

My name is Tyler Wagner and I am the Ecojustice and Youth Ministry Fellow at St. Ignatius Catholic Church in southeast Portland. I work with kids in the parish and the St. Ignatius School with Pre-K through 8th grade students, as well as a wide range of parishioners representing over 900 registered families. My work is to connect our faith and teachings on caring for our neighbors and creation with how we in our parish live our lives.

I am in support of Senate Bill 1008, the Clean Engines Clean Air Act with the proposed -3 amendments, with additional restrictions on the operation of older, dirtier engines.

I get to work with children at our school which is right alongside Powell Boulevard, also known as Highway 26. It isn't uncommon to see multiple diesel trucks and buses idling at the stoplight as students play on the playground right next to the road. Studies have shown that intersections are particularly vulnerable locations for pollution exposure for children, and as traffic congestion worsens with more people moving to our state, our children will pay the price. With the EPA reporting that diesel pollution is responsible for an estimated 460 premature deaths per year and knowing that the schoolchildren at St. Ignatius have respiratory systems that are still developing, I am incredibly concerned about the health impacts on the kids. I talked with the St. Ignatius principal, and she said that she and parents have expressed similar concerns. Schools around the state are located next to high traffic roads, and many children are exposed to idling school buses waiting to pick them up. Fortunately, sensible air quality improvement measures in other states have shown that we can improve lung function in children by decreasing their exposure to diesel exhaust and other air pollution. When Washington state cleaned up their diesel fleet, including school busses, school children, especially those with asthma, missed fewer days of school and were exposed to fewer toxic chemicals.

With our church and school located right on Highway 26, diesel pollution hits close to home for our parish, but that is not the only reason I am supporting the Clean Engines Clean Air Act. In our faith, we are taught to care for and love our neighbor, especially those who are poor or otherwise marginalized. A report from the Oregon Environmental Council reports that 23 of 36 counties in Oregon exceed the state benchmark for diesel pollution, but a 2011 study in Portland found that the ten lowest income and ten highest minority census block groups experience more exposure to all sources of air toxics than the average block group. This is a health issue and a justice issue that needs to be addressed.

To remedy this, Oregon needs to prioritize the retrofitting or retiring of old, dirty trucks and buses with funding support from VW settlement money with a clear deadline when this must be done by; restriction on purchasing equipment from before 2007; reduction of engine idling as Senator Dembrow proposes in the -3 amendments; strengthening of our health benchmark to match Washington and California at 0.0033  $\mu\text{g}/\text{m}^3$  (micrograms per cubic meter of air) to decrease risk of cancer and lifelong heart and lung damage. This will help us to care for the health of our wonderful children and all of our neighbors, especially extending to low-income and minority people.

I support the Clean Engines Clean Air Act with the -3 amendments, with additional restrictions on the operation of the older, dirtier engines. Thank you for your work.

Respectfully,

**Tyler Wagner**  
St. Ignatius Fellow