

Don Stephens <shreddad@mac.com>

Chair Ken Helms, Vice Chair E. Warner Reschke, Vice Chair Sheri Schouten and Committee Members,

I am a member of a coalition of neighborhoods (Portland Neighbors for Diesel Action). We have been actively involved in reducing diesel particulate emissions for the past year. This issue has personal importance to me: in 2014, I was diagnosed with idiopathic pulmonary fibrosis, meaning I have a progressive lung condition of unknown origin. For the past 29 years I have lived 200 feet from a major freight corridor.

I attended the hearing on March 21st and signed up to provide testimony in the carried over session, but there was no time left to accept testimony.

I am writing in regard to HB 2007. While I feel the present proposed version of the bill is a welcome but overdue step in the right direction, I believe it should be strengthened. The current levels of diesel emissions in urban centers of the state are causing deaths and debilities. The health benefits of reducing diesel pollution should not be delayed beyond what is minimally required to rapidly implement the measure. Another ten years for phase in is too long, especially for those whose health is already most impacted. Perhaps a more flexible phase-in schedule based upon locale could be considered, with ten years only for more rural areas.

The removal of the preemption on unnecessary idling is a good step, but more limits are needed. As far back as 2010, DEQ recommended that the 2011 Legislature authorize the EQC to adopt regulations limiting unnecessary idling by commercial vehicles, incorporating the major elements of the US EPA 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. I think the 2010 DEQ report should be used in strengthening the current Oregon idling law.

Thank you for the opportunity to comment on this important legislation.

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