



*The League of Women Voters of Oregon is a 99-year-old grassroots nonpartisan political organization that encourages informed and active participation in government. We envision informed Oregonians participating in a fully accessible, responsive, and transparent government to achieve the common good. LWVOR Legislative Action is based on advocacy positions formed through studies and member consensus. The League never supports or opposes any candidate or political party.*

March 16, 2019

To: House Committee on Energy and Environment  
Representative Ken Helm, Chair  
Members of the Committee

Email: [hee.exhibit@oregonlegislature.gov](mailto:hee.exhibit@oregonlegislature.gov)

Re: **HB 2007** – Directs Environmental Quality Commission to adopt by rule diesel engine emission standards for medium-duty trucks and heavy-duty trucks – **SUPPORT**

The League of Women Voters of Oregon adopted a position on Air Quality in 1968. We also have strong positions on public health. Our overarching position is to “*Preserve the physical, chemical and biological integrity of the ecosystem, with maximum protection of public health and the environment.*” HB 2007 would address some of those problems.

About 90% of Oregonians today live where diesel exhaust exceeds health benchmarks, putting us at the sixth highest health risk in the nation due to diesel pollution and causing more than 450 premature deaths per year in our state according to the United States Environmental Protection Agency. Besides degrading air quality from particulate matter and ozone, diesel exhaust is responsible for over 70% of the cancer risk from all air toxics. Although there are no areas that are “safe”, the level of pollution can often be 100 times the acceptable level around construction sites. Pollution levels in low income, minority communities near freeways and industrial areas are often two or three times as high and put some of our most vulnerable citizens at risk.

Environmental Protection Agency standards for many on-highway vehicle emissions improved greatly in 2007 and 2010, so it is medium-duty and heavy-duty trucks and buses built before this date that are at issue as well as non-road diesel equipment. Unfortunately, there are over 7,000 of these unregulated older vehicles in use today, many of them being sold in Oregon from California or Washington where the regulations are more stringent.

We hope that you will not only pass HB 2007, but also strengthen it to bring the phase-in timing to 2023 to be aligned with California and targeted to prioritize areas of greatest concern, close the loophole for “glider trucks” that allow new truck cabs to be retrofitted to conceal older model year engines, and by directing the DEQ to develop a sticker identification program to make the age of equipment and engines easily identifiable.

We urge you to reduce deadly diesel emissions by passing a strong and decisive HB 2007.

Thank you for the opportunity to discuss this legislation.

Handwritten signature of Norman Turrill in black ink.

Norman Turrill  
LWVOR President

Handwritten signature of Susan Mates in black ink.

Susan Mates  
LWVOR Air Quality Portfolio