

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, I recently retired from the US EPA where I worked for 38 years to protect human health for tribal people throughout the US and the Pacific NW. I led the Columbia River Basin Restoration Program which became a Clean Water Act amendment and received \$79 million from Congress in 2021 to reduce toxics.
- I want to urge your support for the passage of HB 2396 and HB 3158, to reduce diesel emissions, the leading environmental health concern in our most impacted communities.
- I became aware of diesel emissions and air quality when I led an EPA environmental justice collaboration in Portland in 2015 focused on addressing vulnerable communities with serious needs who had received little attention in the past. Air toxics emerged as a key issue and a March 2017 workshop focused on Environmental Justice and Air Quality concerns in Oregon.
- This was a year the state developed the Cleaner Air Oregon Program, with heightened concern from the effect of industrial air toxics on public health. We worked with community representatives and governments including Multnomah County, who all identified diesel PM as a leading contributor to public health risk with higher concentrations found in BIPOC communities.
- The Workshop was held at APANO in Southeast Portland, where there are known high 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 discussed the Portland Air Toxics Solutions study that modeled diesel pm concentrations in the region from all sources. EPA discussed the limits of federal regulations on managing diesel emissions. Federal clean diesel regulations focus on NEW engines, and can achieve 90% reduction in diesel emissions, with annual National public health benefit of \$290B, at a cost of only \$15B (or only 5%).
- Federal regulations do nothing to reduce emissions from existing engines - even though the technology is readily available.
- I urge you to support these bills to address this regulatory gap, and address the critical public health threat posed by the legacy of older diesel engines that has persisted in Oregon. I know that toxics reduction work is hard and complicated from my work to protect vulnerable populations. Reducing air toxics has immediate and significant benefits to the people who live and breathe here, and increases ecosystem resilience.

- HB2396 is an innovative way to build on Oregon DEQ's current program developed to reduce diesel emissions. It uses authority granted under the Clean Air Act to regulate air emissions at sites with the highest concentrations of diesel emissions, like distribution centers, and 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 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 a much better job to reduce toxics in our environment, and it is time for the state to act with urgency to protect our most vulnerable populations from breathing air that endangers public health.

Thank you.