



OPAL
Environmental Justice Oregon

opalpdx.org

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To: House Committee on Energy and Environment
From: Maria Hernandez Segoviano, Policy and Advocacy Manager
Re: House Bill 2007

Date: March 18, 2019

Dear Chairman Helm, Vice Chair Reschke, Vice Chair Schouten and Members of the Committee:

Thank you for the opportunity in providing testimony today.

OPAL builds power for environmental justice (EJ) and civil rights in our communities where we live, work, learn, play and practice spirituality. We advocate for a just transportation system, inclusive housing, and investment without displacement, health equity, and empowered, engaged communities who enjoy equitable access to healthier and thriving lives.

Environmental racism describes the reality that hazardous waste dumps, polluting industries, diesel pollution and military installations are disproportionately cited in low-income and people of color communities. The impacts of diesel engines in EJ communities include air pollution, health deterioration, and decreased transportation and pedestrian safety.

Our members are transit riders, low income people, communities of color, women, seniors, people with disabilities, and youth. They organize with us to create environmental and climate justice campaigns directly addressing the health, wealth, education, and political power in our communities in Portland, and in coalition with allies and partners across the state of Oregon. We have built a strong coalition to fight for this issue, and as a member of the Oregon Just Transition Alliance we recommend HB 2007 to be strengthened.

HB 2007, which was introduced with some hard decisions already in could move in the right direction for Oregonians' right to breathe clean air and with strong amendments. EJ communities deserve to want more. This moves us closer to the goal of stopping dirty diesel from harming environmental justice communities and everyone who breathes Oregon's air.

Given the hugely disproportionate impacts that dirty diesel has on EJ communities, is important for this bill to adopt strong amendments coming from our communities to ensure that those most burdened and impacted get the benefit of healthier lives. PBS recently reported that an estimated 400 Oregon residents die prematurely every year from exposure to diesel exhaust.¹ Decreasing allowable diesel particulate matter in our air will yield many positive health effects, thus decreasing morbidity and mortality from many diseases, and a commensurate decrease in the costs of caring for these chronic and acute illnesses.

¹ "How Will Oregon Clean up Diesel Air Pollution?" *PBS*, Public Broadcasting Service, 31 Jan. 2018, www.pbs.org/newshour/show/how-will-oregon-clean-up-diesel-air-pollution.



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Recommended Changes:

- (1) The standards adopted by the commission under this section must include a schedule to phase in implementation of a requirement that, by January 1, 2023, all medium-duty trucks and heavy-duty trucks registered in Oregon must have a 2010 model year or newer engine. There must be a guaranteed that we will not have ten years of continuing to have old diesel engines in Oregon.
- (2) In 2007, the legislature passed a bill that required all diesel school buses statewide to meet the EPA's 2007 emissions standards within about 15 years. The lengthy timeline failed to accelerate the natural turnover of old engines. We should not replicate the mistakes of 2007 School Bus Bill.
- (3) The legislature should amend HB 2007 to require compliance with applicable emissions standards for a *vehicle's* model year, rather than the engine's model year, to avoid resale of old engines in new truck bodies.
- (4) Enforcement sticker program: HB 2007 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.

The impacts of dirty diesel are too much to bear, I ask for the recommendations to be consider and for you all and the rest of our lawmakers to protect the lives of the most impacted today and we demand that you make the recommended changes and support HB 2007.

Respectfully,

Maria Hernandez Segoviano