

OREGON PUPIL
TRANSPORTATION ASSOCIATION, INC.
A non-profit organization



May 16, 2017

Re: Public Input/SB 1008

Dear Senator Burdick and Members of the Senate Committee on Rules,

I am writing on behalf of the approximately 200 public and private school districts in the State of Oregon. Oregon Pupil Transportation Association (OPTA) represents these public and private school districts, as well as school bus service contractors (Curl Bus Services), and Head Start programs in various capacities, with the focus on school bus driver training and operational guidance.

The reason for my letter to you today is to voice and offer support to Sen. Dembrow's proposed -3 amendments to SB 1008 which includes Oregon Revised Statute 468A.796, passed by the legislature in 2009 and taking effect January 1, 2017. These proposed amendments (School Buses, Section 14-15) states, in part that:

"468A.796. (1) All school buses with diesel engines operated in Oregon must, **by January 1, 2025**, be:
"[(1) *Retrofitted with 2007 equivalent engines and 2007 fine particulate matter capture technology by January 1, 2017; or*]
"**(a) Repowered with an engine meeting 2007 fine particulate matter federal exhaust emission standards for diesel heavy-duty engines as set forth in 40 C.F.R. 86.007-11;**
"**(b) Retrofitted:**
"**(A) If retrofitted prior to the effective date of this 2017 Act, with best available exhaust control technology;**
or
"**(B) If retrofitted on or after the effective date of this 2017 Act, with exhaust controls meeting 2007 fine particulate matter federal exhaust emission standards for diesel heavy-duty engines as set forth in 40 C.F.R. 86.007-11; or**
"[(2)] **(c) Replaced with school buses manufactured on or after January 1, 2007**[*by January 1, 2025*].
"**(2) A school bus replaced under [this subsection] subsection (1)(c) of this section may not be used for transportation of any type.**

While we support all of these amendments, the specific language that our organization supports is the extension of the retrofit date from January 1, 2017 to January 1, 2025.

The current January 1, 2017 date has resulted in very far-reaching implications for all public and private school districts, organizations, and businesses. When a school district "retires" a 2003 model year school bus for example, they must

now scrap the bus under this current statute. There is no residual value for the district to apply towards a new school bus. Where a district was getting between \$12,000 and \$15,000 for this retired bus, the district is now receiving less than \$400 as scrap value. School bus values are commonly determined by the "Yellow School Bus Book." This publication is comparable to the common consumer "Kelly Blue Book" publication to determine passenger-vehicle values.

The loss of this revenue harms school districts as well as the State School Fund, as this sale revenue is applied to new school bus purchases, ones that meet the strict Federal EPA emissions regulations. Without this revenue, districts are asking for more funding to replace school buses out of the district's general fund. This loss of revenue also creates no incentive for districts to replace older buses. They will simply keep these older diesel-powered buses longer in their fleets.

Districts aside, the impacts of this statute are far and wide:

- Private schools that purchase school buses from school districts,
- Christian schools that purchase school buses from school districts,
- Church groups that purchase school buses from school districts,
- Farmers that purchase school buses from school districts,
- School bus vendors that can no longer sell used buses to the above listed entities/individuals, thus effectively eliminating a large segment of their business.

This list, though incomplete, shows the downstream effects that this current statute has, and will continue to have, on various organizations if not amended.

Oregon Pupil Transportation Association firmly believes that school buses must be looked at and supported for the safety and health of our children. The Volkswagen Mitigation Fund is an incredible opportunity and an excellent start for replacing these aging diesel buses.

I respectfully request your committee's support of the -3 amendments to SB 1008 as this will continue to accelerate the replacement of Oregon's school buses.

Please do not hesitate to contact me for further information or any questions you may have.

Respectfully submitted,



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