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To: Members of the House Committee on Energy and Environment

From: Rhett Lawrence, Oregon Chapter Sierra Club

Date: March 19, 2019

RE: House Bill 2007

Chair Helm and Members of the Committee: On behalf of the more than 25,000 members and supporters of the Sierra Club in Oregon, I am pleased to offer our support for House Bill 2007 and our encouragement to make the bill even stronger.

As an organization with a long history working in support of clean air and public health in Oregon, we believe that it is long past time to pass legislation to protect our citizens from the hazards of dirty diesel. Diesel exhaust from heavy-duty engines is extremely toxic and it contributes greatly to Oregon's worsening air quality; currently, 19 counties exceed the state air quality benchmarks for diesel pollution. The effects of diesel pollution cost our state billions of dollars each year in health care expenses and missed days from work. And pollution levels in low-income communities and communities of color near freeways and industrial areas are often two or three times as high and put some of our most vulnerable citizens at risk.

Given all of this, the time is now to pass HB 2007, which will have dramatic impacts on clean air in Oregon. However, we do support amendments to the bill that would phase in its requirements in 2023, bringing us into alignment with California. Right now, the 2029 timeline in the bill will all but guarantee that Oregon continues to be a dumping ground for engines that are no longer allowed in California. The bill should also prioritize implementation of the program in the most polluted areas and where the most sensitive populations live.

We also believe the legislation should be amended to close the loophole for "glider trucks" that allow new truck cabs to be retrofitted to conceal older model year engines, and should direct the DEQ to develop a sticker identification program to make the age of equipment and engines easily identifiable. Finally, the bill should 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.

We need strong diesel regulation in Oregon, so we urge the Committee to pass the strongest possible version of House Bill 2007 by adding these strengthening amendments. Thank you very much for considering our comments and please do not hesitate to contact me if I can be of further assistance to the Committee.