



January 30, 2023

House Committee on Climate, Energy and Environment
900 Court St. NE - HR
Salem, Oregon 97301

Chair Marsh, members of the committee, I'm Andrea Hamberg, Director of Environmental Health Services in Multnomah County. I'm here today testifying in support of HB 2714 and the -1 amendment.

For Multnomah county, climate change will lead to more extreme weather hazards, such as heat, smoke and air quality, cold events, communicable and vector borne disease that will significantly impact mortality and morbidity. We've already seen some of these effects in the hazardous air from the 2020 Riverside Fire, and the deadly 2021 heat dome.

Smoke from the September 2020 Riverside Fire resulted in the worst outdoor air quality recorded in Multnomah County since the Oregon Department of Environmental Quality began monitoring in 1985. Indoor air quality was also severely affected; community-sourced data suggested that many buildings had unhealthy air quality for several days. For seven consecutive days, emergency department visits for respiratory illness were elevated between 150% and 200% of normal.

Less than a year later, in summer 2021, the Pacific Northwest experienced record-shattering heat that killed 72 people in Multnomah County — with all but three of those deaths resulting from a single five-day heat wave in June.

To protect our loved ones, our families and friends, our communities, our children and their children and their children, we must act on every level to reduce greenhouse gas emissions and implement a just transition. Through our policy choices, we can not only limit the deadly effects of a warming climate, we can also eliminate health disparities and build a more connected, just and resilient society.

In addition to more quickly transitioning businesses and individuals to more climate friendly vehicles, Multnomah County residents would benefit significantly from this bill's co-benefit of vehicle pollution reductions, especially low-income and communities of color. Multnomah County's 2014 Report Card on Racial and Ethnic Disparities shows diesel pollution is two to three times worse in Portland's communities of color. The Oregon Department of Transportation (ODOT) data show over 40% of all medium and heavy duty trucks are registered in the Portland metropolitan tri-county region, and more than half of those, over 22% of medium and heavy duty trucks are registered in Multnomah County alone.



We support the whole bill, especially the provision that would allow for increased rebate amounts for fleets in and/or frequently operating in communities disproportionately burdened by air pollution. Addressing climate change and air quality issues will take many different solutions. Incentivizing the movement towards cleaner medium and heavy duty vehicles is one important way to enable movement in the right direction, and when implemented along with other solutions, we can become more resilient, faster.

Thank you,

Andrea Hamburg

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