

Each of the measures in the original SB 1008, the Clean Engines, Clean Air Act that I mentioned in my earlier testimony and repeat below, will have a direct impact on me and my neighbors

I have been pushing for better air in my downtown Portland neighborhood ever since I moved here in 2009. But I have felt very stymied by state law that preempts local idling laws. I have been told by motor coach operators who park in my neighborhood and run their diesel engines all day and all night that Oregon law allows them to do this.

Another issue: I live next door to the construction site of a 15-story building that has been spewing pollutants for the past 23 months. I had requested a "Good Neighbor Agreement" restricting dirty diesel but was refused. Part of the problem was that there was no law supporting my request. From my notes of that 7-29-14 meeting:

Sean from Absher [a Seattle construction company that has to meet WA law]: **NO!!!** I CANNOT commit to No Dirty Diesel—only to meeting Oregon law!

Me: WHY?

Sean: "Most of our subcontractors are local."

So, for the past two years, me and my neighbors have had to put up with:

- construction pollution in addition to the
- everyday pollution from idling delivery vehicles in the street in front of our building,
- the dirty diesel school buses that fill the Park Blocks and adjoining streets when school children take field trips,
- the entertainment motor coaches and film industry trucks that fill nearby parking lots--often leaving engines on all night and
- the dirty diesel trucks that are a constant on I-405 one block away.

This has taken quite a toll on many of your constituents' health--and cost your health system far more than changing our laws will.

Please restore

- The expiration date for dirty diesel engines in Oregon
- Stop the dumping of engines outlawed in California
- Lift the pre-emption on local idling ordinances
- Use the VW settlement dollars to clean up school buses

Thanks,
Mary

Mary Vogel, CNU-A



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