

Dear Chair Burdick and Members of the Senate Rules Committee,

On behalf of over 4,000 active members of Beyond Toxics, I am writing to urge you to pass SB 1008-3, the Clean Air Bill. In particular, I wish to draw your attention to passing the -3 amendments. The amendment will make it possible for Oregon to protect public health by meeting the health benchmark for diesel pollution by phasing out the purchase of heavy-duty diesel engines. The amendment prohibiting pre-2007 diesel engine trucks in Oregon is critical to reducing the serious problem of diesel particulate pollution.

Diesel pollution is the sole source of one of Oregon's worst toxic air pollutants, and can contain cadmium, arsenic, benzene, formaldehyde and chromium compounds. For the sake of the health of current and future Oregonians, we must take action now to end the sale and use of pre-2007 diesel engine trucks on our roads.

Beyond Toxics serves as the environmental advocacy organization on the Cleaner Air Oregon Advisory Committee. Members of the Advisory Committee have been told by both DEQ and OHA that Cleaner Air Oregon is *not allowed to address diesel pollution*. We've been assured repeatedly that action to reduce diesel pollution would be addressed through the 2017 legislative process.

SB 1008 is the one and only avenue to tackle diesel pollution and proactively advance Oregon's efforts to protect the public from its harmful effects. Please don't let the people of Oregon down on this one!

At a minimum, please pass SB 1008-3 with these provisions:

- Direct the Environmental Quality Commission to develop rules prohibiting adding pre-2007 engines to fleets.
- Make changes to idling policy, including (1) clarifying that trucks cannot idle during loading and unloading, (2) allowing local jurisdictions to create No Idle zones near hospitals, care facilities, schools, and day-care centers, (3) exempting clean-idle trucks from limitations on idling. *Note:* the third mirrors

California law, but we don't support it given that "clean-idle" trucks still produce greenhouse gas emissions.

- Bring back the preamble that makes the case for reducing diesel emissions.
- Change the school bus statute (ORS 468A.796) to allow retrofits to continue past the 2017 deadline, allowing them to be funded by the VW settlement until 2025. If this change isn't made, districts lose the option to retrofit and will have no choice but to replace, a more expensive option and one not appropriate for all districts.
- Update some definitions and update the use of VW settlement dollars to reflect the latest DEQ stakeholder input.

Thank you for your support for SB 1008-3.

Sincerely,

*Lisa Arkin, Executive Director*

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