



ALEX CUYLER

Intergovernmental Relations Manager
Alex.Cuyler@co.lane.or.us

DATE: March 8, 2017
TO: Senate Committee on Environment and Natural Resources
RE: SB 1008, relating to diesel

Chair Dembrow and Members of the Committee:

Lane County is opposed to Senate Bill 1008 as written. In the lead up to the 79th Legislative Assembly, the Lane County Board of Commissioners adopted a slate of principles related to issues they could expect to come up during the session. Within the broad arena of Public Works, the Board adopted the following principle:

Oppose efforts to implement expedited replacements of diesel engines unless fully funded and evidence of increased public health impacts are documented.

With respect to the first part this principle:

Senate Bill 1008 Section 2, and Senate 33, which provide for the use of federal funds identified as congestion mitigation and air quality improvement grants to assist in the variety of diesel emission mitigation efforts contained in the measure is, in our understanding of the use of these funds, not allowed. It is our understanding that the so-termed "CMAQ" funding may only be used in an area designated as non-attainment or in maintenance (post non-attainment). The bill clearly would allow a diesel retrofit made with these funds to travel about the state and in limited cases outside the state. So the bill fails in the first measure of our principle.

With respect to the second part of this principle:

The legislation that created Coordinated Care Organizations (CCO) in Oregon included provisions that these organizations carry out a Community Health Needs Assessment and Community Health Improvement Plan every three years. These documents are primarily aimed at the population served by the CCO, which is generally lower income residents who have enrolled on the Oregon Health Plan. Lane County has enthusiastically participated in the development of these plans, both of which come before the Board of Commissioners for approval. Lane County's 2016-2019 Community Health Improvement Plan (CHIP) does not mention diesel emissions as a priority issue. We do identify tobacco reduction, increased immunizations, and obesity prevention activities. I have briefly examined other CHIP documents from around Oregon and have not found diesel emissions as a high priority for action. Thus the bill fails in the second measure of our principle.

SUBMITTED ELECTRONICALLY