

To: House Energy and Environment Committee
From: Jeanne Roy
Date: March 19, 2019
Subject: HB 2007

I urge you to strengthen HB2007 in the following ways and pass it from your committee.

- **Establishing a 2023 deadline for all trucks to meet the 2010 emissions standards.** A 2029 is too permissive to allow existing dirty trucks to operate in Oregon. This is six years longer than these vehicles will be legal in California making it likely that California's old equipment will land in Oregon before our rules take effect. Oregon shouldn't be more lenient than our neighbors to require technology that is already nearly a decade old. It's time to close the glider trucks loophole--not make it stronger and potentially encourage more dirty engines to be dumped into Oregon. In California, where there are 5.6 million heavy trucks registered, only 400 have been identified as gliders. By contrast, of the 380,000 heavy truck registered in Oregon, a 2018 study revealed that 9000 were gliders.
- **Requiring 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.**
- **Directing DEQ to develop sticker identification program for all construction related equipment to help fleet managers and local governments meet clean diesel construction standards.** Enforcement of stronger truck and public clean contracting standards means Oregon needs a way to be able to clearly identify the model year of equipment and engines. Oregon DEQ should develop a sticker identification program like California to make it easier to see that clean diesel standards are in place on construction sites.

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