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February 24, 2015

To: Representative Jessica Vega Pederson, Chair Energy and Environment  
Representative Mark Johnson, Vice-Chair Energy and Environment  
Representative Jeff Reardon, Vice-Chair Energy and Environment  
Representative Cliff Bentz  
Representative Deborah Boone  
Representative Dallas Heard  
Representative Ken Helm  
Representative Paul Holvey  
Representative Jim Weidner

RE: SB 324 Relating to reducing greenhouse gas emissions from  
transportation fuels

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My name is Will Barrett, I am a Senior Policy Analyst for the American Lung Association. For the past several years, our staff on the West Coast has coordinated our work to protect public health from the burdens of transportation pollution through advocacy for clean fuels programs.

I am happy to be here today to share our experience with the California program and support Oregon moving forward as part of the West Coast's leadership. I served as the public health representative on both of the Advisory Panels for the California's Low Carbon Fuel Standard.

My overall message is that the California program is working to support cleaner air and healthier fuels. I'd like to also share some of the data behind why we consider this to be a critical public health program.

Last year, the Lung Association published a study on the benefits of California's clean fuels policies. Our study found that by 2025, the transition to cleaner fuels will help avoid over \$8 billion in pollution related impacts, including:

- Nearly 880 deaths
- 38,000 Asthma attacks
- 75,000 Lost work days
- 600 Heart attacks
- 650 Hospitalizations

These are real health emergencies and economic damages that are often overlooked in these policy discussions.

That is why just last week for the California LCFS hearing 32 health organizations voiced our support for clean fuels, including the American Cancer Society, the American Academy of Pediatrics, Blue Shield, and dozens of other leading health voices.

Over the next five years, California's LCFS will have cut 1,200 tons of particulate pollution and save nearly 100 lives per year in 2020.

In Oregon, over 700,000 residents live close enough to a major roadway to face elevated health risks due to traffic pollution.

Lifting the sunset on the clean fuels program will have a real impact on the half million Oregonians living with asthma and other respiratory conditions, as well as children and seniors who are most vulnerable to traffic pollution.

The Oregon DEQ's February 2015 *Concerns About Diesel Exhaust* report on diesel pollution estimated the health impacts of being exposed to diesel exhaust could add up to \$3.5 billion annually.

Clean fuels are critical to protecting the public today from transportation health impacts and for limiting the health and climate change burdens along the West Coast into the future.

Thank you.

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