



May 17, 2017

RE: Oregon League of Conservation Voters and Oregon Conservation Network Testimony on SB 1008 A

Chair Burdick, Vice-Chair Ferrioli, and Members of the Senate Committee on Rules
Oregon State Capitol
Salem, OR 97301

Dear Chair Burdick, Vice-Chair Ferrioli, and Committee Members:

Thank you for hearing SB 1008 A. This testimony comes to you on behalf of the Oregon Conservation Network (OCN), which is coordinated through the Oregon League of Conservation Voters. OCN is a coalition of nearly 40 not-for-profit organizations throughout the state, united to advocate for pro-conservation legislation and to fight policies that threaten our state's natural legacy.

The Oregon Conservation Network includes groups such as the Oregon Environmental Council and Neighbors for Clean Air, who are strong partners on this legislation. OCN has made Retiring Oregon's Dirtiest Diesel one of our six 2017 legislative priorities for this session. We are pleased that the bill is before you now, but we urge you to strengthen the bill as amended.

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 - Unless we take action, old engines that don't meet California's standards will be sold for many more years of use in Oregon.

Paige Spence, Oregon Conservation Network Director
Oregon League of Conservation Voters
paige@olcv.org · (404) 583-8726
133 SW 2nd Avenue, Suite 200, Portland, Oregon 97204



Oregon has a diesel problem, and that diesel problem is both a public health and an environmental problem. On the health side, the best available data suggests that air pollution from diesel engines leads to asthma and also cancer. In fact, about 90% of Oregonians live in counties where diesel exhaust increases risk of cancer over a lifetime. And, in many neighborhoods, average diesel pollution levels exceed state health benchmarks by 20x or more.

On the environmental side, Exhaust from diesel engines is also a major source of black carbon, a potent contributor to climate change. Black carbon is the sooty, black material, resulting from the incomplete combustion of organic matter such as fossil fuels like diesel. Black carbon causes significant environmental harm. It comprises a significant portion of particulate matter or PM, which is an air pollutant. Across the diesel sector, substantial black carbon reductions are possible. And according to the US EPA, black carbon also contributes to climate change causing variations in patterns of rain and clouds.

But, we can solve these problems in Oregon. New diesel engines burn about 95% cleaner than older engines, 2007 and older. It's pretty exciting to have \$73 million from our settlement with Volkswagen to jumpstart Oregon's investment in cleaner engine technology.

Thank you for considering your support of a stronger version of SB 1008.

Sincerely,

Paige Spence

Paige Spence, Oregon Conservation Network Director
Oregon League of Conservation Voters
paige@olcv.org · (404) 583-8726
133 SW 2nd Avenue, Suite 200, Portland, Oregon 97204