

Dear Members of the Oregon State Legislature:

May 16 2017

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.

A report from the Oregon Environmental Council concluded 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.

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 Parish adjacent to Powell Boulevard have respiratory systems that are still developing, I am very concerned about the health impacts on the kids. 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.

To remedy this pollution challenge, Oregon needs to restrict purchasing equipment from before 2007; prioritize the retrofitting or retiring of old, dirty trucks and buses with funding support from VW settlement money with a clear deadline; reduce engine idling as Senator Dembrow proposes in the -3 amendments; and strengthen our health benchmark to match Washington and California at 0.0033 µg/m<sup>3</sup> (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 precious children and all of our neighbors, especially 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,

Fr. Craig Boly, SJ  
Pastor of St. Ignatius Catholic Church