

6 March 2013

To: Senate Environment and Natural Resources Committee

Fr: Mary Peveto

Re: SB 212

---

Hello. My name is Mary Peveto. I am co-founder and president of Neighbors for Clean Air. I live in Portland.

Thank you, Chair Dingfelder, Vice-chair Olsen, Senator Bates, Senator Hansell and Senator Hass for this opportunity to speak in regards to SB 212.

I have been an advocate for health protective air quality standards for the last three years after discovering the problem of air toxics in the neighborhood around my children's school in NW Portland. I have become most known for the work to reduce industrial emissions that adversely impact neighborhoods, specifically through a GNA with ESCO steel. But concurrent to that work I served for 2.5 years on the Department of Environmental Quality Portland Air Toxics Solutions Advisory Committee. I understand through my participation in the PATSAC process, that transportation is significant contributor to the most dangerous air pollution in our state.

Federal and state data show that exposure to toxic pollution is a significant problem throughout all of Oregon and specifically in urban areas like Portland, Eugene, Springfield, or Salem. There is currently no comprehensive approach to protecting the health of Oregonians from this toxic pollution. While there are federal and state programs aimed at toxic pollution, they have clearly been insufficient to protect the health of Oregonians.

The 2002 NATA showed that Oregon has the third largest population in the country at extreme risk from toxic pollution. This level of toxic pollution corresponds with more than 100 in a million excess cancers, while the standard for "unreasonable risk" is 1 in a million. The results of the most recent 2005 NATA show a similarly stark picture. No county in Oregon was below the unreasonable risk value. Approximately 3.2 million Oregonians live in counties with risk values twice the standard. This problem is even worse in urban areas: Lane, Marion, Jackson, Clackamas, Multnomah, and Washington counties, approximately 2.2 million Oregonians, have an average cancer risk value four times the standard.

I am concerned that any action to undo an effective means of reducing emissions from the largest contributor of toxic emissions to our air shed problems is premature. The efficacy rate on the vehicle inspection program should be balanced with the risk that vehicle exhaust poses to the health of our children, and all of us. I do not believe we should relax controls before the problem of synergistic and cumulative impacts of a known carcinogen has been resolved. The minimal responsibility to assure our vehicles

are maintained and inspected seems reasonable weighed against the real health threat that vehicle emissions pose. I am concerned that we are not yet ready to declare victory on the bigger front and therefore we should not undo an effective and efficient program that has proven to significantly reduce dangerous air pollution in our state.