



**Bureau of Planning and Sustainability**

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March 15, 2019

Representative Helm  
House Committee on Energy and Environment  
900 Court St. NE, HR E  
Salem, Oregon 97301  
Re: HB 2007

Dear Chair Helm and Members of the Committee,

The City of Portland commends the Committee for bringing forward HB 2007 for consideration and strongly supports the legislature's bold step to reduce emissions of particulate matter from diesel engines. We fully support the legislation as a key strategy to transition Oregon away from older diesel engines.

North Portland has the highest level of diesel particulate matter in the state, nearly 20 times the adopted health standard and all of Portland experiences higher levels of diesel pollution than the adopted health standard. To address effects on human health, the City of Portland has prioritized the replacement and retrofits of most of our high-polluting diesel equipment, a commitment dating back to 2006. In coordination with Multnomah County we have also adopted a Clean Air Construction Standard to require contractors working on our projects to phase-in the use of the cleanest equipment between 2021 and 2026 (Resolution No. 37403, December 13, 2018).

We are building a regional coalition of local governments who have expressed interest in adopting these standard, including Washington County, Metro and the Port of Portland. The expansion of the Clean Air Construction Collaborative across the metro area will broaden the reach of our local effort to reduce diesel pollution. However, addressing diesel emissions through procurement policy alone is exceedingly difficult, and the aggregate benefits of such efforts are limited. The City supports this legislation as it will help us better reach our goals to reduce emissions in Oregon from on-road and off-road fleets.

An important aspect of this bill is the allocation of Volkswagen Settlement funds. The City of Portland is pleased to see that this bill includes non-road engines as an allowable use of the VW settlement funds. This will significantly help Portland and Metro area jurisdictions with the implementation of our Clean Air Construction Standard. **We respectfully request that the Committee consider broadening the preferences for VW settlement grant awards for Disadvantaged Business Enterprise firms to also include Minority and Women owned**



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businesses, as support for minority and women owned firms is a priority issue for the City of Portland.

Additionally, the City of Portland and other regional partners would like to see the addition of a voluntary non-road engine registration and labeling program through Oregon Department of Environmental Quality, as provided in LC 3867, February 15, 2019. Establishing a voluntary framework will help the state begin to track non-road diesel equipment and recognize the efforts made by contractors taking voluntary and early action to upgrade their fleets. In addition, a voluntary registration program will benefit local jurisdictions that pursue adoption of our Clean Air Construction Standard, because we lack the experience and resources necessary to inspect and register nonroad equipment. We know we can count on the expertise of the Oregon Department of Environmental quality to accurately and efficiently provide vehicle registrations and decals.

The City of Portland appreciates the work of this Committee to reduce exposure to harmful diesel pollution for Oregonians. This bill is a huge step in the right direction. We look forward to continuing to work with the Committee on future efforts to more fully address sources in the Portland area, where 65 percent of diesel pollution comes from non-road equipment.

Sincerely,



Michele Crim, Chief Sustainability Officer  
City of Portland

