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ATTN: House Health Care Committee

Chair Greenlick & members of the committee,

My name is Sal Peralta. I am Secretary of the Independent Party of Oregon. On behalf of the party, I would like to thank you for your consideration of HB 4003. We believe that the adoption of stronger regulations to protect the health of Oregonians from diesel emissions is long overdue and urge the passage of this legislation in its strongest possible form.

The lack of regulation of diesel emissions is a public health crisis in Oregon. According to a 2015 study by Environmental Protection Agency, Multnomah County air ranked in the worst 1% of counties nationwide for concentrations of diesel particulate, according to the last EPA National Air Toxics Assessment (December 2015). The same study ranked Portland as the worst city nationwide for respiratory distress and Multnomah County in the worst 2% of U.S. Counties for cancer risk. The State of Washington has invested 20-fold more in diesel 6 clean-up than Oregon since 2002.

In our party's [2018 environmental platform](#), we identified two priorities that are germane to this bill:

- Require diesel vehicles operating in Oregon to meet the standards adopted by California or Washington, whichever are more stringent.
- Allow local communities to adopt policies for the purposes of protecting public health, local resources, and quality of life for residents

We support the minor provisions of the bill, including the registration of non-road diesel vehicles, requiring post-2007 diesel engines in state contracts and especially the lifting of state pre-emption on local ordinances related to diesel idling.

We support the major provision that ends the resale of dirty diesel vehicles in 2019 as a reasonable policy step given that Oregon dealers may currently have these vehicles in their inventory, but believe that they should be removed from Oregon roads much sooner than 2029. California banned these vehicles in 2015 and they have been dumped in massive numbers in our market ever since, contributing to the current crisis situation.

Dealers with these vehicles in their inventory should be required to provide notice of when they will be banned for re-sale in Oregon and also provide notice of what other states currently ban them as a fair warning to consumers who may be on the market for such vehicles.

Respectfully,
Sal Peralta