

House Bill 3310

Before the House Committee on Health Care

Testimony of **SHELLY BOSHART DAVIS**

Vice President

Boshart Trucking, Inc.

April 1, 2015

Summary:

Requires Environmental Quality Commission to adopt by rule standards and programs for on-road and non-road diesel engines no later than January 1, 2020.

We are a custom farming and trucking business that provides jobs to almost 50 employees. We also export 2200 containers of Ag products overseas annually.

STATE
OF THE **AIR** 2014

 **AMERICAN
LUNG
ASSOCIATION.**

Most Polluted Cities



<http://www.stateoftheair.org/2014/city-rankings/most-polluted-cities.html>

How Does OREGON Rank on Pollution in the U.S?

- Top ten states for overall industrial pollution and Oregon is NOT included - according to the Natural Resources Defense Council (NRDC) which ranks states in terms of overall industrial pollution, along with reporting from the EPA.
- Top ten states for water pollution and Oregon is NOT listed - according to a report based on publicly available data compiled by the Environmental Protection Agency.
- Top 20 states for overall air pollution and Oregon is NOT listed. The analysis, based on the EPA's Toxic Release Inventory (TRI) names the Toxic 20 states which have the highest levels of toxic air pollution from power plants.
- Top 10 polluted cities, specific to particulate matter and NO city in Oregon is on the list. American Lung Association.
- Air quality in Oregon is 79 out of 100 (with 100 being best) according to ozone alert days and number of pollutants in air, data from EPA. And since we are comparing ourselves to California, by contrast, Los Angeles received a 15 out of 100.



According to the State of Oregon DEQ, “Overall, air pollution in the Portland area has decreased dramatically over the last 30 years.”

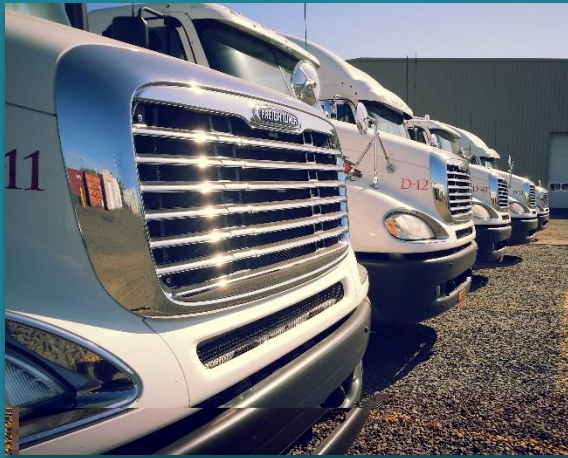
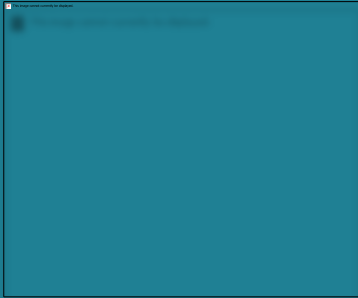
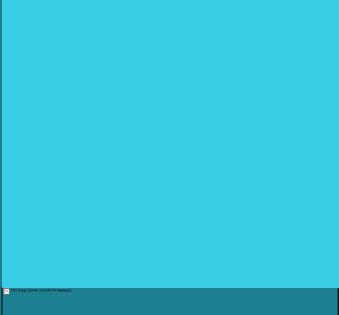
Harold Wimmer, National President and CEO of the American Lung Association said in a statement, “We are happy to report that the state of our air is much cleaner today than when we started the ‘State of the Air’ report 14 years ago.”

Cleanest Cities

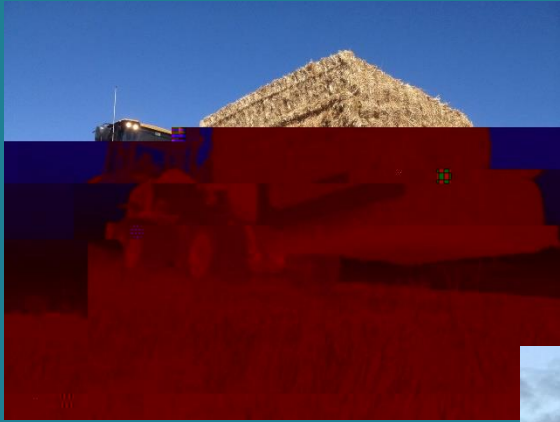


Medford/Grants Pass, Bend/Redmond/Prineville, and Eugene all ranked as the cleanest US cities for “Ozone Air Pollution.” And Portland/Salem ranked in the top “Cleanest US cities for year round particle pollution”.

BOSHART TRUCKS



Getting better all the time.



SJB FARMS

TANGENT, OREGON

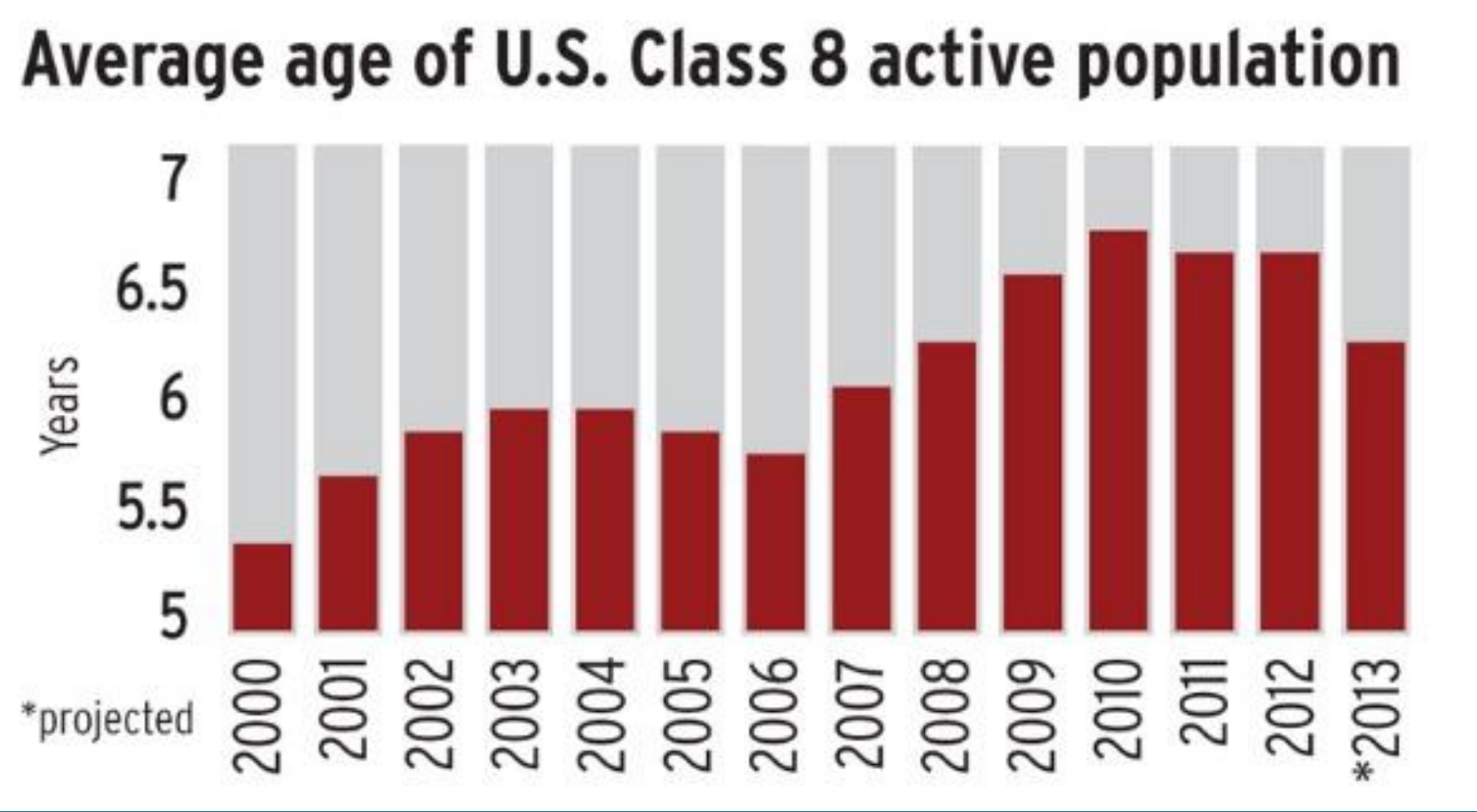


COSTS

- Installing DPFs on older trucks means using even more diesel per mile driven. Our older trucks without DPFs currently get 5.7 mpg. After we install a DPF on our trucks, they will get 4.4 mpg. For a fleet that travels 1 million miles per year, such as ours, it would take an EXTRA 52,000 gallons of fuel burned per year. This is an extra **52,000 gallons** of fuel consumed and **\$131,000 extra dollars** a year just for fuel - just for our fleet of 34 trucks.
- The estimated cost to install an aftermarket DPF is \$30,000 dollars per truck. Our trucking company alone has 29 trucks that would need to be retrofitted, totaling \$870,000 just for the initial cost. Adding to the cost of the additional 52,000 gallons of fuel per year, plus increased maintenance. This will cause our timeline for buying new trucks and taking old ones off the road to be pushed out.

Cost of purchasing new trucks: $\$158,000 \times 29 = \$4,582,000$

Class 8 (Heavy Trucks) Active Population Report



<http://www.overdriveonline.com/aging-u-s-fleets/>

The Transportation Industry



LABOR



FUEL

How much?

We don't know...
Low Carbon Fuel
Standard



EQUIPMENT

CARB - Comments

Paulette Waters: “We employ 50-75 employees locally in the bay area, for almost 40 years. We are a small business. Husband and wife owned and family run. We have upgraded some of our fleet. But still have to replace 5 tractors costing \$50,000 to \$150,000 each and 4 bobtail trucks costing \$30,000 to \$55,000 is a hardship we cannot endure. How can we pass on the costs to our customers? In this still very troubled economy. Please help us to stay in business we are doing everything we can to stay compliant and grow our business to keep our 50+ employees working. There is no assistance, no breaks for mid-sized companies.”

John Yandell: “My family has been in business solely in the State of California for 64 years. We attended the workshops in 2008 and were in Sacramento on December 2008 for the vote on this decision. The economy and our industry throughout the last 12 months has only gotten worse. Our business is down over 30%. The value of our trucks is so low we can't even get dealers to take them in trade. Basically they have no value and our customers are asking for 5-8% decreases for 2010. With a loss of over \$3 million in revenue, we are having a difficult time finding financing for both the trucks and trailers.”

<http://www.arb.ca.gov/lispub/comm/bccommlog.php?listname=dec09update> (2009, first version of the rule)

<http://www.arb.ca.gov/lispub/comm/bccommlog.php?listname=onoffroad10> (2010, first revision of the rule)

<http://www.arb.ca.gov/lispub/comm/bccommlog.php?listname=truckbus14> (2014, second revision of the rule)

THANK YOU FOR YOUR TIME.