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Metro Council President Tom Hughes

May 17, 2017

Sen. Ginny Burdick, Chair
Senate Committee on Rules
Oregon State Capitol
Salem, OR 97301

RE: Support for Senate Bill 1008 with -3 Amendment

Dear Chair Burdick and Members of the Committee:

The health and environmental effects of diesel emissions have been the subject of extensive research throughout the world. Health experts have concluded that diesel exhaust is a known human carcinogen at exposure levels seen in many parts of Oregon, and specifically in the region Metro serves. These levels of exposure can also lead to increased risk of cardiovascular and respiratory diseases, especially in young children, the elderly, and marginalized communities, including communities of color. Diesel exhaust also contains black carbon, a potent contributor to climate change.

Protecting vulnerable populations and reducing our region's contributions to climate change are critical priorities for the Metro Council. For these reasons and more, we strongly support the passage of Senate Bill 1008 with the -3 amendments. (Please see Metro's testimony of March 8 and April 17 for more detail.)

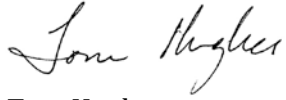
Specific elements of the -3 amendment that we support include:

- Allocating funds from the national Volkswagen diesel lawsuit settlement that are deposited in the state Clean Diesel Fund in accordance with the categories set out in the bill, including making emissions reductions from diesel-powered school buses a top priority.
- Prohibiting the addition of pre-2007 diesel engines to both on-road and off-road Oregon fleets.
- Allowing local jurisdictions to create "no idle zones" near hospitals, care facilities, schools, and day-care centers.

To be clear, even with the -3 amendment, SB 1008 will not solve the diesel problem in Oregon. In 2007, the Oregon Legislature directed the Environmental Quality Commission to establish a health-based goal which would "reduce the excess lifetime risk of cancer due to exposure to diesel engine emissions to no more than one case per million individuals by 2017" (ORS 468A.793). Many parts of the state, including the Portland metropolitan region, currently fall far short of meeting that target. While the passage of SB 1008 will move Oregon in the right direction, we believe that setting deadlines to phase out the most polluting diesel engines will ultimately be necessary to meet that health benchmark.

For now, however, we urge you to move SB 1008 forward. Thank you for the opportunity to provide these comments.

Sincerely,

A handwritten signature in cursive script that reads "Tom Hughes".

Tom Hughes
Metro Council President