

(~3 minutes)

HB 2396, Indirect Source Rule

HB 3158, Diesel Revenue

- Good afternoon Chair Marsh, Vice Chairs Levy and Levy, and members of the committee.
- For the record my name is [Mary Lou Soscia](#), a resident of Portland, and I just retired from the US Environmental Protection Agency where I worked for 38 years in Washington DC and the Pacific Northwest, primarily on protecting human health and ecosystem restoration in Indian Country throughout the US and especially in the Pacific NW. This work also included leading the Columbia River Basin Restoration Program which became a Clean Water Act amendment and received \$79 million from Congress in 2021 to reduce toxics to protect human health and increase ecosystem resilience.
- I am here today to urge your support for the passage of HB 2396 and HB 3158, a package of bills that provide critical support to reducing diesel emissions in our state, the leading environmental health concern in our most impacted communities.
- I became aware of the concerns around diesel emissions and air quality when, in my role at EPA Region 10, I was leading a local EPA initiative called Portland Making a Visible Difference (MVD) Collaboration, which focused on increasing environmental improvements in communities with serious needs who had received little attention in the past. Four broad themes emerged, including reducing air toxics, which then resulted in developing a workshop in March 2017 to address Environmental Justice and Air Quality concerns in Oregon.
- This was just a year after the issue of industrial air toxics had driven the state to develop the Cleaner Air Oregon Program, and

there was heightened concern around the public health risks associated with air toxics. The steering committee we worked with included community representatives and government entities like Multnomah County, which identified diesel PM as a leading contribution to public health risk and which were at higher concentrations in BIPOC communities.

- The Workshop we convened was held at the APANO multi-cultural Space in Southeast Portland, a place at the crossroads of much of the diesel pollution concentrations. The goals were to advance education in the community around air quality, diesel emissions, health impacts and tools to build community capacity.
- DEQ presented on the Portland Air Toxics Solutions study that modeled diesel pm concentrations in the region from all sources. And my colleague from EPA (Dan Brown) presented on the specific problem relative to diesel posed by the regulatory structure. In summary: federal clean diesel regulations do a lot for NEW engines, and can achieve 90% reduction in diesel emissions, with annual public health benefit of \$290B, at a cost of only \$15B (or only 5%).
- That was the good news. The bad news, however, was that the federal regulations do nothing to reduce emissions from existing engines - even though the technology is readily available.
- This is why I am here today to voice my support for these critical bills that will address the regulatory gap that exists, and more importantly address the very real public health threat posed by the legacy of older diesel engines that has persisted in Oregon. Toxics reduction work is very hard, I know this well in my work to clean up the water that is so vital to our tribal nations and all of us who live in this wonderful place. Reducing air toxics has not only immediate and significant benefits to the people who live and breathe here, it also reduces the stresses of toxic concentrations

in our waterways.

- HB2396 is an innovative way to build on Oregon DEQ's current program that was developed to reduce diesel emissions in the state. It uses authority granted under the Clean Air Act to regulate air emissions associated with sites associated with the highest concentrations of diesel emissions, like distribution centers, and the sites that attract non-road and off-road equipment, such as marine ports, railyards, and construction sites.
- I also support HB3158, and appreciate the work of Rep. Nosse and Multnomah County Commissioner Susheela Jayapal, who chaired the Joint Task Force on Supporting Businesses in Reducing Diesel Emissions, which produced the final report and recommendations that are in HB3158 to ensure ongoing resources are made available to businesses to transition out of older diesel technology to cleaner safer engines. The technology is readily available and it is critical to provide businesses the resources they need to transition to cleaner engines.
- Oregon can do more faster to reduce toxics in our environment, and it is time for the state to act with the urgency it should to protect our most vulnerable populations from breathing bad air.
- Thank you.