

KEVIN
DOWNING

6202 SE 21st Avenue
Portland, Oregon 97202

May 6, 2019

Honorable Paul Hovey, Chair
House Committee on Rules
900 Court Street NE
Salem, Oregon 97301

Hello,

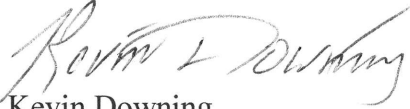
HB 2007 is the only bill being considered this session that proposes to do something about the only pollutant that, at current levels of exposure in Oregon, has direct, significant, immediate and simultaneous impacts on human health and climate change. Quite possibly as many Oregonians die each year from the legacy exposure to diesel exhaust as are killed in motor vehicle accidents. Black carbon, for which diesel engines represent the largest singular source in Oregon and North America, would make up at least 10 percent of the inventory of climate forcers if we did not engage in a peculiar form of climate denialism that only considers gases.

Reducing carbon dioxide and other greenhouse gases through consideration and adoption of clean energy and jobs legislation being considered is a critical and necessary step to addressing the effects of climate change and Oregonians' role in solving that problem. The atmosphere, however, disregards our short sightedness. Carbon dioxide is the major climate forcer. It is a stable, well-mixed globally emitted gas that remains in the atmosphere for hundreds, if not thousands, of years. The actions taken today have realizable benefit generations from now. To increase the chances of not exceeding a 2 degree centigrade temperature increase, we must also take all necessary measures to reduce black carbon, a short lived atmospheric pollutant. Reducing black carbon emissions now will help blunt warming almost instantly and offset some of the effects felt by longer lived greenhouse gases like carbon dioxide.

HB 2007 chooses to address only on-road diesel emissions with the major concerns raised in opposition being primarily economic. These arguments are incomplete and ignore the very real economic costs that result from unfiltered diesel exhaust. EPA in adopting the regulations, vigorously opposed at the time by the American Trucking Association that lead to today's low emitting modern diesel trucks, identified more than 80 health, welfare and environmental impacts tied to diesel exhaust but was able to assign a monetary value to just 19. The American Transportation Research Institute says that average operational cost of trucking is \$1.69 per mile. EPA's incomplete and conservative assessment puts the health and welfare cost at \$0.60 per mile! These costs are unrealized and unaccounted by truck owners but represent an ongoing subsidy by

Oregonians. Operating a 2006 model year truck up until the proposed change out date of 2029 represents a lifetime subsidy of more than \$1.2 million for each truck. This is a phenomenally generous gesture but it's time we took action.

Thank you for your consideration,

A handwritten signature in cursive script that reads "Kevin L Downing". The signature is written in dark ink and is positioned above the printed name.

Kevin Downing