



Senate Environment and Natural Resources Committee
SB 1008 Hearing
Wednesday, March 8, 2017

Mary Peveto, President, Neighbors for Clean Air
A non-profit which seeks to protect the health of all Oregonians by reducing toxic air pollution.

Chair Dembrow, Members of the Committee, thank you for this opportunity to speak in support of SB 1008.

It's time.

Since 2001, the State of Oregon has recognized the harm the exhaust from older diesel engines poses to the health of its Citizens and has engaged in efforts to promote the turnover to readily available cleaner diesel technology.

In 2007, with new engine standards achieving 95% reductions in harmful pollution, the Oregon legislature passed bills to incentivize fleet owners and individual operators to move toward clean diesel through repowers, retrofits, and truck engine scrapping with the goal of reducing excess lifetime cancer risk from diesel exhaust exposure in Oregon to no more than one in a million by 2017. Soon after, this mandate was implemented in [Oregon's administrative rules](#) by the Environmental Quality Commission.

DEQ continues to administer grants within its funding limitations, but the State of Oregon has not funded diesel engine upgrades since 2009, missed a state goal to upgrade all diesel school buses by 2017, and has allowed 23 of 36 Oregon counties to exceed the state health benchmark for diesel pollution.

When compared with other states' efforts in reducing exposure to diesel particulate, including Washington and California, Oregon's efforts to curtail diesel pollution are underfunded and lack adequate regulation to phase out dirty diesel engines. From 2002-2015, Washington has upgraded 14,00 diesel engines, most notably its school bus fleet and major transit fleets. Oregon, in comparison over that same time period: 369 diesel engine upgrades. In California, forward thinking diesel policy means that all trucks and buses will run 95% cleaner by 2023. Our neighbors' successes show that it is only due of a lack of political will that Oregon did not meet its goal of reducing excess cancer risk from diesel exhaust exposure to no more than one in a million by 2017.

However, we have the rare opportunity during this 2017 legislative session to correct course. 2016 saw an unprecedented call to action from Oregon citizens demanding the state take action to establish health protective air quality standards. While the Cleaner Air Oregon rulemaking process is tackling the complicated effort to overhaul industrial



air pollution permits, it is left in your hands, as legislators to establish the health standard for the pollutant that threatens the lives and well-being of more Oregonians, than any other air pollutant. This task is made all the more urgent, as diesel engine emissions are up to 3 times higher in communities with the highest percentages of low income and people of color, populations that have been historically underrepresented in decision making and in the benefits of environmental regulations in our state, while paying the highest cost in health problems related to exposure.

And I said, this is a rare opportunity, because thanks to the settlement with VW over its fraudulent engine emissions, Oregon now has up to \$80 Million to put on the table toward compliance with new emissions standards for all diesel engines.

It is now up to you to take the action to establish a standard for diesel engine exhaust and a deadline for compliance. SB 1008 does that.

Thank you.