

To: Senate Committee on Environment and Natural Resources
From: Spencer Ehrman, City Club of Portland
Date: April 1, 2015
Re: SB 824

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Chair Edwards and Members of the Committee:

I am a member of City Club of Portland and am pleased to present our support of SB 824.

City Club of Portland is a nonprofit, nonpartisan education and research based civic organization dedicated to community service, public affairs and leadership development. Through weekly Friday Forums, community-based research and advocacy, and after-hours civic programs, City Club examines issues of importance to the Portland metropolitan region, the state and society as a whole.

Our 1,850 members represent a cross section of people in business, government, academia, social services and other professions, who are committed to making a positive difference in our community. Our members come from a wide range of ethnic, racial and religious backgrounds. Membership is open to everyone of high school age and older.

On April 25, 2013, following 15 months of research, City Club published our report on Air Quality Regulation entitled "Invisible Enemies, Reducing air Toxics in the Portland Airshed." The report concluded that the quality of the air we breathe is unacceptable due to the presence of toxics in concentrations that measurably and predictably affect human health, leading to cardiovascular and autoimmune diseases as well as cancer.

We concluded that diesel exhaust from heavy duty on-road vehicles and non-road construction equipment and generators is among the primary sources of air toxics.

We learned that the high levels of air toxics from diesel cause increased frequencies of lung cancer, asthma and cardiovascular disease, many leading to pre-mature deaths.

We further learned that the technology to reduce toxics from diesel exhaust is readily available and is mandated by the Environmental Protection Agency for new trucks and construction equipment.

Our Recommendations include requests that the Oregon Environmental Quality Commission adopt the California emission standard for heavy-duty diesel on-road trucks and that DEQ regulate the operation of off-road diesel equipment.

SB 824 begins to answer those recommendations and City Club of Portland wholeheartedly endorses it.

City Club has come to realize that the costs of adopting this bill are small compared to the existing costs of the status quo. Dirty diesel exhaust contributes increased costs to our health care systems and economy that are exceeding \$3.5 Billion/year. These staggering costs are largely born by our health and workers compensation insurance companies and our government institutions such as Medicaid and Oregon Health Plan. In short, we as a community are paying the price for these preventable diseases through our increasingly high health and business insurance premiums and taxes.

In closing, our research taught us that the Return on Investment of regulating diesel exhaust is large, a minimum of 20:1. This was calculated by the EPA and confirmed by the Office of Management and Budget in 2007. We noted that the OMB study was during the term of George W Bush.

My thanks to the committee for understanding and considering this important bill. And I am available to answer questions as they arise.

Respectfully submitted,

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