

May 17, 2017

To: Senate Committee on Rules
Chair Ginny Burdick
Vice Chair Ted Ferriol

From: Spencer Ehrman
City Club of Portland

Re: SB 1008

Dear Senators,

Thank you for the opportunity to present written testimony in support of the Amendment being considered by the Committee.

In 2013, City Club of Portland finished a 15 month study and concluded that diesel emissions are one of the leading sources of air toxics in the Portland metropolitan airshed. Since the report was published 4 years ago, we have been advocating for a legislative solution to the problem and we're delighted that Senator Mike Dembrow introduced SB 1008. We were equally dismayed when the bill was amended, removing nearly all of the steps necessary to reducing air toxics from diesel emissions.

We are encouraged that the Committee is considering the A3 amendment which, while far from the complete solution we have sought, will be a positive step.

I offer these comments and arguments and, while you'll hear them from other witnesses as well, I hope you'll take them as sincere and indicative of our position.

Certainly one of the easiest to implement is to require that any pre-2007 diesel power unit be prohibited from registration in Oregon.

- The amendments move us in the right direction, but are not enough to achieve our state's health benchmark. Without a firm timeline for retiring or retrofitting the dirtiest diesel engines currently in use, we will continue to lose lives and pay the high cost of chronic disease attributable to diesel pollution.
- The amendment that will prohibit the addition of pre-2007 diesel engines to Oregon fleets is essential. Today, the rate of retirement for old engines in Oregon is lagging behind EPA's estimates. Old engines are lasting longer than expected, and if we do nothing, Oregonians will bear the burden of diesel pollution for decades. And we must take measures to ensure that Oregon does not inherit California's problem. By 2023, all of California's trucks and buses will run 95% cleaner, and old construction vehicles are also on a timeline for upgrades in California. Unless we take action, old engines that don't meet California's standards will be sold for many more years of use in Oregon.
- We support an amendment that allows local governments to create "no idle" zones near schools, hospitals, care centers and day care centers. Diesel exhaust currently creates an enormous public health burden, resulting in emergency room visits, lost productivity, chronic disease and premature death. By protecting our most vulnerable from exposure, we can begin to reduce this public health burden.
- Diesel pollution in Oregon is increasing risk of cancer; damaging the heart, lungs; brain function; causing premature death; costing billions in health care costs and lost productivity.
- Diesel pollution is the sole source of one of Oregon's worst toxic air pollutants, and can contain cadmium, arsenic, benzene, formaldehyde and chromium compounds.

As experienced in life, perhaps in business and certainly in government, you and the Committee understand that it's always cheaper to avoid a problem in the first place than is to clean it up later. This is no more true than in this instance. Cleaner diesel engines can run with 95% less pollution; deliver as much as \$17 in health benefits for every clean-up dollar invested in updated equipment.

Thos savings are nearly all felt by Oregon citizens and businesses through lower costs of public healthcare, lower health insurance premiums and lower workers compensation insurance premiums.

Thank you again for this opportunity to comment on this important legislation. Please feel free to contact me with any questions.

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