

Dear members of the House Committee on Rules:

I am a member of Portland Neighbors for Diesel Action (PNDA) and I live in the Creston Kenilworth neighborhood of Portland. We are working with the Oregon Just Transition Alliance (OJTA) in support of HB2007, the long-awaited diesel bill. We want to thank you for your leadership and your support of a strong and effective bill. We understand that creating a legislative coalition behind a statewide bill is difficult in the face of organized opposition from industry groups, who are determined to let old, polluting diesel engines age out over the next twenty years while our neighborhood air becomes more polluted with diesel particulates. Fortunately, many communities around Portland do not experience elevated level of diesel pollution; but thousands of commuters on heavy truck routes and workers in downtown, commercial, and industrial areas are subjected to diesel emissions daily.

We understand that compromise is necessary to attract a winning coalition and we strongly support the amendments currently offered by OJTA to keep HB 2007 strong and effective. They are as follows:

- Adjust the timeline for “heavy duty trucks” (gross vehicle weight rating of greater than 26,000 tons) such that the end date for phase-in is 2026 instead of 2029. As we have changed the regulation from “trucks 2010 or newer” to “2007 or newer”, please consider adjusting the final phase - in schedule by 3 years.
- Adjust the model year standard from 2007 to 2010 for “medium duty trucks” (GVWR of 14,000 to 26,000 tons). While 2010 & 2007 trucks have similar diesel PM emissions, 2010 models are much cleaner with regard to NOx. Portland, OR has high levels of NO2 in the air, according to a study done by Dr. Linda George at PSU.
- Under this medium duty truck regulation, include vehicles registered in Medford, OR. Medford, OR has high levels of PM in their air, and we should include this region under the “medium duty trucks”.
- Create, in statute, an explicit phase in timeline for program wide compliance and establish a timeline and model year standard for fleet additions. Setting a clear and detailed phase-in timeline and standards for fleet additions will help entities begin planning accordingly for compliance, and support budgets and program development.

In closing, with regard to the Task Force that is to be created, I would ask that you please include at least 2 people who are in the health industry and understand the severity of diesel pollution in OR.

Thank you again for your strong support of clean air for all our communities.

Joe Hovey  
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Portland OR