

**Department:** County Management

**Program Contact:** Brian Smith

**Program Offer Type:** Operating

**Program Offer Stage:** Adopted

**Related Programs:** 10018

**Program Characteristics:**
**Executive Summary**

Clean Air Construction standards are a key strategy for reducing diesel emissions in Multnomah County. According to OR Department of Environmental Quality (DEQ) diesel particulate matter is a potent air toxic that is present in ambient air at levels well above the state's benchmark. The majority of diesel pollution comes from construction equipment in Multnomah County. With Multnomah County's leadership, the City of Portland, Port of Portland, Washington County, TriMet, Metro, and Portland Community College have all adopted the standard. The purpose of this effort is to use public purchasing to create a strong market signal for clean diesel engines and ultimately reduce Multnomah County resident's exposure to deadly Diesel particulate matter pollution.

**Program Description**

In September 2018 the Multnomah County Board of Commissioners committed to establishing a Clean Air Construction Procurement Standard. The Portland City Council took parallel action on the same day. The Standard requires equipment used on County and City construction projects to dramatically reduce emissions from older diesel engines. The primary pollutants of concern from diesel engines are diesel particulate matter and nitrous oxides.

The Chair approved final procurement policies in May 2019. In concert with partner jurisdictions, the rules were revised in May 2022 due to a delay in implementation because of COVID-19. The policy applies to non-road diesel equipment greater than 25 horsepower, on-road dump and cement trucks, and on construction contracts valued at \$500,000 or more. It includes a phase-in period to allow contractors the time and flexibility to plan for the new standard. The Certification Office for Business Inclusion and Diversity (COBID) certified contractors are required to comply with the standards but have more flexibility. So far Washington County, Metro, TriMet, the Port of Portland and Portland Community College have followed the County's and City's lead and adopted these standards.

To help accommodate contractors, especially the COBID certified contractors, the program has an implementation timeline. This timeline and the difficulty of identifying compliant equipment in the field necessitate a strong administrative architecture for the program. Fortunately, the partnership with other jurisdictions and the identical program elements make it possible to share administrative burdens and costs with participating governments. The City of Portland has taken the lead in establishing the administrative infrastructure and allocated over \$400,000 in FY 2020 for startup costs. The annual FY 2025 cost of the administrative program is budgeted at \$359,000, and Multnomah County's share of the program costs is \$57,000 for FY 2025. The County's costs may decrease as other jurisdictions join the effort and the fixed costs are spread across additional partners.

**Performance Measures**

Measure Type	Performance Measure	FY23 Actual	FY24 Budgeted	FY24 Estimate	FY25 Target
Output	Track the number of contractors with registered equipment	102	40	150	200
Outcome	Reduction in particulate matter (PM) from construction projects	0%	10%	10%	10%
Output	Number of pieces of equipment registered	256	300	200	250

**Performance Measures Descriptions**

Tracking the number of contractors with registered equipment is fundamental to the program's goal of educating contractors about the importance of getting dirtier diesel equipment eliminated from their fleets. Reduction in particulate matter generated by equipment is the central outcome of this program as it is what meaningfully reflects the reduction of diesel pollution. Finally, the number of pieces of equipment registered demonstrates the increasing impact the program has on contractors' off-road diesel fleets.

## Legal / Contractual Obligation

Multnomah County entered into an Intergovernmental Agreement with the City of Portland. The City of Portland will administer the program on the County's behalf. County Administrative Procedure PUR-10 includes a complete description of program requirements.

## Revenue/Expense Detail

	Adopted General Fund	Adopted Other Funds	Adopted General Fund	Adopted Other Funds
Program Expenses	2024	2024	2025	2025
Contractual Services	\$52,000	\$0	\$57,000	\$0
<b>Total GF/non-GF</b>	<b>\$52,000</b>	<b>\$0</b>	<b>\$57,000</b>	<b>\$0</b>
<b>Program Total:</b>	<b>\$52,000</b>		<b>\$57,000</b>	
<b>Program FTE</b>	0.00	0.00	0.00	0.00

Program Revenues				
<b>Total Revenue</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

## Explanation of Revenues

Program is supported by General Fund revenues.

## Significant Program Changes

Last Year this program was: FY 2024: 72048 FRM Clean Air Construction Standards