

Diesel Emissions Reduction Resolution

WHEREAS, numerous scientific studies have found links between exposure to fine particles and health effects including premature death, and increased incidents of asthma, allergies, and other breathing disorders;

WHEREAS, the United States Environmental Protection Agency has classified diesel exhaust as likely to be carcinogenic to humans;

WHEREAS, it is therefore evident that the emissions of diesel exhaust pose an extraordinary health risk to the residents of this county/municipality;

WHEREAS, the reduction of fine-particle emissions from diesel engines could also prevent 16,000 new asthma cases annually and save \$770 million to \$10 billion in health care and related costs in the State;

WHEREAS, diesel-powered trucks, buses and off-road equipment are critical to the operations of this municipality/county, yet they often remain in service for decades and unless the emissions from such vehicles are decreased, these vehicles will continue to emit high levels of fine particulates for many years to come;

WHEREAS, aftermarket control devices and cleaner-burning fuels are available to reduce emissions from diesel vehicles and equipment;

WHEREAS, the costs of a retrofit program are relatively small when compared with the costs of the vehicles or equipment they update or the costs to public health; by exercising discretion in matching technologies to vehicles and equipment, the costs of installing and using pollution-reducing devices and fuels can be minimized; and

WHEREAS, current state law prohibits the idling of vehicles for more than three minutes and studies have shown that an anti-idling policy will save fuel, prolong engine life, and improve air quality.

NOW THEREFORE BE IT RESOLVED that this county/municipality will, to the best of its ability:

1. Take proactive steps to encourage and monitor compliance with the idling regulations by drivers of county/municipal-owned vehicles as well as by drivers of other vehicles operating within the county/municipal;
2. Implement best management practices to minimize exposure of children to diesel emissions from school buses;
3. Utilize ultra low sulfur diesel in county/municipal-owned equipment prior to the September 2006 federal mandate;
4. Identify opportunities for cost-effective retrofitting of diesel vehicles within county/municipal-owned fleets;
5. Allocate public dollars in an environmentally responsible manner by ensuring that municipal/county contracts include a requirement to reduce emissions from diesel powered vehicles used in the performance of those contracts;
6. Ensure that any new vehicles purchased meet 2007 emission standards for diesel powered vehicles or are alternate-powered vehicles; and
7. Urge state and federal government agencies to adopt the above measures.

These programs will contribute to cleaner air and a decrease in the number of asthma and lung cancers in this county/municipality while increasing the quality of life for our current and future residents.