



**LEAGUE OF WOMEN VOTERS®
OF OREGON**

MEASURE: HB 4112
EXHIBIT: 3
2012 SESSION H ENERGY, ENVIRONMENT
& WATER
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SUBMITTED BY: Peggy Lynch

February 9, 2012

To: House Committee on Energy, Environment and Water
Representative Jules Bailey, Co-Chair
Representative Vic Gilliam, Co-Chair

Re: HB 4112, Revisions to Oregon's Implementation of federal Clean Air Act – OPPOSE

The League of Women Voters is a nonpartisan, grassroots political organization that encourages informed and active participation in government.

The League adopted positions on Air Quality in May of 1968 and has continued to advocate for legislation protecting Oregon's air. This bill is of concern not only because it would change a system that has helped Oregon meet Clean Air standards, but it has the potential to shift the burden of meeting those standards from transportation-our cars-to our very important business community. Attainment permits are often needed for industries moving into or expanding into the Portland Metro area and into the Medford airshed.

Additionally, by encouraging maintenance of our vehicles, many small business jobs are created. The program reminds us to be sure our cars are ready for that next inspection!

We support the Dept. of Environmental Quality's reduction in inspection fees as administration of their program has changed, reducing costs. But stopping the entire program is neither wise nor prudent—for the health of individual Oregonians and for our business community.

We ask that you not move this bill forward. Thank you for considering our request.

Handwritten signature of Robin Wisdom in cursive.

Robin Wisdom
President

Handwritten signature of Peggy Lynch in cursive.

Peggy Lynch
Natural Resources Coordinator

Cc: Dick Pederson, Director of DEQ
Richard Whitman, Governor's Natural Resources Advisor

Attached: LWVUS Position on federal Clean Air Act

LWVUS Position on federal Clean Air Act:

In the aftermath of the first Earth Day in April 1970, Congress passed the Clean Air Act (CAA) and created the EPA to implement the new law. Over the 40 years that the CAA has been in effect, it has yielded dramatic public health and environmental benefits.

CAA programs have achieved major reductions in dangerous air pollutants that cause smog, acid rain, and lead poisoning. The EPA reports that this has prevented hundreds of thousands of premature deaths, has helped millions avoid developing respiratory ailments and heart disease, and (by banning leaded gasoline) has greatly reduced the incidence of low child IQ.

The benefits of these advances have far exceeded the costs of compliance. An EPA analysis of the CAA's first 20 years found that the dollar value of the human health and environmental benefits amounted to more than 40 times the costs of regulation. For the 1990-2010 period, as requirements have become more stringent, the EPA estimates a benefit-to-cost ratio of four to one.

At the same time, CAA programs spurred significant growth in the U.S. environmental technologies industry. By 2007, the industry was generating \$282 billion in revenues, producing \$40 billion in exports, and supporting 1.6 million jobs. Innovations include catalytic converters, scrubbers, and low-VOC paints and consumer products.