

Dan Jaffee <dsjaffee@gmail.com>

Dear House Energy & Environment Committee Members:

I am writing to urge you to strengthen HB 2007, and to pass a strengthened version to the full House. I live in Northeast Portland, in one of the areas of Oregon most heavily impacted by toxic diesel fumes. Oregon's inaction on common-sense diesel regulation has left children, people with asthma, elderly, and all residents living with some of the most toxic urban air in the United States. This is a public health crisis, and an embarrassment for Oregon. Meanwhile, our neighbors to the south and north have enacted far more stringent and protective diesel emissions standards, which will force a transition to the cleaner post-2010 engines in a shorter time frame.

As the *Oregonian's* recent series "Polluted by Money" documents, Oregon's progress on diesel regulation has so far been blocked by the influence of corporate money.

The bill as currently written does do some valuable things, but it leaves several gaping loopholes that endanger Oregonians' health.

I urge you to strengthen HB2007 with the following changes:

1. Establishing a 2023 deadline for all trucks to meet the 2010 emissions standard. NOT 2029 as currently proposed. There is no reason to subject Oregonians to six extra years of cancer-causing emissions.
2. Require that an owner or operator of a diesel vehicle be required to carry proof that the *vehicle* meets federal emissions standards for the model year in which the *vehicle* was manufactured or assembled. This will close the "glider loophole."
3. Direct DEQ to develop a sticker identification program for all construction-related equipment to help fleet managers and local governments meet clean diesel construction standards.

With these amendments, HB 2007 will meet the test of a bill that finally protects Oregonians from the well-documented hazards of diesel particulate pollution.

Thank you for your concern for the health of all Oregonians.

Sincerely,

Daniel Jaffee
Portland, OR