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Chair Ken Helm, Vice Chari E. Werner Reschke, Vice Chair Sheri Schouten, and Members of the Committee:

My name is Joe Hovey, a resident living in SE Portland - Creston Kenilworth, and a volunteer member of a local group - Portland Neighbors for Diesel Action (PNDA).

The time to pass a strong bill that truly protects public health and Oregonians from diesel pollution is now. HB 2007 is the right step forward if it is amended to incorporate stronger timelines and closes the loop hole for good on "glider trucks." We will continue to advocate for amendments to make the bill stronger.

While I agree with this bill in general, it can be made much stronger and more effective. We can not wait any longer for Oregon to clean up its Diesel problem. As you already know Diesel exhaust from heavy-duty engines is uniquely toxic and is one of Oregon's worst air quality problems. All Oregonians—particularly children, elders, and people with health challenges—are susceptible to the effects of diesel exhaust on heart, lung, and brain health. Diesel pollution costs Oregonians billions of dollars each year in health care, lost work days, and lost lives. According to a recent Multnomah County report, the monetized value of health impacts in Oregon exceeds \$3 billion annually.

See: <https://files.constantcontact.com/bd123c2e001/ad27f4fe-102b-4c15-ae50-687d98473e40.pdf>

Diesel pollution in 19 counties across Oregon exceeds the state's health benchmark. Efforts to clean up diesel have reduced only 2% of what we need to reach our health benchmark. Diesel also adds ozone (smog), fine particulate (soot), toxic gases and climate pollution to the air: Oregon's top air quality problems. Oregon has fallen behind neighboring states—both California and Washington—that have invested millions in helping engine owners ease the transition to clean trucks, buses and construction equipment.

Now is the time to take immediate action.

- We can not wait until 2029 for the phase-in schedule. We should be following California's 2023 deadline for compliance.
- Advocate for effective means of enforcement to insure that trucks are meeting federal emission standards applicable to the model year of the heavy-duty engine.
- Close the loophole on "glider" trucks, ensuring that all vehicles of the same model year are held to the same standards - even if old engines are placed into new truck bodies.

One area that concerns me, as well as our PNDA group, is the exemption of Agricultural equipment. Living near the Brooklyn Union Pacific Rail Yards in Portland, it is evident that alot of "old / dirty" trucks are going in and out of the rail yards at any time of day. One need only stand at SE Holgate and SE 17th and see the vast amount of trucks going into the rail yards at various times of day. It is evident that a number of these trucks are "agricultural" trucks moving produce and other goods into the yards. What we see here is a possible "loophole" where trucking fleets will use such "Agricultural Trucks" to handle the rail yard's intermodal operations. We need to make sure that this possible loophole is CLOSED immediately.

Again, we need to act immediately. It is time for our legislators in the state to consider the impact that diesel has on their constiutents' health and act accordingly! We can no longer afford to just consider the economic impact, while turning a blind eye to the serious health issues that Diesel poses.

Thank you for your time and your efforts to make this bill a strong and effective measure.

Sincerely,

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