

joho@joehovey.com

Chair Ken Helms, Vice Chair E. Warner Reschke, Vice Chair Sheri Schouten and Committee Members, thank you for the opportunity to speak at the Public Hearing on this particular bill on Tuesday, March 19, 2018.

After having time to think about what was said at the hearing both in the form of testimony from constituents and organizations, as well as the comments and questions from the committee itself, we want to submit some additional thoughts that we believe will strengthen this bill.

**Phase-In Schedule:** Currently, the bill allows for a 10 year phase-in period, ending on January 1, 2029. Realizing that certain areas of the state have higher elevations of diesel particulate matter than others, perhaps we should consider a more flexible phase-in schedule based upon locale. Those most heavily impacted should have a shorter phase-in schedule ending in 2023; while others could have a longer phase-in.

**2010 or Newer Engines:** While the 2010 engines are more reliable and efficient, we understand from speaking with professional sources that engines 2007 or older are as acceptable in reducing diesel pollution, and these engines are less expensive than the 2010 versions. Therefore, an upgrade to 2007 might be allowed for trucks in rural areas as well as small operators in non-metro areas, for the very same reason as the longer phase-in schedule. This would address some of the concerns of small operators that upgrading to 2010 would put unacceptable financial strain on their business.

**Unnecessary Idling:** HB2007 does not address this issue which affects both the general public and truck drivers. Although Oregon passed a commercial truck anti-idling law in 2017, it was poorly worded and more protective of the idling trucks than the health of the public or drivers. Long-term exposure to diesel exhaust is known to increase the risk of lung cancer among truck drivers (*Garshick et al, 2008*). Further, studies of air pollution inside and outside of trucks idling at truck stops, indicate emissions of fine particulates often exceed National Ambient Air Quality Standards (*Miller 2007, Doraiswamy et al, 2005 & 2006*). In addition to pollutant exposure, resting in a truck with the engine idling has been shown to be disruptive of sleep efficiency, a factor which contributes to fatigue during waking hours (*Kabbani & Haring, 2004*). On road heavy duty vehicle emission standards for PM and NOx that have fully phased with the 2010 model year trucks will result in significant reductions in these pollutants in coming years. However, because of the lag in vehicle turnover, full benefits from these standards are not expected to be realized until sometime after 2030.

As far back as 2010, DEQ recommended that the 2011 Legislature authorize the Environmental Quality Commission to adopt regulations limiting unnecessary idling by commercial vehicles, incorporating the major elements of the US Environmental Protection Agency Model Idling Law. This model itself was the result of a national stakeholder consensus to provide effective, realistic and uniform controls on unnecessary idling across the country. We think the 2010 DEQ report should be used in strengthening the current Oregon idling law. Please see the attached pdf to this email for the full DEQ Study on "Improving Truck Efficiency and Reducing Idling". While this study is 152 pages long, please refer to page 27 & onward for findings on Idling Emissions and Impacts. We suggest that the Environmental Quality Commission be authorized to adopt new anti-idling regulations for diesel vehicles.

Again, we thank you for providing us with this opportunity to provide additional suggestions for HB 2007.

Beven Byrnes & Wesley Ward, as spokes for Portland Neighbors for Diesel Action (PNDA)