

I am writing in support of SB-1008 in its strongest form. I am asking that the committee evolve its vision for the future of Oregon to be a cleaner, healthier neighbor to California and Washington, evolving from the “diesel dumping ground” to **clean air leadership** on the US West Coast.

The complaint that cleaning up dirty diesel is a burden on business rings hollow with me. As a small business owner myself, I know that we all have equipment that has to be maintained and upgraded, and licenses and memberships have to be renewed. Oregon’s corporate tax load is low (from near-last in the country to below the median, depending on how one does the math.) Diesel equipment owners and operators need to face the evolution of air-quality regulation maturely.

This is not a binary choice of jobs/profits vs. clean air/health; California and Washington’s stronger diesel regulation AND stronger economies are simple proof of that.

SB1008 is essential because:

- 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.
- Cleaner diesel engines can run with 95% less pollution; deliver as much as \$17 in health benefits for every clean-up dollar invested; and can deliver short-term benefits to our climate by reducing black carbon pollution.
- We need a firm timeline for retiring or retrofitting the dirtiest diesel engines currently in use, or we will continue to lose lives and pay the high cost of chronic disease attributable to diesel pollution.
- The most recent amendments are a step in the right direction: they establish timelines for school buses to protect our young people from the worst of the old, dirty diesel engines still in circulation on their way to and from school. But those same young people will continue to have lifetime health issues if we don't do a better job of curbing diesel emissions statewide.
- We must make sure 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.

Thank you for your time.

Chris Canote
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