



**Bureau of Planning and Sustainability**  
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February 5, 2018

Senator Michael Dembrow, Chair  
Senate Committee on Environment and Natural Resources  
900 Court St. NE, HR C  
Salem, Oregon 97301

Re: SB 1509

Dear Chair Dembrow and Members of the Committee,

The City of Portland supports SB 1509, granting local governments limited authority to regulate commercial vehicle idling. In dense urban areas, local governments need the authority to address idling to protect the health of our residents.

North Portland has the highest level of diesel particulate matter in the state, nearly 20 times the health standard. However, most of Portland experiences higher levels of diesel pollution than the adopted health standard. Diesel exhaust is 100 times more toxic than gasoline exhaust, and includes fine sooty particles layered in heavy metals and toxic gases.

In order to address effects on human health, the City of Portland has prioritized improved air quality through replacement and retrofits of high-polluting diesel equipment, a commitment dating back to 2006. We have retrofitted nearly all of the City's construction equipment with diesel emission controls as part of federal grant projects. However, addressing diesel emissions through City policy alone is exceedingly difficult, and the aggregate benefits of such efforts are limited. The City supports legislation that will help us better reach our goals to reduce emissions in Oregon from on-road and off-road fleets.

Local governments in Oregon are currently preempted by ORS 825.615 from enacting regulations on commercial vehicle idling. The proposed legislation, while helpful, still greatly limits the City's ability to pursue anti-idling policies in our commercial centers and corridors that are adjacent to multifamily buildings and residential neighborhoods. The bill limits commercial idling regulations to K-12 education, child care facilities, hospitals, and residential care facilities. Portland's recently adopted Comprehensive Plan focuses new growth in our centers and corridors, where new residents have the best access to transit and commercial activity. The proposed legislation does little to help the City to protect air quality for residents on commercial corridors and in the adjacent neighborhoods.

The City of Portland appreciates the work of this Committee to reduce Oregonians' exposure to harmful diesel exhaust. This bill is a small first step. We look forward to continuing to work



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with the Committee to pursue this initiative alongside other legislation that would more fully address sources of diesel pollution in Portland.

Sincerely,



Susan Anderson, Director, Bureau of Planning and Sustainability

