

## Re: HB 2007 Relating to Engine Emissions; Declaring An Emergency

Chair Helm, Vice Chair Reschke, Vice Chair Schouten and Members of the Committee:

I'm Mary Vogel and I do planning consulting as PlanGreen, a WBE in Oregon. My business focuses on climate resiliency that incorporates housing justice, transportation justice and green infrastructure for low-income people, especially communities of color.

First, thanks for introducing this bill! I'm fully supportive of its concepts and intent and have been calling for such a bill for a number of years now. Today, I have put my support behind the Oregon Just Transitions Alliance and the revisions it requests but I want to say a little more about why I'm so concerned and request a revision or two of my own.

Downtown Portland where I work and live has a toxicity index that is higher than 99 percent of all US neighborhoods.



To better protect my health and that of all the other low income and sensitive populations in downtown:

- I do hope the phase in can be speeded up as I (and my neighbors) may have little lung capacity left by 2029. I have always taken good care of my health through diet and exercise and hence I am highly mobile and physically active. But I can tell that my lung capacity has decreased even more than expected for my age. Require 2010 model year or equivalent by 2023.
- I do appreciate the measure on construction vehicles, but it needs to be broadened beyond public funded projects to private development too. The majority of construction in downtown Portland these days is from private development. Even when the prime contractor is from Washington, which has stricter laws, they hire local Oregon subs who run dirty diesel.

I especially appreciate ending the pre-emption against local idling laws as idling is still a big problem downtown—and I suspect in other Portland neighborhoods.

Regarding data, I believe that most of the public does not understand modeling. Although I wouldn't go as far as the Oregon Truckers Association in maintaining that further legislation should be delayed, **I do agree with them that we need better data from**

**actual sensor stations**, not just modeling—both to enforce the measures in HB 2007 and to test how they are working and tweak them if necessary.

**In my ideal bill, you would add funds for monitoring including:**

- An interactive map of ALL monitoring stations—public and private
- A few strategic stations on busy roads be linked to a lighted screen that shows the public their real time air quality monitoring results

I believe these measures will lead even more of the public to demand better funding for air quality monitoring, enforcement and incentives.

Additionally, I strongly support these requested revisions from Oregon Just Transitions Alliance:

- **Match the deadline as California's truck and bus rule, which requires 2010 model year engines or equivalent by 2023. We cannot wait until 2029.**
- **Close the loophole on zombie ("glider") trucks:** ensure all vehicles of the same model year are held to the same standard—even if old engines are put into new truck bodies.
- **Incorporate a sticker registration program for all engines**, requiring vehicle operators to visibly display both the year of cab manufacture and the year of engine manufacture on the side of each cab.
- **Prioritize implementation in the areas of greatest concern** (where the most sensitive populations live, where there is the greatest pollution, and where the most people are exposed)

Thanks so much for considering my comments!

*Mary Vogel*

Downtown Portland (far too close to I-405)