

Dear House Committee on Energy and Environment:

I write today in support of passage of SB#1008, "Clean Engines, Clean Air Act". As an architect, I am familiar with the use of diesel equipment in the construction industry. In fact, the broad use of diesel equipment is what makes the embodied energy of new construction so great...i.e., so much pollution goes into the original construction of a new building that it will take between 20-50 years to compensate for the initial impacts from construction. Our profession uses this data regularly to inform our clients and assist them making decisions.

But, I have been made much more aware of the impacts of diesel pollution personally in the last 18 months as a new building is being built across the street from my office, located at NW 8th and Flanders in the Pearl District of Portland. Across the street, a 10 story hotel rises and has made my office almost uninhabitable. My office is an old building with single pane windows, just above a tile store. Each day when we arrive, we have to clean soot from the desk and keyboards. I now store as much as possible in drawers and under shelves to prevent dust from settling on things. Over time, as the excavation has been completed and there are just cranes and small lifts, there is less soot, but the pollution is still thick enough that I wouldn't park my vehicle on the street during construction. And given there are (3) more buildings underway within 2 blocks, I am moving my office to Southwest Portland to avoid further direct contact with more diesel.

Additionally, construction is Oregon's fastest growing employment sector, gaining 2100 jobs since 1/1/2017 and it is approaching the peak of the housing boom employment numbers, employing almost 160,000 Oregonians (and a healthy number of architects too!). This is rather dangerous work and we don't need to make these jobs worse by subjecting those workers increased risk of heart attacks, strokes, lung cancer and infertility given heavy metals stick to the fine particles in diesel soot.

Finally, I concur with replacing school buses first which given the vulnerability of the lungs of children, it makes sense. The City of Portland has worked with the parent community, empowering them to set up and monitor no idle zones at schools through their "Safe routes to school program". Having worked to create 2 such zones, it always seemed the biggest and most dangerous polluter at the school was not being addressed, the school bus. This legislation would address the much needed replacement of School Buses.

I urge passage of this legislation. We need to reduce pollution where we can.

Thank you for your consideration,
Celeste Lewis
Architect & Master Recycler
clewisworks@gmail.com
503-701-1860

Out beyond ideas of wrongdoing and rightdoing, there is a field. I'll meet you there...in that field. Rumi