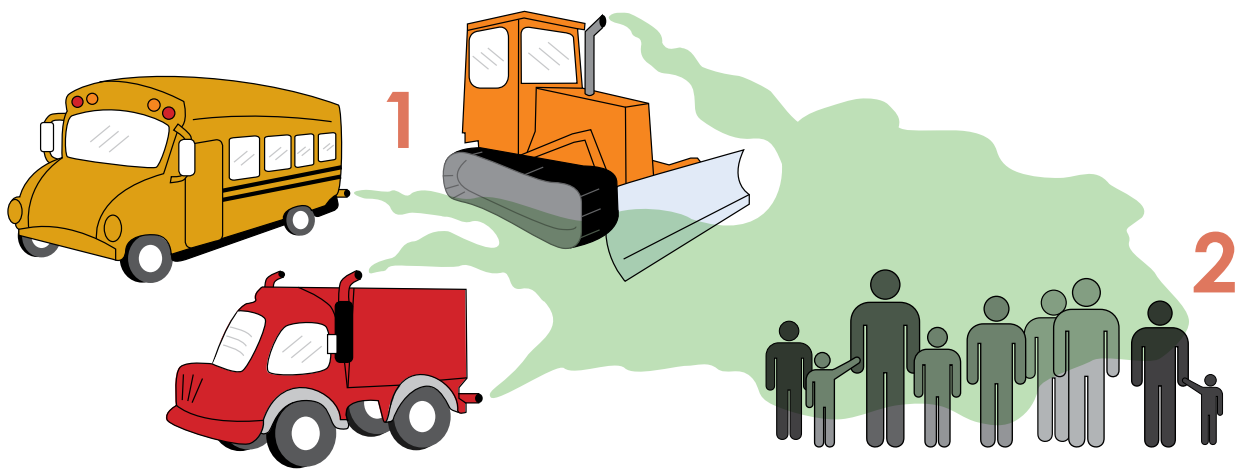


## HEALTHY AIR FOR OREGON: CLEAN DIESEL

In 2015 the passing of Senate Bill 824 (SB 824) created a task force to investigate and recommend a strategy for implementing a clean diesel program in Oregon. 73% of Oregon's trucks are dirty and pollution from diesel exhaust causes as many as 460 premature deaths, more fatalities than traffic crashes, and \$3.5 billion in economic losses each year. <sup>i ii</sup>

### THE HEALTH IMPACTS OF DIESEL POLLUTION



Source: graph information source goes here

**1** DIESEL EXHAUST COMES FROM TRUCKS, SCHOOL BUSES, TRAINS, AND SHIPS AND IS MADE UP OF FINE SOOTY PARTICLES AND MORE THAN 40 HAZARDOUS SUBSTANCES THAT CAN BE INHALED DEEP INTO THE LUNGS AND ABSORBED INTO THE BLOOD STREAM.

**2** EXPOSURE TO DIESEL EXHAUST CAUSES CANCER; INCREASES THE RISK OF HEART ATTACK, STROKE, AND CARDIOVASCULAR DISEASE, EXACERBATES ASTHMA AND CAN LEAD TO LOW-WEIGHT AND PRETERM BIRTHS. <sup>iii</sup>

### WHO IS AT RISK?

- Oregon's children are especially vulnerable to air pollution caused by diesel exhaust because their lungs are still in the developmental phase and they breathe, on average, 50% more air per pound of body weight than adults. <sup>iv</sup>
- People in poor and non-white neighborhoods are more likely to be exposed to diesel exhaust pollution. <sup>v</sup>
- Those who work on railroads, docks, and construction sites, in trucks or buses, or as diesel mechanics, people routinely exposed to diesel exhaust, have a greater risk of lung cancer. In Oregon, that accounts for 29,000 people in the work force. <sup>vi vii</sup>

**Oregon is falling behind in protecting everyone in our state from deadly diesel pollution, if we do nothing, Oregonians will continue to die from diesel pollution for decades. The Coalition of Local Health Officials (CLHO) supports diesel legislation and incentive programs created to protect everyone in Oregon from the health impacts of diesel pollution.**

## THE COST OF DIESEL IN OREGON

- Diesel pollution puts 90% of people in Oregon at risk for cancer. <sup>viii</sup>
- Diesel pollution causes up to 460 premature deaths in Oregon each year. <sup>viii</sup>
- Diesel pollution causes 145 heart attacks each year- adding up to \$5.6 million in hospitalization costs. <sup>x</sup>

## OREGON IS FALLING BEHIND

Oregon's neighboring states are making significant progress to upgrade diesel engines, test emission, and set stronger standards in order to protect the health of the public from deadly diesel pollution. Meanwhile, Oregon has failed to take similar action in protecting Oregonians. <sup>xi</sup>

- Oregon has not funded diesel engine upgrades since 2009. <sup>xii</sup>
- Oregon eliminated a tax credit program in 2012. <sup>xiii</sup>
- Oregon cut funding for upgrading school buses, leaving thousands of dirty buses on the road. <sup>xiv</sup>
- Oregon has allowed 23 of 36 counties to exceed the state health benchmark for diesel pollution. <sup>xv</sup>

## OREGON CAN DO MORE

- The single biggest return on investment for diesel upgrades is saved lives and avoided health costs.
- For every dollar invested in reducing diesel exhaust pollution yields about \$17 in human health benefits. <sup>xii</sup>

<sup>i</sup> Oregon Department of Environmental Quality. 2015. The Concerns about Diesel Engine Exhaust

<sup>ii</sup> Diesel Technology Forum, Oregon Fact Sheet [www.dieselforum.org/oregon](http://www.dieselforum.org/oregon)

<sup>iii</sup> EPA 2002, Health Assessment Document for Diesel Engine Exhaust

<sup>iv</sup> Thurston, G. D., 2000. Particulate matter and sulfate: Evaluation of current California air quality standards with respect to protection of children; California Air Resources Board, Office of Environmental Health Hazard Assessment; September 1, 2000.

<sup>v</sup> Portland Air Toxics Solutions Committee Report and Recommendations, April 2012, Chapter 8 <http://www.deq.state.or.us/aa/planning/report/8environmentalJustice.pdf>

<sup>vi</sup> M Lipsett and S Campleman; Am J Public Health. 1999 July; 89(7): 1009–1017.

<sup>vii</sup> Multnomah County testimony before the Senate Committee on Environment and Natural Resources, March 31, 2015 <https://olis.leg.state.or.us/liz/2015R1/Downloads/CommitteeMeetingDocument/58250>

<sup>viii</sup> EPA National Air Toxics Assessment 2011; <https://www.epa.gov/national-air-toxics-assessment/2011-air-toxics-assessment>

<sup>viii</sup> Oregon Department of Environmental Quality. 2015. The Concerns about Diesel Engine Exhaust

<sup>x</sup> [https://public.health.oregon.gov/DiseasesConditions/ChronicDisease/Documents/OHA8582\\_AllVolumes.pdf](https://public.health.oregon.gov/DiseasesConditions/ChronicDisease/Documents/OHA8582_AllVolumes.pdf)

<sup>xi</sup> <sup>xii</sup> <sup>xiii</sup> <sup>xiv</sup> <sup>xv</sup> Oregon Environmental Council. 2016. Dirt on Diesel

<sup>xvi</sup> Recommendations for Reducing Emissions from the Legacy Diesel Fleet Draft Interim Report of the Clean Diesel and Retrofit Work Group present to the Mobile Source Technical Review Subcommittee October 7, 2005. <https://www.westcoastcollaborative.org/files/meetings/2005-12-13/FinalRWG-Report.pdf>