

Dear Members of the Senate Rules Committee,

I am writing to urge you to pass the strengthened version of SB 1008, with the "-3" amendments. After moving to Oregon ten years ago, I was shocked to learn that our state, despite its progressive, "green" image, is in fact a dumping ground for aging, highly polluting diesel engines because our diesel emissions standards are much lower than those of our neighbors California and Washington.

As I drive on Oregon's roads, I am constantly forced to breathe in noxious clouds of black, sooty, highly carcinogenic diesel emissions from older trucks and buses. However, it is far more upsetting to learn that Oregon's children and communities of color are suffering disproportionately from very high rates of asthma and lung disease due to these unnecessary toxic emissions. Diesel pollution is proven to increase the risk of cancer; damage the heart, lungs, and brain function; and cause premature death. These harmful health impacts cost billions of dollars per year in health care costs and lost productivity. Diesel pollution is the sole source of one of Oregon's worst toxic air pollutants, and it can contain cadmium, arsenic, benzene, formaldehyde and chromium.

However, the technology currently exists to dramatically reduce these toxic emissions. The current cleaner diesel engines run with 95% less pollution and deliver as much as \$17 in health benefits for every clean-up dollar invested. They also deliver short-term benefits to our climate by reducing black carbon pollution.

The amended (-3) version of SB 1008 would address these problems going forward, and it is urgently needed. We have a window of opportunity to use the \$78 million in VW settlement money to jump-start this program. I urge you not to cater to the corporate interests who promote foot-dragging on air pollution at the ongoing expense of Oregonians' health.

However, even the "-3" amendments do not go nearly far enough. As long as Oregon has lower standards than our neighbors Washington and California, we will remain a dumping ground for hazardous, dirty diesel engines. This is an unacceptable situation and must be remedied. Therefore, I urge you to further amend SB 1008 to ensure that no new dirty diesel equipment can enter Oregon, and establish a firm timeline for retiring or retrofitting the dirtiest diesel engines currently in use.

Oregon can no longer afford to be the "low bar" state on the west coast, with the weakest diesel regulations that endanger public health. Please, pass SB 1008 with the -3 amendments, and then further strengthen it. The health of future generations of Oregonians truly depends on your decision.

Sincerely,

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