



March 3, 2021

To:

From: Ivo Trummer, State Affairs Manager, Port of Portland
David Breen, Manager, Environmental Air Quality, Energy, and Noise

Re: Port of Portland HB 2674-1 Comments

Chair Marsh and Members of the Committee

Diesel exhaust is one of the largest contributors to air toxics in the Portland region and presents significant health risks, disproportionately impacting minority and low-income communities. Wide-scale reductions of approximately 90% are needed to achieve Oregon's regional health-based air quality goals (Portland Air Toxics Solutions).

The Port of Portland is one of the state's major economic engines and transportation facilities, moving people and goods locally, regionally, and globally. The transportation industry and construction equipment are by nature resource intensive due to their heavy reliance on fossil fuels. The Port is taking action to reduce diesel emissions, prioritizing strategies that have the greatest benefit to addressing environmental justice inequities and supporting the transition away from fossil fuel combustion to cleaner alternative fuels and cleaner equipment.

Replacing older equipment with cleaner equipment and installing exhaust retrofits are highly effective strategies in reducing diesel particulate matter, by typically 90 percent or more, but require significant capital investments. As such, small businesses in particular experience financial barriers to investing in emission reduction strategies. Equity is about addressing populations that are disproportionately affected by air quality, but it's also about ensuring equal opportunities for small businesses to contribute to cleaner air.

Significant, ongoing funding is needed to accelerate adoption of highly cost-effective emission control technologies for the many thousands of diesel vehicles and equipment which do not meet the most recent emission control standards.

California has provided massive financial resources to back its environmental aspirations. The Carl Moyer Memorial Air Quality Standards Attainment Program and Proposition 1B: Goods Movement Emission Reduction Program have provided billions of dollars toward the transition to cleaner equipment and now cap and trade revenues are providing even more funding opportunities.

Opportunities to offset costs of diesel equipment or retrofit in Oregon are limited. The Oregon Clean Fuels Program revenues have been a transformative game changer in reducing emissions, but the program is currently limited to fuels. VW settlement funds and U.S. EPA Diesel Emissions

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Reduction Act provide regional funding opportunities but are not nearly enough to achieve our state diesel emission reduction goals. Whether incentive-based or regulatory, additional on-going state financial resources are needed to deliver upon Oregon's desire to meet its health-based goals.

We appreciate the opportunity to provide comments and look forward to continuing to work with interested stakeholders in developing meaningful and effective diesel policy in Oregon.

Thank you for your consideration.

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