



JAY BOZIEVICH

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DATE: April 1, 2015
TO: House Committee on Health Care
RE: HB 3310, relating to diesel

Chair Greenlick and Members of the Committee:

The Lane County Board of Commissioners as a whole has not taken a formal position on HB 3310 but has taken a position against unfunded mandates. I and the Board are firmly opposed to this measure having any additional consideration.

I make the following observations about this measure:

- Section 1 of the bill directs the Environmental Quality Commission to adopt a very specific set of rules, that is, the rules adopted by the California Air Resources Board. In fact, it reads far differently than the more typical legislative authority to seek departmental rulemaking on a particular topic and more like a directive that seeks to limit the embedded authority of the Environmental Quality Commission to come to its own conclusions based on evidence presented to it.
- To the extent that Section 2 of the bill can actually be carried out under the mandate provided by Section 1, there exists no language within this section to establish any sort of analysis or evaluation to examine the costs and benefits of the phased in replacement for diesel vehicles owned by municipalities, utilities, and solid waste collection companies. For example, if a piece of equipment is placed into service on an occasional or otherwise limited use, does it actually behoove the ratepayers or taxpayers that it contains the best available control technology?
- I do appreciate that Section 2 does include language that the commission should provide exemptions and deferrals as necessary to mitigate the cost of compliance, however, without additional specificity as to where that line is drawn, this language doesn't instill an overt amount of confidence that Lane County's fleet decisions would remain under the auspices of the local Board of County Commissioners.

In preparing for this testimony I reviewed 2008 data relating to the Lane County Emission Inventory. Dust, wood burning stoves, wildfires, and prescribed burns are far more significant than diesel emissions, which amount to just under 4% of total annual emissions.

The resources required for this bill would be better spent on wildfire mitigation, residential woodstove change outs, or support for rural road dust mitigation, and I would be happy to work with the Committee on securing additional resources for either of those services in pursuit of better health outcomes for Oregonians.

SUBMITTED ELECTRONICALLY