

Keith Iding <tortugamigo@gmail.com>

To: Chair [Helm](#), Vice Chair [Reschke](#), Vice Chair [Schouten](#) and Members of the Committee

My name is Keith Iding.

I am a longtime resident of NE Portland, Zip code 97232.

I am retired from working as a Natural Resource Specialist with Oregon DEQ, working in Air Quality Monitoring. I believe that we all have a right to clean and healthy air as a priority over the economics of business. In my work I found irrefutable evidence that Diesel soot is consistently present in our urban airshed, and significantly more concentrated by proximity to roadways. The question of whether Diesel exhaust impacts human health is easily searchable to show associative links to asthma, impaired lung function, cardiovascular diseases and premature death.

I am completely siding with concerns voiced by Portland's Neighbors for Clean Air on this legislation in regards to our most vulnerable citizens, children. They are most sensitive to the long-term impacts from Diesel engines, because their lungs are still developing and they breathe on average 50 percent more air per pound of body weight than adults. Recent studies link exposure to near-roadway emissions, to lower school performance and attendance. At least 10 Portland Public Schools are in the danger zone of high road emissions that can adversely impact the students. Pre-natal exposure to pregnant women has been linked to an increase in incidence of neurodevelopmental disorders like Autism Spectrum Disorder. Exposure to Diesel mirrors health disparities in the community, particularly asthma, cardiovascular disease and low birth weight.

I am strongly in favor of legislatively regulating out of existence the older and most polluting Diesel engines used mostly in construction and mid sized delivery vehicles, and I oppose loophole exemptions from stricter emission standards. The Multnomah County Office of Sustainability report "Diesel Pollution: Bad for Oregon's Health" clearly shows the risks and health impacts of Diesel exhaust and makes the case that for Public Health we must work to phase out older and higher polluting Diesel engines and adopt more strict air quality standards for emissions.

I support the cleaner air intentions and quick adoption of HB2007 to reduce Diesel pollution in our air. I am asking the Committee to support passage and to include strong amendments.

Thank you for including my testimony,

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