

Chair Helm, Vice Chair Reschke, Vice Chair Schouten, and Committee Members,

My name is Adam Brunelle, and I am the Executive Director of Green Lents, a grassroots environmental organization based in Portland's Lents neighborhood. I urge you to pass a strong, justice-based HB 2007 to deal with Oregon's shameful and harmful diesel problem. Lents is dominated by automobiles, and is a neighborhood with severely bad air quality. This is due to many factors throughout the year, but particularly due to automobile traffic and, specifically, diesel engines. Everyone has a right to clean air, and Lents is being denied that right. And you have the power to restore it, at least in part. We have been fighting for a diesel bill for several years, and it's time Oregon sided with the people.

People are struggling, and being exposed on a daily basis to extremely harmful pollution. Some of the city's most dangerous, most polluted roads intersect Lents: 82nd Ave, SE Foster Rd, 92nd Ave, Powell Blvd, and I205 are all in Lents. **Highway I-205--a state-run Highway that displaced hundreds of homes (and people) in the early 80s--was built just feet from Lent Elementary School and cuts through the center of the neighborhood**, literally dividing it. Residents struggle to breathe in an unforgiving pedestrian environment while waiting at the bus stop, and people are stuck in their homes unable to leave on bad air days. Wildfires only make things worse. Wood stoves, common in working class neighborhoods, are thick in the air in Lents in the winter. Though I am able-bodied, my childhood asthma and migraines return when I find myself on Foster or 82nd for too long, or lingering at the MAX stop on I205. Parents we talked with at Lent Elementary universally shared their struggles and their children struggles and suffering due to polluted air. They need you to act. These incredible, resilient parents noted that kids are frequently sick at the school, and directly connected it to the proximity of the playground and school to I205.

We have dealt with this problem for far too long--and we need solutions that can happen now. We know how to solve it. HB2007 should reduce harm in highly impacted communities in the immediate term--meaning we shouldn't have to wait to breathe clean air free of diesel pollution until 2029. **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."** The city and county are taking this problem seriously, and it's time the State joined in the effort.

Thank you for considering this testimony. Below, I have included some proposed amendments and changes that will help make this bill more impactful, and help it to better protect the health of Oregonians. These were developed through deep engagement with impacted communities through the Oregon Just Transition Alliance (OJTA) Clean Air Working Group. We strongly support these amendments, and hope you will, too.

Sincerely,

Adam Brunelle
Executive Director

Green  Lents

PHASE OUT OLD ON-ROAD ENGINES

(1) ensure the phase-in schedule prioritizes implementation in the areas of greatest concern (where the most sensitive populations live, where there is the greatest pollution, and where the most people are exposed);

(2) ensure the compliance mechanisms do not result in fewer emission reductions in the areas of greatest concern;

(3) **match the deadline as California's truck and bus rule, which requires 2010 model year engines or equivalent by 2023. We cannot wait until 2029.**

ENFORCEMENT

→ **close the loophole on zombie (“glider”) trucks:** we want to ensure all vehicles of the same model year are held to the same standard--even if old engines are put into new truck bodies.

→ **incorporating a sticker registration program for all engines:** the bill should require vehicle owners or operators to visibly display both the year of cab manufacture and the year of engine manufacture on the side of each cab.

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Adam Brunelle
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