

**Testimony of Randy Tucker, Legislative Affairs Manager
In Support of House Bill 4003
House Committee on Health Care
February 9, 2018**



Chair Greenlick and Members of the Committee:

Metro strongly supports passage of HB 4003. 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.

The Legislature passed an important clean diesel bill last session (SB 1008). However, the bill lacked key provisions needed to effectively address to address the health and environmental effects of diesel emissions. HB 4003 includes those provisions.

Specific elements of the bill for which we would like to highlight our support include:

- Setting standards and deadlines for moving to cleaner engines, including:
 - Prohibiting the purchase of older (2006 or earlier) on-road engines as of January 2019.
 - Establishing a deadline of 2029 for all on-road vehicles to be powered by cleaner engines (2007 or newer diesel engines or other cleaner alternatives).
- Directing VW settlement funds to additional vehicle types after cleaning up school buses as required by SB 1008. We concur with the types of vehicles indentified by the bill: drayage, delivery, waste hauling, transit, local government vehicles, and airport ground equipment.
- A registration program for non-road diesel engines and the development of standards for off-road diesel engines.
- Allowing local jurisdictions to create “no idle zones” near hospitals, care facilities, schools, and day-care centers by repealing the preemption on adopting local anti-idling ordinances.

In 2007, the 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. Passing HB 4003 would move Oregon significantly in the right direction.

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 House Bill 4003.

Thank you for the opportunity to provide these comments.