

























# Work in Progress – Not for Public Distribution

## Interstate Bridge Replacement Program

- 1 • Comply with the Clean Diesel Construction Standard (OAR-731-005-0800) that requires public  
2 improvement contracts in the amount of \$20 million or more to include a percentage of nonroad diesel  
3 equipment that meet EPA Tier 4 Exhaust Emissions Standards for nonroad diesel equipment, depending  
4 on the year of construction. If not equipped with a Tier 4 compression ignition engine, the equipment  
5 must be retrofitted with a verified diesel oxidation catalyst or verified diesel particulate filter.
- 6 • Comply with Oregon House Bill 2007, known as the “Clean Diesel Bill,” which authorizes the  
7 Environmental Quality Commission of the DEQ to adopt rules for certification of approved retrofit  
8 technologies of diesel engines that power medium- and heavy-duty trucks. The legislation includes  
9 prohibitions on registering and titling older diesel engines in Clackamas, Multnomah, and Washington  
10 Counties after specified deadlines, unless the older diesel engines are equipped with retrofit technologies  
11 established by the Environmental Quality Commission or DEQ. This bill also includes policy for clean  
12 diesel in public contracts, requiring at least 80% of the total fleet vehicles and equipment to be powered  
13 by model year 2010 or newer engines and meet EPA Tier 4 exhaust emission standards.

14 Standard and regulatory mitigation measures for air quality in Washington include:

- 15 • Spray exposed soil with water or other dust palliatives.
- 16 • Cover all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard  
17 (space from the top of the material to the top of the truck).
- 18 • Remove particulate matter deposited on paved public roads.
- 19 • Minimize delays to traffic during peak travel times.
- 20 • Place quarry spall aprons where trucks enter public roads.
- 21 • Gravel or pave haul roads.
- 22 • Plant vegetative cover as soon as possible after grading.
- 23 • Minimize unnecessary idling of on-site diesel construction equipment.
- 24 • Locate diesel engines, motors, or equipment as far away as possible from existing residential areas and  
25 other sensitive areas.
- 26 • Minimize hours of operation near sensitive receptor areas and rerouting diesel truck traffic away from  
27 sensitive receptor areas.
- 28 • Educate vehicle operators to shut off equipment when not in active use to reduce idling.
- 29 • Use cleaner fuels as appropriate.
- 30 • Include detours and strategic construction timing (such as night work) on the traffic control plans to  
31 continue moving traffic through the area and reducing backups and delays to the traveling public to the  
32 extent possible.
- 33 • Work with partners to promote ridesharing and other commute trip reduction efforts for employees  
34 working on the Modified LPA.

### 35 *Project-Specific Mitigation*

- 36 • Encourage all contractors to minimize impacts to surrounding communities such as using newer low-  
37 emitting construction equipment and electric equipment, and avoiding haul routes through residential  
38 areas.