVERY YEAR OUR CARS GET MORE EFFICIENT. THEY GET CLEANER, THAT'S BY AND LARGE BECAUSE THE FEDERAL GOVERNMENT IMPOSES THOSE STANDARDS ON MANUFACTURERS AND THIS HAS BEEN VERY EFFECTIVE IN CLEANING UP OUR VEHICLES AS TIME GOES ON. AREA SOURCES ARE LOOKED AT THROUGH TECHNOLOGY STANDARDS.

Mr. Hoffman: FOR EXAMPLE FOR WOOD SMOKE POLLUTION, ONE TECHNOLOGY STANDARD IS THAT WE TRY TO PROMOTE USE OF NEW EPA CERTIFIED WOODSTOVES THAT BURN MORE EFFICIENTLY THAN THEIR COUNTERPARTS. AND AREA SOURCES ARE ALSO MONITORED BY DEQ. EPA SETS NATIONAL AIR QUALITY STANDARDS. DEQ ENFORCES THEM. THEY MUST ENFORCE THEM AT A MINIMUM. THEY HAVE A CHOICE TO SET RULES THAT ARE MORE STRINGENT THAN EPA STANDARDS IN MOST CASES. NOT IN ALL. SO LET'S TALK ABOUT CRITERIA POLLUTANTS AND HAZARDOUS AIR POLLUTANTS AGAIN. THESE ARE BE SIX OF THE MOST COMMON POLLUTANTS THAT WE HAVE SEEN IN INDUSTRY FOR A LONG AMOUNT OF TIME. AS I MENTIONED WE KNOW A LOT ABOUT THOSE. THOSE HAVE BEEN REGULATED THROUGH THE NATIONAL AMBIENT AIR QUALITY STANDARDS FOR A NUMBER OF YEARS.

THIS PROGRAM SETS PERMISSIBLE AMBIENT CONCENTRATIONS OR CONCENTRATIONS IN EVERYDAY AIR FOR THESE SIX POLLUTANTS. DEQ IS REQUIRED TO CONSTANTLY MONITOR THE LEVELS OF THE POLLUTANTS AT A HANDFUL OF STATIONS AROUND THE PORTLAND AREA TO MAKE SURE WE'RE MAINTAINING COMPLIANCE WITH FEDERAL STANDARDS. WE ALSO HAVE OUR OREGON BENCHMARK CONCENTRATIONS. AIR TOXICS IS ENCOMPASSES EVERY AIR POLLUTANT THAT IS NOT A CRITERIA AIR POLLUTANT. SO FEDERALLY WE HAVE A LIST OF 187 OF THOSE THAT ARE COMPOUNDS THAT ARE KNOWN TO BE COMMONLY EMITTED AND THEY ARE COMPOUNDS THAT HAVE GOOD HUMAN HEALTH DATA ASSOCIATED WITH THEM. SO COMPOUNDS THAT WE KNOW ARE ESPECIALLY HARMFUL, THINGS LIKE DIOXIN, CHROMIUM WOULD CERTAINLY FALL UNDER THAT LIST OF 187 FEDERALLY REGULATED AIR TOXICS. AS I MENTIONED BEFORE THERE ARE NO STANDARDS OR PERMISSIBLE CONCENTRATIONS IN OUR AIR FOR AIR TOXICS, HOWEVER, MANY STATES DO CHOOSE TO ENACT RULES THAT ARE MORE STRINGENT TO REGULATE THOSE.

Mr. Wasiutynski: IT'S IMPORTANT HERE TO POINT OUT EVEN THOUGH IT GETS CONFUSING BECAUSE EVEN THOUGH SOME OF THE CRITERIA POLLUTANTS ARE TREATED DIFFERENTLY FROM A REGULATORY STANDPOINT THEY CAN BE TOXIC. SO LEAD IS A CRITERIA POLLUTANT AND TOXIC AS WELL. WE'LL TALK MORE ABOUT DIESEL P.M., IT IS A TOXIC ISSUE IN AND OF ITSELF. THAT'S WHY SOME OF THAT OVERLAP. THE EPA SETS A CEILING WHEN ALL THE OTHER POLLUTANTS WE REALLY HAVE A GOAL WITH NO ACTUAL CEILING. THE EPA SETS TECHNOLOGY STANDARDS. EVEN THINGS LIKE GAS POWERED LAWNMOWERS OVER TIME WILL HAVE TO GET CLEANER AND CLEANER EVEN THOUGH WE HAVE AN EXISTING SOARED OF CADRE OF THEM IN THE WORLD.

Mr. Hoffman: THANK YOU, JOHN. AS I MENTIONED, THE TECHNOLOGY BASED STANDARDS HAVE BEEN VERY GOOD FOR ADDRESSING THE LARGE EMITTERS, TITLE 5 EMITTERS, LARGE FACILITIES, BUT IT DOES ALLOW THOSE SMALLER FACILITIES THAT MAY NOT FALL UNDER THE LARGE OPERATING PERMITS TO SLIDE THROUGH THE CRACKS. WHEN WE THINK ABOUT THESE

TYPES OF RULES, EPA RULES ARE DESIGNED FOR WHAT WE WOULD CALL AIR SHED BOATING. THAT MEANS IN A GIVEN AIR SHED WHICH IN PORTLAND WOULD BE THE TRICOUNTY AREA, THAT COMBINATION OF FACILITIES AND VEHICLES AND EVERYTHING ELSE CAN PUT OUT X AMOUNT OF POLLUTANTS AND WITHOUT EXPERIENCING TOO HIGH CONCENTRATIONS IN OUR AIR. IT'S KIND OF A SOLUTION TO POLLUTION BY DILUTION METHOD. BUT THIS DOESN'T TAKE INTO ACCOUNT OUR LOCAL LIFE IMPACTS OF FACILITIES. I THINK THAT'S SOMETHING WE HAVE REALLY SEEN OVER THE PAST YEAR ESPECIALLY WITH THE GLASS MANUFACTURING FACILITIES. THAT DOES NOT TAKE INTO ACCOUNT PEOPLE LIVING VERY CLOSE TO THESE FACILITIES.

Mr. Wasiutynski: NOT EVEN GOING TO INCLUDE SOMETHING LIKE A HIGHWAY.

Mr. Hoffman: WE HAVE MADE GREAT PROGRESS IN REDUCING THE LEVELS OF THE SIX CRITERIA POLLUTANTS IN OUR AIR SHED. WE WERE IN PREVIOUS VIOLATION OF CARBON MONOXIDE AND OZONE STANDARD. WE'RE CLOSE TO EMERGING FROM WHAT THEY CALL MAINTENANCE OF THOSE POLLUTANTS SO FOR THINGS LIKE CARBON MONOXIDE THE DEQ HAD TO INTUIT VEHICLE MONITORING STATIONS WE ARE ALL FAMILIAR W. WE ARE GETTING CLOSE TO EMERGING FROM THAT MAINTENANCE, HOWEVER, FOR ONE OF THE OTHER CRITERIA POLLUTANTS, PARTICULATE MATTER 2.5, COMMON COMPONENT OF WOOD SMOKE AND DIESEL PARTICULATE, WE'RE AT RISK OF BUMPING UP AGAINST THAT CEILING THAT EPA SETS. I WILL SAY IN THE LAST COUPLE OF YEARS LARGELY DUE TO THE WEATHER THAT WE HAVE HAD WE HAVE HAD PRETTY GOOD YEARS IN TERMS OF COMPLIANCE WITH THOSE STANDARDS. HOWEVER, IN 2017, THE PM2.5 STANDARD IS UP FOR REVIEW. WE COULD SEE A LOWERING OF THAT CEILING SO IT BRINGS URGENCY FOR US TO BE DILIGENT AND NOT LET IT GET OUT FROM OUR GRASP.

Commissioner Smith: HOW DO YOU KNOW IT'S GOING TO BE TIGHTENING? WHAT GIVES YOU THAT SENSE THAT THAT'S GOING TO HAPPEN?

Mr. Hoffman: THANK YOU FOR THE QUESTION, COMMISSIONER SMITH. I'M BASING THAT ASSUMPTION ON THE PAST RECORD OF EPA. AS WE LEARN MORE AND MORE ABOUT POLLUTANTS IT'S VERY RARE THAT WE FIND OUT THEY ARE LESS HARMFUL THAN WE THOUGHT THEY WERE. PRETTY MUCH WE FIND OUT THEY ARE MORE HARMFUL. SO AS TIME GOES ON AND WE GET MORE INFORMATION ABOUT THE INTERACTION BETWEEN OUR BODIES AND THE CHEMICALS IN THE AIR, THE STANDARDS WILL TYPICALLY TIGHTEN. IT HAS OVER THE PAST.

Mr. Wasiutynski: AS MORE STUDIES COME OUT ABOUT THE IMPACT WE'RE FINDING THAT THOSE IMPACTS ARE MORE PROFOUND THAN WE PREVIOUSLY ANTICIPATED IN THE CLEAN AIR ACT REQUIRES THAT EPA TIGHTEN THAT STANDARD. CONGRESS LAID OUT A PATHWAY TO REVIEW THE STANDARDS TO MAKE SURE THE PUBLIC HEALTH IS BEING PROTECTED.

Mr. Hoffman: SO WHAT THIS PIE CHART SHOWS HERE, % OF TOTAL CANCER RISK FROM HAZARDOUS AIR POLLUTIONS BY SOURCE CATEGORY. BASICALLY THIS DOESN'T INCLUDE ANY OF THE SIX CRITERIA POLLUTANTS. IT INCLUDES THE 187 HAZARDOUS AIR POLLUTANTS THAT EPA RECOGNIZES. SO THIS IS FROM EPA DATABASED ON MODELS AND MONITORING CONDUCTED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY. WHAT'S IMPORTANT TO NOTE IS THAT FOR MOBILE WE SEE 35% OF OUR OVER ALL CANCER RISK FROM AIR POLLUTION. THAT WE HAVE BOTH STATIONARY AND MOBILE GROUPING THEM FOR CONVENIENCE ON THIS PICTURE. THE EPA DOES NOT RECOGNIZE DIESEL PARTICULATE MATTER AS A KNOWN HUMAN CARCINOGEN SO THAT'S NOT REPRESENTED HERE. MANY AUTHORITATIVE BODIES, WORLD HEALTH ORGANIZATION, DO RECOGNIZE DIESEL PARTICULATE MATTER AS A KNOWN HUMAN CARCINOGEN. SO IF EPA DID RECOGNIZE IT AS SUCH THAT WEDGE WOULD BE CLOSER TO ABOUT 50%.

WE ALSO SEE RESIDENTIAL WOOD COMBUSTION REPRESENTING A LARGE PERCENTAGE OF OUR EXCESS CANCER RISK. THESE ARE BASED ON ANNUAL AVERAGES. FINALLY, WE CAN SEE POINT SOURCE EMISSIONS WHICH COMPRISE ONE HALF OF 1% OF OUR CANCER RISK IN. FROM AIR POLLUTION. THE INTENT OF SHOWING THIS IS NOT TO MINIMIZE IN ANY WAY THE IMPACT OF STATIONARY INDUSTRIAL SOURCES ON THE IMPACT OF OUR AIR SHED. IT'S SIMPLY TO SAY THAT MANY OF THE THINGS THAT CREATE POLLUTION IN OUR ENVIRONMENT ARE THINGS THAT WE ENGAGE IN SOME OF US ENGAGE IN MORE THAN OTHERS. ON A COMMON BASIS. WHAT THIS INTERESTING PICTURE SHOWS, BASICALLY THIS IS REFERRING TO PARTICLE SIZE AND DEPOSITION. SO THIS IS ILLUSTRATING BASED ON THE SIZE OF A PARTICLE WHEN WE BREATHE IT IN WHERE IT'S GOING TO GO IN OUR BODIES. IF WE HAVE EVER SWEEPED THE HOUSE YOU KNOW YOU WILL GET LARGE DUST PARTICLES, YOU'LL BLOW YOUR NOSE LATER THEY GET STUCK IN YOUR NOSE. THAT'S PART OF THE BODY'S NATURAL DEFENSE TO FILTER THESE THINGS OUT.

WE CAN SEE IN THE GREEN AS WE GO DOWN AND THE PARTICLE SIZE GETS SMALLER WE SEE THE DEPOSITION IS OCCURRING IN THE LUNGS AND THEN ALL THE WAY DOWN TO THE ULTRAFINE PART WILL. DEEP INTO PARTS OF THE LUNGS WHY IT CAN CROSS INTO THE BLOOD AND ORGANS AND REALLY CAUSE PROBLEMS. THIS IS VERY IMPORTANT BECAUSE AS JOHN MENTIONED WE TALK ABOUT PARTICULATE MATTER 2.5 AS A POLLUTANT AND A VEHICLE. SO WHEN THINGS LIKE WOOD SMOKE OR DIESEL TRUCKS PRODUCE A LOT OF PARTICULATE, ESPECIALLY THE ULTRAFINE PARTICLES WHICH WE SEE ON THE BOTTOM GRAPH THESE ACT AS A CARRIER FOR EVERYTHING ELSE IN THE AIR. THAT'S WHY WE PARTICULARLY ARE INTERESTED IN PARTICULATE MATTER 2.5. THAT'S ONE OF THE MAIN POLLUTANTS WE'RE LOOKING TO REDUCE. MORE HEALTH IMPACTS OF AIR POLLUTION, THESE HEALTH IMPACTS ARE SPECIFIC PARTICULATE MATTER 2.5 BUT JUST AS WE CAN SAYS

2.5 WILL TRACK GENERALLY WITH OTHER HAZARDOUS AIR POLLUTANTS WE CAN SAY HEALTH EFFECTS WILL GENERALLY TRACK WITH THAT AS WELL.

Mr. Hoffman: SO I WON'T READ ALL THESE DISEASES OFF TO YOU, BUT I WILL SAY THAT SCIENCE IS GETTING STRONGER AROUND DEVELOPMENTAL EFFECTS, LOW BIRTH WEIGHT AND COGNITIVE EFFECTS AS WELL. I WILL SAY THAT HERE IN MULTNOMAH COUNTY WE HAVE THE HIGHEST ASTHMA RATES IN THE STATE. SO THESE ARE FOUR MAJOR SOURCES OF AIR POLLUTION IN THE COUNTY TODAY. WE'LL BE LOOKING AT THREE OF THEM PRIMARILY. SO INDUSTRIAL POINT SOURCES, HEAVY DUTY ON-ROAD AND OFF-ROAD DIESEL AND WOODSTOVES. WE'LL TALK LESS ABOUT PASSENGER VEHICLES BECAUSE AS I MENTIONED THOSE ARE LARGELY REGULATED THROUGH NEW VEHICLE EMISSION STANDARDS WHICH KIND OF DOES OUR JOB FOR US. WOULD SMOKE. THIS IS SOMETHING I SPEND A LOT OF MY TIME TALKING ABOUT. PEOPLE HAVE BEEN BURNING WOOD FOR THOUSANDS OF YEARS.

A FIRE IS A CAPTIVATING SOURCE OF HEAT BUT IT COMES WITH A LOT OF POLLUTION, NOT EVERYONE REALIZES THAT. ON THAT RIGHT THIS IS IN ALASKA COMMUNITY SOME COMMUNITIES HAVE VERY BIG PROBLEMS WITH WOOD SMOKE. SOME HAVE LESS OF A PROBLEM. SO WOOD SMOKE REALLY BECOMES A PROBLEM WHEN THERE'S A LOT OF IT. HERE IN MULTNOMAH COUNTY WE OCCASIONALLY DO EXPERIENCE PROBLEMS WITH WOOD SMOKE POLLUTION. TYPICALLY IN THE WINTERTIME. THESE BECOME MORE OF A PROBLEM WHEN WE EXPERIENCE STAGNANT CONDITIONS, WHEN THE WEATHER IS VERY COLD AND THAT MEANS BURNING HABITS ARE UP, ALSO WHEN WE EXPERIENCE TEMPERATURE INVERSIONS THAT CAN OCCUR IN THE WINTERTIME THAT ACT LIKE A CEILING, VERY LOW CEILING THAT WILL HOLD POLLUTION AND SO INSTEAD OF UNDER NORMAL CIRCUMSTANCES WHERE THAT POLLUTION WOULD BE ABLE TO TRAVEL UP, VENTILATE OUT OF OUR AREA WITH WIND OR LACK OF AN INVERSION, WHEN WE DO HAVE AN INVERSION IT'S GOING TO COME RIGHT BACK DOWN AND IT'S GOING TO STAY.

SOMETIMES IT'S SEVERAL DAYS IN A ROW WE DON'T GET OUT OF THAT INVERSION, SO EVERYTHING WE GENERATE STAYS AT GROUND LEVEL AND WE BREATHE. SO IT'S IMPORTANT FOR US TO LOOK AT WOOD SMOKE AS A SERIOUS POTENTIAL HEALTH IMPACT. WHAT THIS GRAPHIC SHOWS ARE RELATIVE EMISSIONS OF FINE PARTICLES. THIS IS A COMMON GRAPHIC USED TO SHOW FOR THE AMOUNT OF HEAT THAT YOU'RE GETTING OUT OF A DEVICE HOW MUCH EMISSIONS IT'S PUTTING OFF IN RETURN. SO ON THE RIGHT SIDE OF THE SPECTRUM WE CAN SEE THINGS LIKE OIL HEAT, WHICH IS COMMON HERE IN THE NORTHWEST. THIS IS TALKING ABOUT PARTICLE POLLUTION. YOU MIGHT HAVE WALKED BY A HOUSE OR HOME WITH OIL HEAT AT SOME POINT AND YOU CAN SMELL THAT VERY DISTINCT OIL SMELL. I'M SURE YOU'VE ALSO WALKED BY WOODSTOVES BURNING AND YOU CAN SMELL THAT VERY DISTINCT SMELL. WHAT THIS IS SHOWING IS THAT SOMETHING LIKE A FIREPLACE WHERE 95% OF YOUR HEAT IS GOING RIGHT

OUT THE CHIMNEY, VERY INEFFICIENT FOR THE AMOUNT OF HEAT IT'S PRODUCING, TO THE RIGHT WE CAN SEE TWO TYPES OF STOVES.

Mr. Hoffman: AN UNCERTIFIED WOODSTOVE, THE OLD CAST IRON STOVE, THEY LAST FOR A VERY, VERY LONG TIME. THEY WERE BUILT A LONG TIME AGO AND ARE SOMEWHAT EFFICIENT BUT COULD BE BETTER. THE EPA CERTIFIED WOODSTOVES MANUFACTURERS HAVE BUILT WITH CAT LICK I DEVICES TO MAKE THEM RUN MUCH MORE EFFICIENTLY, BURN HOTTER FIRES AND PRODUCE LESS PARTICLE EMISSIONS SO MORE EFFICIENT BURN. THAT'S THE GOAL. YOU CAN SEE CERTIFIED WOODSTOVES PUT OUT ON AVERAGE LESS THAN HALF THE PARTICLE POLLUTION OF AN UNCERTIFIED WOODSTOVE.

SO WHAT CAN WE DO FOR WOOD SMOKE? THE FIRST THING IS I THINK WE CAN BETTER UNDERSTAND OUR LOCAL CONTRIBUTORS TO WOOD SMOKE PROBLEM. SO WHEN DEQ DEVELOPS AN EMISSIONS INVENTORY FOR WOOD SMOKE WE INCLUDE MODELING ESTIMATES OF MANY OF THE SOURCES. RESIDENTIAL WOOD COMBUSTION WOULD BE THE PRIMARY SOURCE. OUTDOOR SLASH BURNING IS INCLUDED BUT SOMETHING NOT INCLUDED ARE COMMERCIALS SOURCES OF BURNING, RESTAURANTS THAT ARE COOKING OR BURNING WOOD OR CHARCOAL FOR FOOD KICKING PURPOSES, ALSO RESTAURANTS OR OTHER COMMERCIAL ESTABLISHMENTS THAT ARE JUST BURNING FOR AMBIENCE OR FOR WHATEVER REASON. THESE ARE NOT INCLUDED IN THE INVENTORY.

WHEN WE RECEIVE COMPLAINTS FROM THE COMMUNITY WE RECEIVE BOTH COMMERCIAL ESTABLISHMENT COMPLAINTS AND RESIDENTIAL COMPLAINTS. SO THIS IS SOMETHING WE THINK IS IMPORTANT TO INCLUDE IN THE INVENTORY TO SAY IF IT'S A PROBLEM THIS IS WE KNOW WE SHOULD BE LOOKING AT IT. IF IT'S NOT A PROBLEM WE CAN SAY IT'S NOT BECAUSE OF THIS DATA AND THAT IT'S MORE KIND OF A CASE-BY-CASE BASIS. SO THAT WOULD BE ONE RECOMMENDATION THAT IT WOULD HAVE FOR US. EXPLORING LOCAL CURTAILMENT STRATEGIES. IN MANY CASES THERE ARE SOME OPTIONS FOR LOCAL JURISDICTIONS TO TAKE GREATER ACTION OVER CONTROL OF WOOD SMOKE THAN HAS BEEN DONE AT THE STATE LEVEL. IN MOM CASES A LOCAL JURISDICTION IS A BETTER SUITED BODY TO DO SUCH. SOMETHING THAT WE KNOW ABOUT WOOD SMOKE IS THAT THE WAY THAT YOU BURN AND THE WOOD THAT YOU BURN HAS A LOT TO DO WITH THE AMOUNT OF SMOKE THAT YOU PRODUCE.

YOU SEE OUTREACH AND EDUCATION AS ONE REDUCTION PIECE THERE. SO WHEN YOU BURN VERY DRY FIREWOOD IN A SMALL, HOT FIRE, YOU'RE GOING TO PRODUCE A LOT LESS EMISSIONS THAN IF YOU'RE BURNING WET WOOD. WET WOOD IS ONE OF THE PRIMARY SOURCES OF PARTICLE EMISSION BECAUSE IT RESULTS IN A VERY INEFFICIENT BURN AND YOU'RE NOT GETTING THE PROPER HEAT AND THAT'S WHERE YOU SEE A LOT OF THAT THICK, ACRID SMOKE. ENGAGING IN AN OUTREACH AND EDUCATION

PROGRAM IS ONE STEP TOWARDS REALLY EDUCATING THE PUBLIC ON HOW TO BURN BETTER OR BURN WISE. A SECOND STRATEGY TO REDUCE WOOD SMOKE CONCENTRATIONS WOULD BE TO REDUCE BURNING WHEN OUR AIR IS FORECASTED TO BE UNHEALTHY.

Mr. Hoffman: THERE'S A HANDFUL OF DAYS EVERY WINTER WHEN WE DO EXPERIENCE THESE INVERSION EVENTS COUPLED WITH VERY COLD TEMPERATURES AND LOW WIND. THROUGH OR FOUR DAYS OUT WE CAN PRETTY MUCH PREDICT THIS WILL BE A BAD SITUATION. SO WHAT THESE ORDINANCES HAVE DONE, WHEN WE'RE FORECASTED TO HAVE UNHEALTHY AIR WE'RE GOING TO RESTRICT THE AMOUNT OF BURNING THAT CAN TAKE PLACE. THERE ARE EXEMPTIONS FOR THINGS LIKE INCOME FOR ALL SORTS OF HEAT. YOU CAN TAILOR THE PROGRAM TO FIT THE NEEDS OF YOUR COMMUNITY. BUT THE IMPORTANT THING THAT IS WITH STRATEGY LIKE THAT WE WOULD BE ABLE TO TAKE A CERTAIN PERCENTAGE OF THE PARTICULATE OUT OF OUR AIR ON THOSE DAYS WHEN IT'S NOT ABLE TO VENTILATE.

FINALLY WE KNOW THE TYPE OF DEVICE CAN HAVE A HUGE INFLUENCE ON THE AMOUNT OF PARTICLE POLLUTION YOU'RE PRODUCING. A THIRD PIECE OF THE CURTAILMENT PROGRAMS ARE WOODSTOVE EXCHANGE PROGRAMS. IN THE COUNTY AND AROUND THE STATE WE HAVE MANY THOUSANDS OF OLD WOODSTOVES. WOODSTOVES ARE LIKE DIESEL ENGINES WHICH JOHN WILL TALK ABOUT. THEY LAST A VERY LONG TIME. IF WE ARE GOING TO SPEED UP THE TRANSITION TO NEWER, CLEANER BURNING DEVICES WHICH MAY BE AN EPA CERTIFIED STOVE, PELLET STOVE OR NATURAL GAS OR ELECTRICITY, WE NEED TO CREATE INCENTIVES FOR PEOPLE. WOODSTOVE EXCHANGE PROGRAM IS ONE WAY TO DO THAT. THAT'S ANOTHER PROGRAM THAT CAN BE TAILORED TO THE NEEDS OF A LOCAL COMMUNITY.

Mr. Wasiutynski: I SHOULD NOTE WE HAVE SOME FRIENDS FROM WASHINGTON COUNTY. WE'RE LUCKY TO BE ABLE TO BENEFIT FROM THEIR TRAIL BLAZING ON THESE POLICY AREAS. BECAUSE THEY ARE AT THE EPICENTER OF THIS PM2.5 CEILING ISSUE THEY HAVE BEEN LEADERS IN HELPING ADDRESS THAT WHICH IS WOOD BURNING BY DEVELOPING THESE STRATEGIES THAT MATT HAS LAID OUT. MATT DAVIS, A FORMER MULTNOMAH COUNTY EMPLOYEE, HE CUT HIS TEETH HERE, I SHOULD NOTE. SO MATT'S FAVORITE TOPIC IS WOOD BURNING. MINE IS DIESEL. NOT BECAUSE IT'S AWESOME BUT BECAUSE IT'S A THREAT TO PUBLIC HEALTH. DIESEL ENGINES ARE INCREDIBLE PLY IMPORTANT TO OUR ECONOMY. MOST OF OUR FREIGHT IS MOVED AROUND BY DIESEL POWERED ENGINES. WE NEED THEM TO BUILD OUR INFRASTRUCTURE AND MAINTAIN OUR ROADS AND BRIDGES. BUT UNFORTUNATELY AS MATT MENTIONED, WE HAVE A LARGE LEGACY OF OLDER, DIRTIER ENGINES ON THE ROADS AND IN USE FOR CONSTRUCTION. THAT IS WHAT IS REALLY DRIVING THE PROBLEM.

Mr. Wasiutynski: NEWER ENGINES AS WE TALKED ABOUT ARE MUCH CLEANER. FOR 2014 AND NEWER ENGINES OFF ROAD AND 2010 ON ON-ROADSIDE HAVE THE MOST UP-TO-DATE POLLUTION CONTROL TECHNOLOGY AND ARE THE CLEANEST BURNING ENGINES IN THE ENTIRE WORLD. DIESEL LIKE CIGARETTE SMOKE AND WOODS THAT CONTAIN A WHOLE HOST OF DIFFERENT CHEMICALS IN IT. SOME OF THESE CHEMICALS ARE EMITTED AS GASES SEPARATE FROM THE PARTICLES. SOME OF THE CHEMICALS BIND TO THE PARTICLE. DR. LEWIS HAS DESCRIBED THESE PARTICLES THAT LODGE DEEP INTO OUR BODIES AS LITTLE GRENADES, LETTING OFF AN EXPLOSION OF NEGATIVE HEALTH IMPACTS. ACTUALLY THE LATEST RESEARCH SHOWS THAT DIESEL PARTICLES ARE SO SMALL THEY CAN ACTUALLY FOLLOW THE NERVOUS PATHWAYS FROM OUR OLFATORY CENTERS INTO OUR BRAINS, CAUSING ISSUES LIKE ALZHEIMER'S.

THE MORE WE FIND OUT ABOUT COMBUSTION OF FUEL, THE LESS THERE IS TO LIKE. ANOTHER INTERESTING FACTOR OUR LUNGS ARE REALLY OUR ONLY INTERNAL ORGAN THAT'S EXPOSED TO THE OUTSIDE. THROUGH OUR INHALATION. THE LUNGS ARE COMPOSED OF VAST AMOUNT OF SURFACE AREA TO FACILITATE THE GAS. THE SURFACE AREA OF THE LUNGS IS ABOUT THE SIZE OF HALF A TENNIS COURT. IF YOU THINK ABOUT EACH BREATH WE TAKE WE HAVE THIS MASSIVE INTAKE OF AIR THAT'S GOING ON AND WHENEVER THAT AIR IS CONTAMINATED BE IT FROM CIGARETTE SMOKE OR DIESEL PARTICULATES, WE'RE GETTING THOSE THINGS INTO OUR BODIES. THIS IS A SLIDE I BORROWED FROM DEQ. IN 2007 THE LEGISLATURE SET A GOAL FOR THE STATE THAT WE WOULD GET TO NO MORE THAN ONE IN A MILLION EXCESS CANCERS FROM DIESEL PM, BUT AS YOU CAN SEE FROM THE SLIDE THAT HERE IN 2017 WE'RE NOT AT THAT GOAL AND THAT REALLY BECAUSE THE DURABILITY OF THESE ENGINES IS SO LONG THAT WE WON'T BE GETTING TO THIS GOAL OF HAVING ALL CLEAN FLEET UNTIL SOMETIME AFTER 2030. SO WE ARE REALLY QUITE A LONG WAY FROM THIS.

OTHER STATES HAVE TAKEN MORE PROACTIVE MEASURES, NOT PLY IN WASHINGTON WE SPENT QUITE A BIT OF PUBLIC MONEY TO TRY TO CLEAN UP THE FLEET N. CALIFORNIA THEY HAVE TAKEN THE INCENTIVE ROUTE BUT ALSO PUT IN PLACE MANDATORY PHASE-OUT OF OLDER, DIRTIER ENGINES. I WANTED TO BRIEFLY NOTE THAT THE DEQ HAS HELPFULLY DONE AN EMISSIONS INVENTORY TO SHOW WHERE THE EMISSIONS ARE COMING FROM WHEN WE BREAK IT OUT FOR THIS ONE CATEGORY OF POLLUTION, DIESEL PM, NONROAD AND ON-ROAD VEHICLES, HEAVY DUTY TRUCKS, CONSTRUCTION EQUIPMENT, ARE REALLY THE PRIMARY DRIVERS FOR THE POLLUTION BUT WE ALSO HAVE RAIL AND PORT FACILITIES HERE IN MULTNOMAH COUNTY. THOSE ARE ALSO CONTRIBUTING.

WE HEARD THE STATISTICS THAT MULTNOMAH COUNTY HAS THE FOURTH HIGHEST EXPOSURE RATE IN THE ENTIRE COUNTRY TO DIESEL P.M. WE HAVE HIGHWAYS, PORTS, LOTS OF INFRASTRUCTURE FOR RECEIVING AND MOVING

GOODS. REALLY WE'RE A HUB FOR THE ENTIRE STATE OF OREGON. THAT CONCENTRATES THAT POLLUTION INTO A VERY SMALL AREA AND WE ALSO CONCENTRATE PEOPLE INTO A SMALL AREA BUT THERE ARE UNINTENDED CONSEQUENCES AS WELL. I WANT TO THANK DEQ FOR BEING MY TEACHERS, DOING GROUNDBREAKING WORK THROUGH THE PORTLAND AIR TOXICS STUDY. THIS IS ONE MAP FROM THAT STUDY. IT SHOWS OUR METRO REGION AND THE CONCENTRATIONS OF PARTICULATE MATTER FROM DIESEL ENGINES. YOU CAN SEE THAT WE REALLY ALL LIVE IN A TOXIC HOT SPOT.

Mr. Wasiutynski: THE WHOLE REGION REALLY IS EXPOSED TO THESE HIGH LEVELS OF DIESEL PM, AND UP TO TEN TIMES THE STATE OF OREGON BENCHMARK. ONE THING TO NOTE ABOUT THE STATE OF OREGON BENCHMARK IS THAT'S LESS PROTECTIVE OF HUMAN HEALTH THAN WASHINGTON OR OREGON. THOSE ARE ABOUT 35 TIMES MORE PROTECTIVE. THEY HAVE DECIDED THAT DIESEL IS MORE POTENT THAN WE HAVE SO FAR IN THE STATE OF OREGON. COUNTIES HAVE RUN THE NUMBERS USING THOSE MORE PROTECTIVE STANDARDS AND WE SEE THAT THE HIGHER NUMBERS RESULT IN LEVELS OF EXCEEDING 50 TO 8,000 TIMES. SO PROXIMITY TO MAJOR SOURCES LIKE RAILYARDS, HIGHWAYS ARE GOING TO DRIVE SOME OF THESE CONCENTRATION LEVELS.

NOT TO BELABOR THE POINT OF HEALTH IMPACTS, BUT WE SEE THAT DIESEL PM IS A POTENT DRIVER OF PUBLIC HEALTH IMPACT AND RESULTING IN PREMATURE DEATHS, ASTHMA INSTANCES, HEART ATTACKS, ET CETERA. SO CONTROLLING THIS SOURCE OF EMISSIONS IS AN IMPORTANT WAY OF HELPING TO PROTECT PUBLIC HEALTH. THE ESTIMATED NUMBER OF PEOPLE THAT DIE FROM EXPOSURE IS ACTUALLY HIGHER THAN THE TOTAL THAT DIE FROM DRUNK DRIVING ACCIDENTS. THAT JUST GIVES YOU A SENSE OF SCALE. FINALLY, I THINK WE WOULD BE REMISS IF WE DIDN'T TALK ABOUT SOME OF THE RACIAL ASPECTS OF POLLUTION DISTRIBUTION IN OUR COMMUNITY. AS IS SO OFTEN THE CASE WITH ISSUES THAT ARE HEARD BEFORE THIS BOARD, THE WAY IN WHICH THE POLLUTION IS DISTRIBUTED IN OUR COMMUNITY IS NOT EQUAL. WHEN IT COMES TO THE DISTRIBUTION OF DIESEL PARTICULATE MATTER IN PARTICULAR, THOSE CENSUS TRACKS ACCORDING TO A STUDY DONE BY OUR WONDERFUL HEALTH DEPARTMENT, TRACKS WITH HIGHER CONCENTRATIONS OF PEOPLE OF COLOR, AFRICAN-AMERICANS, ASIAN PACIFIC ISLANDERS AND LATINOS ARE TWO OR THREE MORE TIMES EXPOSED THAN WHERE THERE'S PREDOMINANTLY WHITE PEOPLE LIVING.

THIS ADDS TO THAT OVER ALL BURDEN OF DISEASE WE HAVE HEARD SO MUCH ABOUT THROUGH THESE BOARD MEETINGS OVER THE YEARS THAT IT'S JUST ONE OTHER LAYER, ONE OTHER BURDEN THAT'S LAYERED ON TO AN ALREADY OVERBURDENED POPULATION. OTHER GROUP REALLY AT RISK FROM AIR POLLUTION ARE KIDS. TO QUOTE DR. LEWIS, HE SAID KIDS ARE LIKE HUMMINGBIRDS. THEY BREATHE A LOT RELATIVE TO OVER ALL WEIGHT AND

THEY ARE STILL DEVELOPING, SO WHEN KIDS BREATHE IN HIGHER LEVELS OF DIRTY AIR, IT CAN ACTUALLY STUNT THE GROWTH OF THEIR LUNGS. THAT'S NOT JUST TEMPORARY, THAT'S OVER THE ENTIRE LIFETIME. THEY HAVE DONE STUDIES OF LUNG FUNCTION IN L.A. AS AIR QUALITY HAS IMPROVED AND FIND GENERATIONS OF KIDS GROWING UP NOW AS THEY CLEANED UP THE AIR SHED HAVE LARGER LUNGS THAT CAN BREATHE MORE AIR.

Mr. Wasiutynski: THEY DID ANOTHER STUDY IN WASHINGTON STATE OF KIDS WHO WERE RIDING BUSES BEFORE AND AFTER THEY GOT RETROFITTED AND CLEANED UP AND FOUND THAT ABSENTEEISM ACTUALLY DROPPED AFTER THE BUSES GOT CLEANED UP AND THAT THE MARKERS FOR THE PRECURSOR MARKERS FOR ASTHMA ATTACKS ACTUALLY DECREASED IN THE CHILDREN'S BLOOD. WE CAN SEE THAT THESE REDUCING POLLUTION CAN HAVE AN IMPACT NOT JUST ON LONG TERM HEALTH OF INDIVIDUALS BUT SOMETIMES ON VERY IMMEDIATE HEALTH OF INDIVIDUALS. FINALLY BECAUSE I'M A CLIMATE NERD THESE PARTICLES ALSO HAVE AN IMPACT ON THE ENVIRONMENT. THIS IS TRUE OF BOTH PARTICLES FROM WOOD BURNING AND PARTICLES FROM THE COMBUSTION OF DIESEL. THEY ACTUALLY HAVE THIS IS A COMPLICATED SLIDE. THIS IS THE BEST ONE I COULD FIND, INTERACTIONS WITH THE ENVIRONMENT ARE COMPLICATED. TO MAKE IT REALLY SIMPLE, THE PARTICLES IN SNOW LOWER THE REFLECTIVITY OF SNOW AND IT MELTS FASTER. ALOFT IN OUR AIR IF YOU EVER HAVE SEEN THAT BROWN HAZE THAT HANGS OVER AN URBAN AIR ACTUALLY ABSORBS HEAT FROM THE SUN AND RADIATES IT BACK OUT SO WE'RE GETTING ADDITIONAL WARMING FROM THOSE PARTICLES.

THEY ARE SHORT LIVED. THEY DON'T STAY IN THE ATMOSPHERE AS LONG AS CO2 DOES, BUT REDUCING THE CONCENTRATION IS ACTUALLY A STRATEGY THAT CAN HELP US SORT OF BUY SOME TIME IN THE AMOUNT OF WARMING THAT WE'RE HAVING.. I ALWAYS TALK ABOUT THINGS LIKE AIR POLLUTION, CLIMATE CHANGE, BUT WE WILL CERTAINLY BE BACK TO TALK ABOUT CLIMATE CHANGE AT SOME POINT IN THE FUTURE. THE NICE THING ABOUT THIS IS WE CAN DO STUFF ABOUT IT. WE'RE REALLY WORKING HARD AND I WANT TO THANK COMMISSIONER MEIERAN, FOR COMING TO SALEM LAST WEEK TO TESTIFY ON THIS ISSUE AND COMMISSIONER PETERSON AND MEIERAN FOR THAT WONDERFUL OP-ED.

WE ARE WORKING WITH THE STATE LEGISLATORS TO PUT AN EXPIRATION DATE ON THESE OLD DIESEL ENGINES. THERE'S ALSO THE VW SETTLEMENT THAT WILL PUMP IN ABOUT \$80 MILLION WORTH OF INCENTIVES SO HOPEFULLY WE CAN COUPLE INCENTIVES WITH REGULATION. THE THING I WOULD LIKE TO COME BACK ON IS ALSO LOOK AT OUR OWN PRACTICES. WE HAVE CLEANED IT UP, MODERNIZED IT, RETROFITTED IT SO IT'S NOT POLLUTING BUT FOR MAYBE SOME OF OUR CONSTRUCTION CONTRACTS WE CAN DO BETTER. SO WE'RE ACTUALLY CURRENTLY IN THE PROCESS OF DEVELOPING A POLICY WITH OUR FRIENDS AT WASHINGTON COUNTY,

CLACKAMAS COUNTY, PORT OF PORTLAND, METRO, AND THE CITY OF PORTLAND AND OTHERS ARE WELCOME. ALL COMERS WELCOME. WHAT WE HOPE TO DO IS DEVELOP A POLICY WE CAN ALL IMPLEMENT TOGETHER. CREATE MORE OF A DRIVER THROUGH OUR PUBLIC DOLLARS TO HELP INCENTIVIZE TRANSITION TO CLEAN OUR EQUIPMENT OVER TIME. OF COURSE WE HAVE TAKEN INTO ACCOUNT MINORITY AND WOMEN OWNED BUSINESSES. IT'S COMPLICATED BUT I'LL BE COMING BACK TO TALK TO YOU INDIVIDUALLY AND COLLECTIVELY ABOUT THIS ISSUE AND WE'LL ALSO BE HOSTING PUBLIC FORUMS TO MEET WITH THE CONTRACTING COMMUNITY AND OTHER COMMUNITIES AFFECTED BY THIS POLICY AREA. WITH THAT, I'M GOING TO TAKE A PAUSE.

Chair Kafoury: DOES ANYONE HAVE QUESTIONS OR COMMENTS?

Vice-Chair Vega Pederson: THANK YOU SO MUCH FOR THIS PRESENTATION. FROM MY PERSPECTIVE IT'S GOOD TO HAVE PALMER MASON IN THE ROOM DURING THIS BRIEFING. I APPRECIATE ALL THE WORK YOU'VE DONE, ESPECIALLY FROM THE PERSPECTIVE OF MULTNOMAH COUNTY. I WANTED TO SHARE WITH THE BOARD I WAS AT THE AOC MEETING YESTERDAY AND THEY WERE TALKING ABOUT THE DIFFERENT LEGISLATION TALKING ABOUT DIESEL EMISSIONS AND HOW TO USE THOSE V.W. DOLLARS. SOUNDED LIKE THERE'S A DEFINITE DESIRE TO PUT SOME OF THAT MONEY FOR SCHOOL BUS RETROFITTING THROUGHOUT THE STATE, WHICH WOULD BE ABOUT \$20 MILLION. THERE ARE A COUPLE OF OTHER IDEAS. THERE WAS A SENSE THAT THEY ARE LOOKING TO USE THOSE DOLLARS WHERE IT WOULD HAVE THE MOST IMPACT, WHICH WOULD BE IN THIS CASE MULTNOMAH COUNTY AND THE METRO REGION. WE SHOULD BE CONSIDERING WHAT WE WANT TO PUT FORWARD AS SOME IDEAS AND TO SHARE THAT WITH OUR COLLEAGUES IN SALEM AS WELL.

Commissioner Stegmann: THIS IS DEPRESSING BUT GREAT INFORMATION. I REALLY APPRECIATE BECAUSE I THINK LIKE THE WOODSTOVES I HAVE MENTIONED BEFORE I ALWAYS THINK IN TERMS OF LIKE COMMERCIAL WOODSTOVES USAGE AS BEING A HUGE POLLUTANT OR JUST RESIDENTIAL USE. OBVIOUSLY WE HAVE FOLKS, LOW INCOME FOLKS THAT COULD BE THEIR ONLY SOURCE OF HEAT. SO EDUCATION AND AGAIN I MEAN WE'RE POLLUTING THE LUNGS OF OUR MOST VULNERABLE RESIDENTS, OUR CHILDREN, SO I'M REALLY EXCITED TO SEE YOU WORKING SO DILIGENTLY ON THIS ISSUE AND WE'LL BE EXCITED TO SEE WHAT WE CAN DO AS A COUNTY.

Mr. Wasiutynski: WOOD SMOKE IS NOT ONE OF THOSE THINGS. IT'S LIKE A NICE THING, WARMING. BUT IT'S JUST ONE OF THOSE THINGS PEOPLE NEED TO BE AWARE THAT THEY CAN HAVE NEGATIVE CONSEQUENCES IF NOT DONE PROPERLY. WITH THAT I'M GOING TO INVITE OUR GUESTS FROM DEQ AND OHA TO COME UP WITH A BRIEF PRESENTATION ABOUT POINT SOURCES. WE HAVE TALKED ABOUT AREA SOURCES AND MOBILE SOURCES OF EMISSIONS.

WHAT WE SAW LAST YEAR WITH THE BULL'S EYE EXPLODING ON TO THE SCENE WAS THAT WE HAD A PROBLEM WITH INDUSTRIAL SOURCES. THAT PROMPTED THE GOVERNOR TO TAKE ACTION. MY ESTEEMED COLLEAGUES, I WANT TO THANK GABRIELA AND NINA FOR COMING. THEY HAVE BEEN WONDERFUL PARTNERS TO THE COUNTY.

Ms. Goldfarb: I WANT TO PREFACE MY REMARKS BY UNDERSCORING WHAT JOHN JUST SAID ABOUT WHAT A GREAT PARTNERSHIP WE HAVE HAD WITH JOHN, MATT, JAY IN SO MUCH OF THIS IMPORTANT WORK AND IN OUR WORK GENERALLY CERTAINLY AT THE HEALTH AUTHORITY. I WOULD LIKE TO DO A TIME CHECK TO FIND OUT WHAT TIME CONSTRAINTS YOU HAVE. I'LL CUT OUT STUFF DEPENDING ON WHAT TIME THE COMMISSIONERS NEED TO WRAP UP.

Chair Kafoury: PROBABLY MAKE IT SHORTER RATHER THAN LONGER. IF PEOPLE HAVE TO LEAVE, THEY CAN LEAVE.

Ms. Goldfarb: OKAY, GREAT. THAT WAS A FANTASTIC CONTEXT AND I CAN CUT OUT A BUNCH OF STUFF BECAUSE YOU GOT AN EXCELLENT OVERVIEW ABOUT PUTTING INDUSTRIAL POINT SOURCES OF AIR POLLUTION IN CONTEXT. AS A REMINDER FOR SOME WHO DIDN'T TRACK THIS AS CLOSELY AS SOME OTHERS LIKE THE CHAIR WHO KNOWS THIS INTIMATELY, THE GAP THAT JOHN SPOKE ABOUT EMERGED WHEN DEQ ACTUALLY ASKED THE FOREST SERVICE, THEY CAME KNOCKING SAID WE WANT TO DO A RESEARCH PROJECT, WE'RE GOING TO TEST MOTHS FOR EMISSIONS FROM VEHICLES AND DEQ SAID ACTUALLY THE SOURCE OF CADMIUM WE DON'T KNOW WHERE IT'S COMING FROM. OUR MODELING SAYS IT SHOULD BE AT THIS LEVEL BUT OUR MONITORING IS AT THIS LEVEL. HELP US BY TESTING FOR METALS INSTEAD. WHILE IT WAS QUITE A ROCKY PROCESS, AND CAUSED A LOT OF ANGUISH FOR THE PUBLIC AND A LOT OF STRESS, THERE'S A HUGE SILVER LINING THAT WE ARE MOVING TO OVERHAUL THE ENTIRE SYSTEM OF REGULATING INDUSTRIAL AIR TOXICS IN THIS STATE. IT'S THE BIGGEST OVERHAUL IN ENVIRONMENTAL REGULATION IN DECADES.

Ms. Goldfarb: THAT'S A REALLY POSITIVE OUTCOME FROM A CHALLENGING SITUATION. AS YOU SAW THE BIGGEST SOURCES OF HEALTH POLLUTION MAY NOT BE INDUSTRIAL POINT SOURCES BUT PEOPLE WHO LIVE IN CLOSE PROXIMITY TO THOSE SOURCES CAN BE HELPLESS AND THERE CERTAINLY IS A LOT OF STRESS, WHICH IS A REAL HEALTH RISK AS WELL. ALSO IT'S BEEN A PROBLEM FOR OUR BUSINESS OWNERS. ANYWHERE THAT WE HAVE THESE FACILITIES WHERE THERE ARE CONCERNS, PARTICULARLY WHEN THERE ARE ODORS, THERE'S A FLASH POINT, A RECURRING FLASH POINT BETWEEN THE COMMUNITY AND THESE FACILITIES. IT'S BEEN THE FACT OF THIS KIND OF REGULATORY FLOOR IF YOU WILL THAT MATT SPOKE TO THAT HAS US IMPLEMENTING EPA REGULATION, CHS HAS DONE A LOT TO CLEAN UP THE AIR BUT DON'T GET EVERYWHERE. YOU EMIT THIS MUCH VOLUME OUT OF YOUR SMOKESTACK. IT'S NOT BASED ON HEALTH RISKS COMING FROM THAT

SPECIFIC FACILITY. THAT'S THE BIG CHANGE OR SHIFT. IN ADDITION TO THE REGULATIONS THAT WE HAVE NOW THAT ARE DOING A GOOD JOB ON LOTS OF FACILITIES, HOW DO WE ADDRESS THAT GAP AND WE HAVE HAD THE PUBLIC VERY CLEARLY SURPRISED AND EXPECTING THAT THE STATE DOESN'T KNOW WHAT SPECIFICALLY IS COMING OUT OF THE FACILITIES IN MANY CASES.

Ms. Goldfarb: THE GOVERNOR LAST SPRING LAUNCHED CLEANER AIR OREGON, DIRECTED DEQ AND THE HEALTH AUTHORITY TO WORK TOGETHER IN A WAY WE HAVE NOT. WE HAVE ALWAYS HAD A GOOD CONSULTATIVE RELATIONSHIP BUT THIS IS YOKED TOGETHER TO DEVELOP THIS NEW SYSTEM OF HEALTH BASED REGULATIONS. WE HAVE A VERY SHORT TIMELINE. MOST OF THE STATES HAVE TAKEN FIVE TO TEN YEARS TO DEVELOP THEM. WE'RE DEVELOPING THEM IN LESS THAN TWO YEARS. A LITTLE MORE THAN 18 MONTHS. WE REALLY TRIED TO LEARN FROM THOSE OTHER JURISDICTIONS, SOME OF WHICH STARTED 20, 30 YEARS AGO, STARTED SMALL AND BUILT UP OVER TIME. RECENT WELL DEVELOPED ROBUST PROGRAMS WE CAN LOOK TO AND OUR AGENCIES DID VERY IN-DEPTH RESEARCH INTO A NUMBER OF PROGRAMS AND THEN FOCUSED ON SIX IN PARTICULAR AND HAVE TAKEN PIECES OF THOSE AND ARE CONSIDERING SOME INNOVATIONS THAT WOULD BE NEW TO OREGON. THERE ARE A NUMBER OF BASIC ELEMENTS THAT ARE COMMON TO MOST OF THE PROGRAMS THAT WE SEE INCLUDING DELINEATION OF WHO THEY APPLY TO, WHICH FACILITIES ARE IN OR OUT, HOW DO YOU SCREEN FOR THE ONES THAT WE REALLY CARE ABOUT THAT HAVE HEALTH IMPACTS, HOW DO YOU DO A MORE IN DEPTH RISK ASSESSMENT IF YOUR EARLY SCREENING LOOKS LIKE THERE MAY BE CONCERNS.

THEN IF AFTER ALL THAT YOU IDENTIFY PLACE THAT CAN PRODUCE RISK TO HEALTH, WHAT ARE THE MEASURES THAT CAN BE TAKEN TO DECREASE THOSE RISKS. SO WHAT CLEAN AIR OREGON WILL DO AND WE'LL HEAR MORE ABOUT WHERE WE ARE IN THE PROCESS FROM NINA, TO SET LIMITS ON HEALTH RISK BASED LIMITS FOR EMISSIONS. WE'LL REQUIRE EVALUATION OF THE EMISSIONS AND RISKS TO HEALTH BASED ON STANDARDS AND POTENTIAL HEALTH IMPACTS. THESE HAVE TO BE BACKED BY SCIENCE. WHERE DO WE HAVE EVIDENCE FOR IMPACTS TO HEALTH. WE ARE CONSIDERING COMPREHENSIVE SCREENING OF FACILITIES THAT EMIT AIR TOXICS TO ALLOW FOCUS ON WHERE EMISSIONS NEED TO BE REDUCED. WE WILL GIVE BUSINESSES CLEAR DIRECTION AND GUIDANCE. OF THIS WILL GIVE THEM CERTAINTY AND CONSISTENCY ABOUT HOW THEY NEED TO OPERATE. WE'LL BE CONSIDERING THE IMPACTS ON BUSINESSES AND JOBS AND LOCAL ECONOMIES TO HELP AUTHORITY AND I'M SURE FOR MULTNOMAH COUNTY PUBLIC HEALTH AS WELL THE SOCIAL DETERMINANTS OF HEALTH AND EMPLOYMENT BEING NEAR THE TOP OF THAT ARE REALLY SOMETHING WE NEED TO KEEP IN CONSIDERATION AS WELL.

Ms. Goldfarb: I DO WANT TO UNDERSCORE ONE OF THE POINTS MULTNOMAH COUNTY COLLEGE MADE PARTICULARLY FOR INDUSTRIAL AIR TOXICS WE OFTEN HAVE PEOPLE LIVING NEXT TO THOSE FACILITIES BEING PEOPLE OF LOW INCOMES, COMMUNITIES OF COLOR WHO HAVE LESS OF A VOICE IN THOSE DECISIONS AND MAYBE BEARING A BIGGER BURDEN. THERE IS SOME RESEARCH FOR EXAMPLE THAT LESS WELL NOURISHED CHILDREN UPTAKE LEAD FASTER THAN WELL NOURISHED CHILDREN DO. YOU CAN SEE THE IMPLICATIONS FOR A FAMILY THAT LIVES VERY CLOSE TO A FACILITY THAT EMITS THOSE POLLUTANTS. OVER ALL CLEAN AIR OREGON IS GOING TO IMPROVE AIR QUALITY FOR PEOPLE LIVING NEAR IN CLOSE PROXIMITY TO THOSE FACILITIES. I WILL TURN IT OVER TO NINA.

Ms. DeConcini: I JUST WANT TO ECHO WHAT GABRIELA AND MATT SAID ABOUT THE PARTNERSHIP APPEARED HOW MUCH JUST PERSONALLY I HAVE APPRECIATED THE SUPPORT AND WE HAVE ONGOING CONVERSATIONS IN DIFFERENT COMMUNITIES NOW. MATT, ANDREA, OTHERS RAILROAD PART OF IT AND THEY ARE RICH ARE AS A RESULT. I PUBLICLY THANK OUR COLLEAGUES FROM MULTNOMAH COUNTY. THE CURRENT PROGRAM FOR INDUSTRIAL FACILITIES IS A FEDERAL BASED PROGRAM THAT'S TECHNOLOGY BASED AND WHAT WE NEED TO DO IS OF COURSE OVERHAUL THAT TO MAKE SURE WE'RE TAKING INTO ACCOUNT THE HEALTH-BASED IMPACTS IN A MORE LOCALIZED WAY. WE DO KNOW SOMETHING FROM FACILITIES WITH RESPECT TO WHAT THEY ARE EMITTING BUT WE DON'T KNOW ABOUT ALL THESE TOXICS. ONE OF THE THINGS DEQ HAS DONE IS REACH OUT TO ABOUT 1300 PERMITTED FACILITIES AND ASK THEM FOR PRODUCTION INFORMATION, AS WELL AS EMISSIONS INFORMATION. THIS IS VITAL TO BOTH DEVELOPMENT OF THE WHOLE PROGRAM AND MOST IMPORTANTLY IMPLEMENTATION. WE WANT TO FOCUS OUR EMPHASIS ON THE AREAS WITH MOST RISK. SO THAT INFORMATION IS COMING IN PHASES. END OF MARC, MAY, AND THEN SEPTEMBER.

THIS INCLUDES FACILITIES LIKE GAS STATIONS AND DRYCLEANERS, SO SMALLER FACILITIES THAT YOU MAY NOT THINK OF AS PART OF THOSE SOURCES THAT MATT SPOKE OF. IT'S ABOUT 660 POLLUTANTS THAT WE'RE ASKING FOR. THAT WAS INFORMED BY FEEDBACK FROM RULES ADVISORY COMMITTEE WHICH I'LL TALK ABOUT IN JUST A MOMENT AS WELL AS COMMUNITY ACTIVISTS AND LOCAL PUBLIC HEALTH FOLKS AND A LOT OF VOICES AROUND THE TABLE. SO WE HAVE AN ADVISORY COMMITTEE WHICH IS VERY LARGE, 23-MEMBER BODY

I'LL TELL YOU ABOUT THEM. WE HAVE ACTUALLY BOTH DR. LEWIS AND DR. JAY DOUGLAS ARE MEMBERS OF THE RULES ADVISORY COMMITTEE, THIS VITAL SOURCE OF INFORMATION. WE ALSO HAVE BUSINESS INTERESTS, LOCAL COMMUNITY REPRESENTATIVES. WHO ELSE DO WE HAVE OF THE CATEGORIES AM I MISSING? ENVIRONMENTAL JUSTICE. YES. WORK GROUPS THAT WE CONVENED TO INVITE PEOPLE FROM WASHINGTON AND CALIFORNIA

AND AROUND THE COUNTRY FRANKLY TO GIVE US INFORMATION ABOUT WHAT THEY HAVE DONE NOT ONLY WITH THE RULE DEVELOPMENT BUT HOW THEY HAVE CONSIDERED EQUITY IN THE PROCESS. INSTEAD OF IT BEING AN ADD-ON THEY WANTED ALL THESE AREAS WHICH ARE THESE KIND OF BUCKETS OF WORK, THE PROGRAM SCOPE, CUMULATIVE RISK, POLLUTANTS, SPACE CONCENTRATIONS, SCREENING ASSESSMENT AND IMPLEMENTATION TO HAVE ENVIRONMENTAL JUSTICE IN ALL OF THOSE AS OPPOSED JUST AN ADD-ON AT THE END. THAT'S SOMETHING WE'RE VERY GLAD TO BE DOING AND WE'RE GLAD PEOPLE HAVE MADE THAT EMPHASIS CLEAR TO US. WE STARTED THE RULEMAKING PROCESS.

Ms. DeConcini: THE GROUP MEETS SIX TIMES AND THEY WILL CONCLUDE THEIR WORK IN JUNE OF THIS YEAR AND THEN THE SUMMER IS GOING TO BE A BIG PUBLIC OPPORTUNITY FOR INPUT. THAT WILL CONCLUDE BODIES SUCH AS YOURS AND WE'LL BE HAPPY TO ENTERTAIN QUESTIONS OR PROVIDE BRIEFINGS AS NEEDED AS WELL AS MEMBERS OF THE PUBLIC AND OF COURSE INDUSTRY. WE WANT CERTAINTY FOR EVERYONE. PUBLIC HEALTH PROTECTION AS WELL AS WHAT BUSINESSES AND FACILITIES HAVE TO DO TO BE IN COMPLIANCE. OUR GOVERNING BOARD, THE ENVIRONMENTAL QUALITY COMMISSION, WHICH WILL TAKE THE RECOMMENDATIONS FROM DEQ AND OHA AS PART OF THE DRAFT RULES INTO CONSIDERATION IN EARLY NEXT YEAR, 2018. AND THIS SLIDE JUST GIVES YOU A PICTORIAL OF WHERE WE ARE ON THAT TIME FRAME HAVING CONDUCTED SOME ENGAGEMENT AND WORKING WITH THE ADVISORY COMMITTEE AND TECHNICAL WORK GROUPS, THE DRAFTING OF THE RULES, AND THEN ULTIMATELY THE OPPORTUNITY FOR PUBLIC COMMENT AND DRAFT RULES THAT WOULD COME TO OUR GOVERNING BODY.

Ms. Goldfarb: I WANTED TO ADD A COUPLE CLARIFICATIONS. ONE, THE 660 CHEMICALS THAT DEQ REQUESTED INFORMATION FOR FROM FACILITIES, THAT WAS COMPILED FROM A COMBINATION OF LISTS THAT ARE MAINTAINED BY OREGON'S OWN LISTS OF HAZARDOUS AIR POLLUTANTS, EPA LISTS, AIR QUALITY MANAGEMENT DISTRICT, WASHINGTON STATE. SO THAT'S HOW WE GOT TO THAT NUMBER. OF THOSE IT'S IMPORTANT TO NOTE THERE ARE ABOUT 215 FOR WHICH WE HAVE HEALTH-BASED MEASURES OR SCIENCE REALLY THAT TELLS US THAT IT'S NOT 215. SOME OF THOSE ARE FAMILIES OF CHEMICALS, LIKE PCBs THERE'S 200 KINDS APPARENTLY. 215 OF THOSE WHICH COULD POTENTIALLY IF WE GET INFORMATION BACK FROM BUSINESSES THAT THEY ARE EMITTING.

THOSE ARE THE ONES WE WOULD LIKELY HAVE POTENTIAL REGULATIONS TO CONTROL, IF THEY WERE ABOVE ALLOWABLE LEVELS. FOR THE OTHER ONES, THERE MAY BE MORE SCIENCE THAT COMES IN OVER TIME. PROPOSALS FOR HOW WE ADD TO THAT LIST OVER TIME BUT WANTED TO MAKE CLEAR THERE WON'T BE REGULATION ON 660 CHEMICALS BECAUSE THE SCIENCE ISN'T THERE FOR ALL OF THEM.

Ms. DeConcini: I WANT TO ADD INFORMATION ABOUT THE FRAMEWORK. VERY SOON LIKE NEXT WEEK WE'RE GOING TO HAVE A POLICY FRAMEWORK FOR THOSE BUCKETS OF WORK LIKE IMPLEMENTATION, RISK-BASED CONCENTRATIONS THAT THE POLICY ADVISORY COMMITTEE, RULES ADVISORY COMMITTEE WILL USE AS A WAY TO STRUCTURE THEIR CONTINUED WORK FOR EACH OF THOSE AREAS.

Ms. Goldfarb: SO RULEMAKING ADVISORY COMMITTEE HAS LOOKED AT PIECES, DIVIDED IT INTO SIX OR EIGHT DIFFERENT BUCKETS, ACTUALLY 27 DIFFERENT COMPONENTS. IT'S VERY COMPLICATED REGULATING INDUSTRIAL FACILITIES. SO PART OF THE CONCERN THAT WE HAVE HEARD FROM THEM IS WE ONLY ARE SEEING DIFFERENT PIECES. WE DON'T SEE HOW THE WHOLE THING COMES TOGETHER. SO ON OUR OR AROUND THE 21ST, 22ND, TWO WEEKS BEFORE THE NEXT ADVISORY MEETING, APRIL 4 IS THE NEXT RACK MEETING. WEEKS BEFORE WE TRY TO GET INFORMATION TO THEM. THEY WILL BE GETTING A PROPOSED FRAMEWORK WHICH IS A STARTING POINT FOR CONSIDERATION. IT'S NOT THE PROPOSAL. NOT THE RULES. BECAUSE AGAIN THIS IS SO COMPLEX THIS IS DIFFERENT, VERY DIFFERENT THAN TYPICAL RULEMAKING. MOST ARE LOOKING TO MAKE WHAT ENDS UP BEING A TWEAK. IT'S NOT A WHOLE PROGRAM.

SO THE FRAMEWORK DOCUMENT IS JUST A WAY TO GET THE CONCEPT FOR THE OVER ALL PROGRAM AND HOW THE INTERPLAY AMONG THEM IN FRONT OF PEOPLE, IN FRONT OF THE RACK AND THE PUBLIC. EVERYBODY WILL HAVE ACCESS TO IT. WE WANT TO MAKE CLEAR IT'S NOT THE PROGRAM. THEY ARE NOT THE RULES. IT'S ANOTHER POINT FROM WHICH WE GET RECOMMENDATIONS FOR WHAT THE PROGRAM SHOULD LOOK LIKE. THE ENVIRONMENTAL QUALITY COMMISSION ARE THE ULTIMATE DECISION MAKERS. THEY WILL BE THE ONES WHO ADOPT RULES. THE RULES WHICH HOPEFULLY WILL BE CONSISTENT WITH THE FRAMEWORK AND FEEDBACK ON THE FRAMEWORK, THOSE WILL ROLL OUT IN JULY.

Ms. DeConcini: FOR PUBLIC COMMENT. ALL OF THE PRODUCTS WE DESCRIBED HERE UP UNTIL THIS POINT ARE AVAILABLE ON THE WEBSITE ON CLEAN AIR OREGON'S WEBSITE. YOU CAN'T ACCESS THEM OR WANT MORE INFORMATION ABOUT ANYTHING PLEASE LET US KNOW.

Chair Kafoury: YOU TALKED ABOUT THE NEW REPORTING REQUIREMENTS THAT DEQ IMPLEMENTED LAST YEAR AND I KNOW THERE'S A TOXIC RIGHT TO KNOW BILL, 2669. CAN YOU TELL ME IF THERE'S A RELATIONSHIP THERE, IF THEY ARE DIFFERENT?

Ms. DeConcini: THEY ARE CERTAINLY RELATED. THIS PARTICULAR INQUIRY TO THE FACILITIES THAT ARE CURRENTLY PERMIT REASONABLE DOUBT SPECIFIC TO THE OVERHAUL OF THE RULEMAKING. I CAN'T ULTIMATELY SAY

TODAY WHAT THE OVERLAP WILL BE, BUT CERTAINLY THAT INFORMATION IS SOMETHING THAT WILL BE MADE PUBLIC AND I THINK THAT'S IN PART THE REASON OR THE INTEREST IN THAT PARTICULAR PIECE OF PROPOSED LEGISLATION. IT REALLY IS PARTICULAR TO THE RULEMAKING FROM OUR PERSPECTIVE BUT IT'S NOT AN IMPLEMENTATION. THEY ARE PARALLEL, NOT NECESSARILY EXACTLY THE SAME.

Chair Kafoury: DOES THE BILL GO FURTHER THAN --

Ms. DeConini: I DON'T KNOW ENOUGH ABOUT THE PROPOSED LEGISLATION.

Mr. Wasiutynski: I WOULD SAY THE LEGISLATION WOULD PROVIDE A DISCLOSURE FRAMEWORK RATHER THAN REGULATORY FRAMEWORK. IT WOULD ALSO LOOK AT NOT JUST AIR BUT ALSO WATER, SOIL, SOLID WASTE DISCHARGES AS WELL. WHAT THEY ARE CALLING A MASS BALANCING APPROACH. WHAT COMES IN, WHAT GOES OUT AND TRYING TO FIGURE OUT HOW MUCH OF THAT IS EMPLOYED IN A PRODUCT YOU'RE PRODUCING, HOW MUCH HAS ESCAPED INTO THE ENVIRONMENT. IT WOULD THEN BE UP TO CITIZEN GROUPS OR INDIVIDUALS TO SORT OF ASK THE ACTION.

Chair Kafoury: ANY QUESTIONS OR COMMENTS?

Commissioner Smith: YOU WERE TALKING ABOUT THE ENVIRONMENTAL BOARD. WHICH ENVIRONMENTAL BOARD?

Ms. DeConcini: THE ENVIRONMENTAL QUALITY COMMISSION AND COMMISSIONER SMITH IS OUR GOVERNING. THEY ARE REPRESENTING A VARIETY OF DISCIPLINES FROM AROUND THE STATE THAT BASICALLY DECIDES AND MAKES THE DECISION ABOUT OUR RULES. THIS IS ONE OF THE RULES THAT WILL COME TO THEM FOR DECISION MAKING.

Vice-Chair Vega Pederson: A QUESTION GOING BACK TO THE WOOD SMOKE DISCUSSION, TALKING ABOUT A POTENTIAL ORDINANCE IN WASHINGTON COUNTY. WHAT'S BEEN THE ENFORCEMENT OF THE ORDINANCE? IS IT VOLUNTARY, OR DO THEY ACTUALLY HAVE A GROUP FOR ENFORCEMENT?

Mr. Hoffman: IN WASHINGTON COUNTY IT'S A COMPLAINT-BASED SYSTEM RIGHT NOW. AND SO I THINK WHAT THAT CONSISTS OF IS THEY HAVE A TIERED VIOLATION STRUCTURE. THE FIRST STEP IS OUTREACH BY A HEALTH EDUCATOR. THE SECOND MAY BE A HOME VISIT TO DISCUSS BURNING HABITS. FROM WHAT I UNDERSTAND IN WASHINGTON COUNTY'S PROGRAM ONCE YOU GET PAST THAT FIRST STEP THERE REALLY HASN'T BEEN A NEED TO GO TO STEP 4 WITH CIVIL PENALTY OR SOMETHING LIKE. THAT BY AND LARGE IN MANY CASES PEOPLE DO NOT KNOW THE IMPACT OF THEIR SMOKE OR THEIR HABITS AND THAT INITIAL CONVERSATION CAN BE ENOUGH TO CORRECT THE PROBLEM.

Mr. Wasiutynski: WE DO GET COMPLAINTS FROM COUNTY RESIDENTS ON A REGULAR BASIS. MY NEIGHBOR IS CREATING A PROBLEM FOR ME. WHAT CAN YOU DO ABOUT IT? I THINK THAT WOULD BE A GOOD WAY OF GOING.

Ms. DeConcini: AND WE STAND READY TO HELP. IT WAS ONE OF THE BEST EXPERIENCES OF MY LIFE IN ONE YEAR TO GO FROM DATA TO AN ORDINANCE IN WASHINGTON COUNTY. THAT'S A LAND SPEED RECORD FOR GOVERNMENT FOR SOMETHING OF THAT COMPLEXITY WITH CONCERNS ABOUT IMPACTS TO LOW INCOME RESIDENTS BUT KEEP THE PUBLIC HEALTH PIECE IN THE FOREFRONT.

Chair Kafoury: THANK YOU FOR COMING. APPRECIATE YOUR TESTIMONY. THANKS TO OUR GREAT STAFF IN MULTNOMAH COUNTY.

Mr. Wasiutynski: THANK YOU FOR PAYING SO MUCH ATTENTION TO WHAT CAN BE A SOMEWHAT BORING TOPIC.

Chair Kafoury: FASCINATING REALLY. REALLY GREAT. THANK YOU. SEEING WE HAVE NO FURTHER BUSINESS, WE'RE ADJOURNED.

ADJOURNMENT – 11:17 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:
Lynda J. Grow, Board Clerk and
Marina Baker, Assistant Board Clerk
Board of County Commissioners
Multnomah County, Oregon