



Eastside Portland Air Coalition

16 May 2017

re: **RESTORE SB 1008 to its original form**

Honorable Members of the Senate Rules Committee,

Eastside Portland Air Coalition, representing over 3500 community members and working in tandem with many air quality advocates across Oregon, respectfully request the Senate Rules Committee restore SB 1008 to its original form.

- Beginning January 1, 2018, requires certain public improvement contracts to reserve one percent of total contract price for performing repowers or retrofits of certain diesel engines used in course of performing contract. Sunsets requirement on January 2, 2030.
- Requires Department of Environmental Quality to establish and maintain statewide inventory of non-road diesel engines. Requires department to complete initial inventory no later than July 1, 2018. Beginning January 1, 2020, requires certain non-road diesel engines to be registered with department.
- Authorizes Environmental Quality Commission to adopt rules and registration fees. Directs commission to adopt by rule diesel engine emission standards for medium-duty trucks, heavy-duty trucks and non-road diesel engines. Requires commission to phase in implementation of certain standards.
- Authorizes State of Oregon to deposit moneys received pursuant to settlement agreements in Clean Diesel Engine Fund and engage in certain uses of moneys. Adds grants and loans for replacements to permissible uses of moneys in Clean Diesel Engine Fund.
- Repeals state preemption of local regulation of idling by primary engines in commercial vehicles.
- Declares legislative intent for use of federal funds received as congestion mitigation and air quality improvement grants.
- Declares emergency, effective July 1, 2017.

The current proposed amendments are a good start to restoring this important bill but they do not go far enough.

Eastside Portland Air Coalition  
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The current proposed amendments are a good start to restoring this important bill but they do not go far enough.

The bill must:

- Include a firm timeline for retiring or retrofitting the old diesel engines currently in use.
- Prohibit the addition of pre-2007 diesel engines to Oregon fleets.
- NOT exempt clean-idle trucks from limitations on idling.

## **RESTORE SB 1008 to its original form.**

The science is clear about diesel pollution: it is deadly AND it increases the health burden on the human body from other air-born pollutants. We know that diesel particulate matter:

- causes more fatalities than traffic crashes
- causes lung cancer
- puts 93% of Oregonians at excess risk for cancer
- damages the heart, lungs, and brain, particularly in infants and children whose organs are still developing
- impacts other vulnerable populations such as seniors, those already burdened with disease, people of color and low-income people
- causes up to 460 premature deaths in Oregon each year
- costs up to \$3.5 billion a year in health costs and lost productivity
- is at highest concentrations in neighborhoods with more low-income people and people of color
- is a short term climate change accelerator because it contains black carbon

In addition, new clean diesel trucks and buses emit 99% less black carbon than those manufactured before 2004. It is the job of our state officials to make sure that this technology is utilized in Oregon and sufficient, enforceable regulations are in place.

The ongoing cumulative effects of industrial era pollution on our environment and on our bodies are taking their toll and must be addressed immediately – a burden that will only get worse the longer we wait.

This bill in its original form was designed to be an important step in addressing what is most certainly an ongoing public health emergency.

California and Washington states successfully and aggressively addressed their diesel particulate problems resulting in dramatic public health and economic benefits. Oregon can too. It's time.

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**Please, RESTORE SB 1008 to its original form.**

Sincerely,  
Eastside Portland Air Coalition,  
representing over 3500 members and working in coalition with air advocacy groups and  
neighborhood associations around the state

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