



HB 2007: Clean Up Old Dirty Diesel

2019 is the time to invest in a cleaner, healthier future for all Oregonians

Diesel exhaust: Uniquely toxic

Diesel exhaust from heavy-duty engines is uniquely toxic and is one of Oregon's worst air quality problems.

All Oregonians—particularly children, elders, and people with health challenges—are susceptible to the effects of diesel exhaust on heart, lung, and brain health. Diesel pollution costs Oregonians billions of dollars each year in health care, lost work days, and lost lives.

Diesel pollution in 19 counties across Oregon exceeds the state's health benchmark. Efforts to clean up diesel have reduced only 2% of what we need to reach our health benchmark. Diesel also adds ozone (smog), fine particulate (soot), toxic gases and climate pollution to the air: Oregon's top air quality problems.

Oregon has fallen behind neighboring states—both California and Washington—that have invested millions in helping engine owners ease the transition to clean trucks, buses and construction equipment. Now is the time to take action.

Oregon has a rare chance to clean up

Due to a recent \$72.9 million legal settlement, the 2019 Oregon Legislature has the opportunity to invest significant funds into diesel clean-up.

Simply distributing the money for new engines will not solve our diesel problem.

To truly protect Oregonians' health, we must set a firm deadline to retire and renew our diesel fleet.

Once that deadline is set, we need strong policy to ensure that funds are used wisely to help engine owners ease the transition.

And during the transition, we must do all we can to protect people—especially those most vulnerable—from exposure to diesel pollution.



HB 2007 clean engines bill:

- Set a deadline to stop adding old dirty trucks to Oregon fleets
- Set a deadline for heavy and medium-duty truck and bus engines to meet cleaner standards
- Create a task force to find public funding to support businesses in retiring old engines
- Allow funds from the VW legal settlement to be used for replacing old engines, starting where pollution is worst and people are most sensitive, and with preference to small fleets and disadvantaged business.
- Inspect old and new trucks to make sure they are meeting the standards for their age
- Use 80% clean diesel on state public construction projects over \$20 million
- Let local governments create no-idling zones



Oregon's diesel programs today

Without a deadline for retiring old engines, the modest efforts to address diesel pollution are not enough to protect the health of all Oregonians.

School buses: In 2017, the legislature dedicated VW settlement funds to school bus upgrades. The funds will cover 100% of filter costs or 30% (up to \$50K) of replacement costs for 450 buses, aiming for a clean fleet by 2025.

Federal incentives to retire engines: Oregon receives modest federal funds for an incentive program to retire old engines. The amount of funds available varies from year to year. Since 2008, the program has retired about 66 trucks and 69 construction engines.

Construction equipment: Portland-area jurisdictions are adopting clean construction standard for engines used on locally-funded projects. A state bill should do the same for state-funded projects.

Non-road (construction) inventory: Oregon knows a lot about how trucks and buses run: the time, location, speed and number of engines. But we don't have that information for construction and other non-road engines. Oregon is in the process of making an inventory. Oregon should then adopt a registration system to ensure that we can track progress.

What we need for a healthier future

A renewed diesel fleet:

By modernizing Oregon's truck and transit fleets with engines (including the cleanest of all: electric) we can move more efficiently while delivering benefits to public health and our climate. Incentives can help with upfront costs of new engines that operate with lower maintenance costs and down-time than old engines.

Big benefits for air quality:

Old heavy-duty diesel vehicles aren't the only source of traffic pollution—but they are the dirtiest. Although old heavy-duty diesel vehicles make up a small portion of road traffic, they contribute the majority of particulates and NOx pollution from traffic.

Immediate benefits for climate:

Black carbon, making up about 70% of the particulate emissions from diesel engines, causes powerful short term and local climate effects. Reducing black carbon now can provide climate change relief in our state even as we seek global solutions for the long term.

Returns on the dollar for health:

Every dollar invested in clean engines is expected to return \$12 in health benefits (such as reduced hospital costs). Oregon can save billions in health harm and avoid hundreds of premature deaths each year by retiring old heavy-duty engines.

Health benefits that last a lifetime:

Children, infants, and pregnant women are especially vulnerable to harm from air pollution. Reducing the early exposures that cause irreversible harm can improve health outcomes over a lifetime.



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