

SUSTAINABLE PROCUREMENT POLICY

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

NAME (PRINT)

ADDRESS AND ZIP CODE (Optional)

Email (Optional)

NAME (PRINT)	ADDRESS AND ZIP CODE (Optional)	Email (Optional)
<i>in support</i> Beven Byrnes	2510 SW 1st Ave Portland, OR 97201	bbyrnes@bridgesms.org
<i>in support</i> Ari Mitchell	"	"
<i>in support</i> Rosie Lyons	"	"
<i>in support</i> Charlie Backus	"	"
Don Stephens	908 SE Cora P.O. 97202	Don@brooklyn-neighborhood.org
Tori Cole	7025 SE Tenino St. Portland, OR 97206	
<i>Peveo</i> Mary Peveo	2882 NW Thurman St PDX 97209	Mary@whatshourair.org
<i>speaker</i> JOSH PROUDFOOT		
<i>no</i> Rafael Villatoro		rvillatoro@bluegreenalliance.org
<i>no</i> Melody Valdini	7745 SE 16 <sup>th</sup> AVE PDX	mevaldini@gmail.com

**Moore-Love, Karla**

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**From:** robert greene <greeneportland@gmail.com>  
**Sent:** Tuesday, December 11, 2018 3:33 PM  
**To:** Council Clerk – Testimony  
**Subject:** Testimony: Clean Air Construction Procurement Standards

My name is Robert Greene. I am a Portland resident and I am very concerned about the diesel pollution health crisis in my city.

I understand you will vote on December 13 on “Clean Air Construction Standard”. This is an important step in the overall campaign to reduce diesel emissions, especially their pervasive, ultra-fine and highly dangerous particulates that enter our lungs and bloodstreams and find their way to internal organs and even our brains. While I support this small “foot-in-the-door,” I want our leaders to do much better for a healthy Portland.

It is important that you strengthen the proposed program as follows:

1. Compress the phase-in schedule as much as possible.
2. Ensure that the oldest, dirtiest diesels will not be allowed to install minimally effective filters and then be grandfathered until they age out or die.
3. Expand the program soon to apply to private construction projects assisted by city or county grants.
3. Provide a clear funding plan to ensure rigorous administration, on-site monitoring and enforcement, and annual public reports.
4. Provide incentives and financial assistance for small contractors to comply early with the later requirements in the phase-in period.

If managed well, this initiative may have a positive effect on Portland’s overall diesel contractor market. It may also be a model for other cities and counties in Oregon and even for state-funded construction sites.

Thank you for your consideration,  
Robert Greene

**Moore-Love, Karla**

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**From:** Beven Byrnes <bbyrnes@bridgesms.org>  
**Sent:** Tuesday, December 11, 2018 9:18 AM  
**To:** Council Clerk – Testimony  
**Subject:** Testimony: Clean Air Construction Procurement Standards  
**Attachments:** CleanAirCnstructionStandardTestimonyBevenByrnes.pdf

December 11, 2018

RE: Clean Air Construction Standard (City Council Hearing and Vote on December 13, 2018)

I'm Beven Byrnes, a life-time Portland resident where I am raising my four daughters. I'm the Principal of Bridges Middle School in downtown Portland, a nonprofit school serving students with learning differences. I'm a volunteer spokesperson and volunteer coordinator for Portland Clean Air where I communicate regularly with over 35 neighborhood associations throughout Portland about air quality issues. And I am the volunteer coordinator of Portland Neighbors for Diesel Action, an informal group associated with many neighborhood associations surrounding the Union Pacific Rail Yard in Brooklyn and throughout Portland.

Moving forward with this standard is an important step that represents a great deal of work by staff of the Bureau of Sustainability and many others, for which I am grateful. I appreciate the care you are giving to this step; but I am disappointed that it is not as strong and will not be as effective as it needs to be.

I hope you will make at least four changes:

- A. Broaden the proposal to include publicly-funded construction sites;
- B. Shorten the phase-in period to three years for at least a 60% reduction in diesel particulate emissions and four years for at least an 80% reduction.
- C. Strengthen the filtration requirements for the older diesels and do not grandfather DOC filters beyond 2024.
- D. Provide specific funding for the program, and for substantial assistance to disadvantaged, minority, and woman-owned contractors in meeting stronger requirements

Ultimately, a stronger version could have a positive leveraging effect on the diesel equipment and practices used on private construction sites. It also may be a model for other Oregon cities and counties and, eventually, for the state's own infrastructure programs.

**In particular, I believe it is imperative that the scope is broadened to include private construction sites funded by City or County grants and that the long 7-year phase-in schedule is considerably compressed.**

As you know, on Nov. 6, this year, Metro-area voters approved \$652 million general obligation bond to create affordable housing for approximately 12,000 people in the greater Portland region. (<https://www.oregonmetro.gov/public-projects/regional-affordable-housing-bond>) These funds will create a lot of city funded construction sites in low-income communities with a high percentage of residents of color, residents with disabilities and seniors. All underserved and underrepresented communities in our city.

In fact, the "Investment Strategy, Affordable homes for greater Portland" in the Metro Chief Operating Officer Recommendation dated June 7, 2018 (<https://www.oregonmetro.gov/sites/default/files/2018/11/07/Metro-COO-Housing-Bond-Framework-2018.pdf>) states that "because past and current government actions contribute directly to the ongoing disparities faced by people of color, it is critical that we explicitly pursue policies and investments that will reverse these dynamics."

We already know that between 40,000 and 60,000 diesel trucks travel Portland's roads each day, causing significant amounts of diesel pollution. Studies show that historically, people of color and low-income

neighborhoods have been disproportionately harmed by pollution from these vehicles. Throughout most of this area, diesel pollution measures at least 10 times greater than the cancer benchmark for diesel.

We also know that 65% of the diesel pollution in our city comes from outdated off-road equipment found at construction sites. Leaving city funded construction sites, like affordable housing projects, out of this important procurement standard, will only add to the disparities faced by our already underserved populations. You must include public funded projects, and you must shorten the phase-in period as many of these projects funded by the bond will be within the phase in schedule leaving the most vulnerable and underrepresented communities breathing city funded toxic air!

I emphasize that this is an important step. It sets a precedent for many other cities and counties in Oregon and for the state itself. It should not be a weak and tentative precedent. It should lead directly to strong and effective statewide regulation of diesels following the California model.

Thank you for your consideration and for your leadership on this important issue.



Beven Byrnes

4636 NE Rodney Ave  
Portland, OR 97211  
503-887-6319  
BByrnes@BridgesMS.org

December 11, 2018

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Beven Byrnes

4636 NE Rodney Ave  
Portland, OR 97211  
503-887-6319  
BByrnes@BridgesMS.org

**Moore-Love, Karla**

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**From:** marjwinzen@gmail.com  
**Sent:** Tuesday, December 11, 2018 6:46 AM  
**To:** Council Clerk – Testimony  
**Subject:** Testimony: Clean Air Construction Procurement Standards

My name is Marjorie Winzenried. I am a Portland resident and I am very concerned about the diesel pollution health crisis in my city.

I understand you will vote on December 13 on “Clean Air Construction Standard”. This is an important step in the overall campaign to reduce diesel emissions, especially their pervasive, ultra-fine and highly dangerous particulates that enter our lungs and bloodstreams and find their way to internal organs and even our brains. While I support this small “foot-in-the-door,” I want our leaders to do much better for a healthy Portland.

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Thank you for your consideration,  
Marjorie Winzenried  
1726 SE 22nd Ave  
Portland

Sent from my iPad

**Moore-Love, Karla**

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**From:** Kristiana Nelson <communications@eastmorelandpdx.org>  
**Sent:** Monday, December 10, 2018 9:46 PM  
**To:** Council Clerk – Testimony  
**Subject:** Testimony: Clean Air Construction Procurement Standards

My name is Kristiana Nelson. I am a Portland resident and I am very concerned about the diesel pollution health crisis in my city.

I understand you will vote on December 13 on “Clean Air Construction Standard”. This is an important step in the overall campaign to reduce diesel emissions, especially their pervasive, ultra-fine and highly dangerous particulates that enter our lungs and bloodstreams and find their way to internal organs and even our brains. While I support this small “foot-in-the-door,” I want our leaders to do much better for a healthy Portland.

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Thank you for your consideration,  
Kristiana



374031

**Moore-Love, Karla**

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**From:** Davies Family <daviesfamily@comcast.net>  
**Sent:** Monday, December 10, 2018 9:10 PM  
**To:** Council Clerk – Testimony; Moore-Love, Karla  
**Subject:** Regarding proposed regulations on diesel emissions for construction sites  
**Attachments:** Proposed standards on diesel construction equipment 12\_2018.pdf

Please find attached a letter from the Creston-Kenilworth Neighborhood Association regarding the proposed Sustainable Procurement Policy to incorporate the City's Clean Air Construction Standard.

Thank you,

Rachel Davies  
Chairperson, Creston-Kenilworth Neighborhood Association



37403

November 26th, 2018

Mayor Ted Wheeler and members of the Portland City Council  
1221 SE 4th Avenue, Room 110  
Portland, OR, 97204

Dear Mayor Wheeler and Members of the Portland City Council:

The Creston Kenilworth Neighborhood Association is deeply concerned about diesel pollution in Portland. We are well aware that one of the biggest contributors comes from off road vehicles, primarily construction equipment. Studies have estimated that about 65% of diesel particulate matter comes from these sources.

In reading over the Draft of the Clean Air Construction Standards, we believe that with further revisions this policy could help in reducing high concentrations of diesel emissions at and around City and County construction sites. While the draft is a step in the right direction, it clearly needs to be strengthened in order to make it effective.

Therefore, we would suggest adding the following elements to this policy:

1. Expand the scope of this policy to include all construction projects aided by City or County grants, and not just projects directly funded and supervised by City and County staff.
2. Establish a baseline against an appropriate risk-based standard for the affected population, along with benchmarks and an assessment plan, against which we can measure the effectiveness of this standard. Without some type of measurable goals that can be tracked annually, this policy is nothing more than symbolic. And we should be monitoring diesel emissions at each site before, during and after the project. The program's effectiveness and any updates must be readily available to the public on a timely basis.
3. Shorten the Phase-In Schedule from 7 years to 3 years. Or, at the very least, offer some incentives to Contractors to retrofit or replace equipment more quickly.
4. Mandate that an independent program operator monitor, inspect, and determine compliance by contractors. By doing this, we can control the number of exemptions, and thereby close any loopholes that Contractors may seek to use. In addition, we need to be clear and detailed about the penalties for those who fail to comply.

Creston-Kenilworth Neighborhood Association

*Working to cultivate a thriving, welcoming community: a safe space that encourages creativity and diversity while providing resources and connections for all residents, organizations, and businesses.*

37403



5. Finally, it is important that DMWESB are provided with the means to comply with these standards. Our hope would be that the City and the County could tap into some of the Volkswagen settlement funds, or tap into some of the funds made available through the Clean Energy Fund that was recently passed. We need to insure that we provide some type of financial incentives for these groups.

In summary, we urge you, the leaders of our City and County to give serious consideration to our concerns and to adopt a clearer and stronger standard of which we all can be proud.

Thank you.

Rachel Davies, Chairperson  
on behalf of the Creston-Kenilworth Neighborhood Association

Creston-Kenilworth Neighborhood Association

*Working to cultivate a thriving, welcoming community: a safe space that encourages creativity and diversity while providing resources and connections for all residents, organizations, and businesses.*

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**From:** Terry Parker <parkert2012@gmail.com>  
**Sent:** Monday, December 10, 2018 3:46 PM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda Item 1297 Clean Air Construction Standard Dec. 13, 2018 Testimony

Dear Mayor Wheeler and City Council Members,

The preeminent way to reduce diesel emissions in residential neighborhoods is to ban all mechanical demolition and revise deconstruction requirements whereby all single family homes, duplexes, triplexes, fourplexes, etc. that are to be torn down MUST BE DECONSTRUCTED as opposed to the requirement only applying to just those structures built in the year 1917 and before.

Respectfully,

Terry Parker  
Northeast Portland