



**LEAGUE OF WOMEN VOTERS®
OF OREGON**

The League of Women Voters of Oregon is a 97-year-old grassroots nonpartisan political organization that encourages informed and active participation in government. We envision informed Oregonians participating in a fully accessible, responsive, and transparent government to achieve the common good. LWVOR Legislative Action is based on advocacy positions formed through studies and member consensus. The League never supports or opposes any candidate or political party.

March 7, 2017

To: Senate Environment and Natural Resources Committee
Senator Michael Dembrow, Chair

Email: senr.exhibits@oregonlegislature.gov

Re: SB 1008 – Addressing Health Concerns around Diesel Engines – **Support**

Air Quality was first studied by the national League of Women Voters in the 1960s. The League of Women Voters of Oregon adopted positions on the issue in 1968. LWVOR supports regulation and reduction of pollution from stationary sources and from ambient toxic-air pollutants. We support the right of states to set more stringent standards than the federal government.

LWVOR strongly supports SB 1008. We agree with all the purposes listed in the opening portion of the bill. In addition to those statements, health professionals cite the dangers of diesel particulate matter emissions. Articles have been published with increasing frequency in the past two years that claim all fine particulate matter of 2.5 microns or less in size is injurious to health in several ways. What makes diesel even more dangerous is that it can cause cancer and is inhaled nearly everywhere. It is especially prevalent along roadways where many low-income children and families reside.

LWVOR believes that any measures taken to help owners of dirtier diesel engines to retrofit them with particulate matter filters, or to convert to cleaner technology or fuels, will benefit everyone, including the operators of those engines. We especially like the idling provision. We also are in support of the plan to help school districts buy new buses with a portion of the Volkswagen settlement. We believe the time frame for replacement of buses, however, should be shortened from the proposed 18-year lapse (2007 to 2025). Would it be reasonable and possible to have a 10-year window for replacement?

The \$73 million Oregon will get from the Volkswagen settlement is a good start, but it is not enough to finish the job of helping to help clean up the diesel pollution. We support the fees in Sections 13-16 for the Clean Diesel Engine Fund to assist in reaching the goal of substantial reduction in the health effects of diesel fumes.

This thoughtful comprehensive bill is good for the health of all Oregonians. We encourage your SUPPORT.

Thank you for the opportunity to discuss this legislation.

Handwritten signature of Norman Turrill in black ink.

Norman Turrill
LWVOR President

Handwritten signature of Marilyn T. Koenitzer in black ink.

Marilyn T. Koenitzer
LWVOR Air Quality Portfolio

cc: Richard Whitman, Director, Dept. of Environmental Quality (Richard.Whitman@state.or.us)
Jason Miner, Governor's Natural Resources Policy Director (Jason.Miner@oregon.gov)