



Senator Michael E. Dembrow
Senate District 23

Colleagues, Senate Bill 1509 is a consensus bill involving the trucking industry, local government and the environmental community that was negotiated during the 2017 session as part of the omnibus diesel legislation, SB 1008 but did not make it into the final legislation.

Today, the statewide idling statute essentially restricts truck idling to no more than 5 minutes in a continuous 60-minute period, but it does contain exceptions for certain situations. These situations are covered in a list of specific statutory exemptions.

This bill further restricts the situations in which truck idling can occur—specifically when they are near facilities with sensitive populations such as schools, day care facilities, hospitals and residential care facilities. It allows local governments to post signs that clearly notify truck drivers that idling is prohibited.

The bill also adopts a provision used in many other states, including California that eliminates idling restrictions for truck engines with newer emission control systems. You can identify these trucks by the “Certified Clean Idle” sticker located on the driver’s side of the truck.

According to ODOT, 82% of heavy trucks operating in Oregon today meet these more stringent emission standards. These high numbers show the dominance of registrations for trucks traveling interstate, and they will tend to be newer and cleaner. However, most of the trucks that we find idling in neighborhoods are those registered to work in Oregon only. Nearly half of them are still using the older, dirtier diesel technology.



This bill is another in a series of bills designed to protect Oregonians from the harmful health effects of older diesel engines. Passage and implementation of this bill will allow local governments to act immediately to protect the health of their most medically fragile residents. While this is another step in the right direction, however, our work is by no means done with the passage of this little bill. I know that there will be more legislation on this topic next session to address not only emissions from older diesel truck idling and operation, but also from off-road diesel engines.

Colleagues, the content of this bill is the product of collaborative work by the Oregon Truckers Association, Multnomah County, the City of Portland, and environmental stakeholders. It came out of committee and off the Senate floor with unanimous support.

I urge your "aye" vote.

Sincerely,



Michael E. Dembrow

Senator, SD 23

