

May 17, 2017

Dear Senate Committee on Rules,

I am writing to you in opposition to SB 1008. I really encourage you to consider what is at stake for Oregon. It you want what is best for all of Oregon.

After reading through the A-Engrossed version I am still concerned that this bill is going to put a lot of businesses out of business. The bill does a great job of giving definitions and discussing what we as truck owner's need to do. However, it does a poor job explaining clearly when exactly this is going to happen, how grants or loans will be distributed, and this bill gives lots of room for DEQ and its 3rd party to decide what they want to turn this into.

I feel that this is not a diesel engine issue, rather I think it's a population and congestion problem. I further think that it is understood in the bill as preferences for grant awards will be given to drayage trucks, delivery trucks, waste hauling trucks and transit buses. It's also discussed that DEQ will later decide how to distribute grants and loans. One possibility is if it will "benefit sensitive populations or areas with elevated concentrations of diesel particulate matter.

The information provided regarding grants or loan appears that the priority will be to trucks regularly doing business in big cities. Not all owner's of trucks do regular business in big cities. I don't see that information being considered. What about the fishing boats off our coast? They will be affected and are not on the prioritized list. I have a log truck, I will be affected. My truck is in idle on the mountain, in the woods. The truck is driven as rural as possible to avoid congested roads, if possible. The truck is then unloaded at yet another rural mill at idle. Our fate is that since we are rural and working in rural areas, we will not get a preference for a loan or grant. But we will still be responsible to comply to the new standards. Unfortunately, banks are not eager to lend. And the possibilities listed that will be decided later, are too expensive for us to allow this bill to pass. This bill passing says we agree and what we are agreeing to receive in return is too vague.

The trucking industry is the backbone of our state, we have wide open spaces. Truck driver's are people that care about the environment and others, they also would all love to drive a truck that is a 2010 or newer. Unfortunately, these are very expensive and without concrete support to the Oregon business owners that will be affected by this, I can't support this bill. I encourage you to maybe create a new bill that offers grants to owner's of diesel engine powered vehicles? And then if you wanted to prioritize who deserves help the most by location and population; it at least will not put anyone out of business for not being able to comply with the purposed new standards. Remember that highway trucks already have to comply to Federal standards. Therefore this only affects Oregon residents. This bill's funding will come out of the "General Fund" and I don't agree with that. The State of Oregon does not need this bill to pass to receive the Volkswagen lawsuit money.

Respectfully submitted,

Melissa Tucker
Co-owner TKM Logging, llc.