

To: Chair Ken Helm, Vice Chair Werner Reschle, and Vice Chair Sheri Schouten
Oregon House Committee on Energy and Environment

From: Walt Mintkeski, 6815 SE 31st Ave, Portland, OR 97202

Date: 3/18/19

RE: Testimony in support of HB 2007, Diesel Bill

As an Environmental Engineer and resident of SE Portland since 1974, I have seen and breathed the diesel exhaust from trucks entering and exiting the Brooklyn Railroad Yard as well as from trucks along McLoughlin Blvd (Hwy 99E) and Interstate 5.

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. 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.

I urge you to amend HB 2007 to incorporate stronger timelines, close the loophole permanently on "glider trucks," and provide the resources to support clean diesel contracting and engine standards by making the age of equipment and engines easily identifiable.

The compliance deadline for the proposed engine emission standard currently in the bill draft gives operators of trucks in Oregon another full decade, until 2029, to comply. This is a full six years longer than these vehicles will be legal in California. Therefore, I am concerned that much of California's old diesel-powered equipment will end up in Oregon before our rules take effect. Oregon's proposed engine emission standard is the same as California's, which is to meet the 2010 federal emissions standard. Therefore, Oregon should not be more lenient than our neighbors to require technology that is already nearly a decade old.

Please strengthen HB 2007 by doing the following:

1. establish 2023 deadline for all trucks to meet the 2010 emissions standards;
2. require that an owner or operator of a diesel vehicle be required to carry proof that the vehicle meets federal emissions standards for the model year in which the vehicle was manufactured or assembled;
3. direct DEQ to develop sticker identification program for all construction related equipment to help fleet managers and local governments meet clean diesel construction standards.

Thank you for considering my testimony.