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March 3, 2025

Oregon House Joint Committee on Transportation
Co-Chair Senator Chris Gorsek
Co-Chair Representative Susan McLain
Co-Vice Chair Senator Bruce Starr
Co-Vice Chair Representative Shelly Boshart Davis
Senator Mark Meek
Senator Khan Pham
Senator Suzanne Webber
Representative Paul Evans
Representative Mark Gamba
Representative Jeffrey Helfrich
Representative Kevin Mannix
Representative Nancy Nathanson
Senator Ken Helm

CC: Roy Iwai, Multnomah County, 6PPD-Q Working Group
Katy Holzer, City of Gresham, 6PPD-Q Working Group
Sara Schmitt, Office of US Senator Jeff Merkley

RE: Testimony in support of HB 3362

Dear Co-Chairs Gorsek & McLain, Co-Vice Chairs Starr and Boshart Davis, and Committee Members:

I write to convey the strong support of the North Clackamas Watersheds Council of HB 3362 that would establish sustainable funding to address pollution caused by vehicle tires on Oregon waterways.

As you have no doubt heard, we have known for years that chemicals in car tires are invariably lethal to Coho salmon, and extremely toxic to Steelhead and Chinook salmon, if not treated before road runoff ends up in our streams. It is only in the past few years that the chemical (6PPD-Q) has been identified. If not addressed, this will jeopardize our salmon runs and stream health for all Oregonians. Since the chemical is relatively newly discovered, testing is early, but preliminary results indicate it is

found in both rural and urban areas, because many of our roads were built before modern water quality treatment was the norm.

The good news is that we know how to prevent 6PPD-Q from damaging our streams. It is well-managed by the standard ways we treat road and stormwater runoff: bioswales, detention ponds, pervious pavement, and other green infrastructure that treats stormwater also treats the 6PPD-Q from tires. These techniques, which are standard on new construction, also provide other benefits: they treat other chemicals in runoff, such as copper from brake pads, oils and other vehicle fluids that are also harmful to streams. They slow flows into streams after storms, reducing flood risk and providing more late-season water in summer when it is needed to sustain oxygen levels in streams. This is established technology that we know how to do. And we have a national champion in Senator Merkley, who has held hearings on 6PPD-Q in the Senate. The 6PPD-Q working group - I sit on its Steering Committee- has toured his staff around several model projects.

The challenge is finding the funds to retrofit the many road outfalls that were built before modern stormwater standards. These projects can be costly to design, permit, and construct that goes beyond the budgets of most local government and nonprofit partners. In many areas, including our watersheds, which have a population of 185,000, funding is also needed to complete the analysis of the prioritized outfalls: mapping which outfalls have the most traffic and the heaviest vehicles, and that flow into fish-bearing streams of their tributaries. These various phases of projects would receive a much needed boost from the Tire Pollution Prevention portion of this bill. This can then be used to leverage other funds.

Our one complaint about HB3362 is that it is too modest. Oregon has many outfalls that need to be treated, and the 25% portion of the funding from this bill will not get as far as is needed. We would support a more aggressive approach. And we strongly support the bill in its current form as well.

The fish, wildlife, and people of Oregon will all benefit. Thank you for moving this bill forward.

Sincerely,



Neil Schulman
Executive Director