

Submitter: Jacqueline Treiger

On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure: HB2714

Chair Marsh, Vice Chairs Levy and Levy, and Members of the Committee,

Thank you for the opportunity to speak today in support of HB 2714. My name is Jacqueline Treiger and I am the Campaign Manager of Climate and Transportation with the Oregon Environmental Council. OEC is a nonpartisan, membership-based, nonprofit organization that works to advance innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

We are constantly reminded of the urgency to reduce the fossil fuel emissions driving climate change. Last summer was yet another record breaking season with 12 Oregon cities experiencing the hottest July and August on record. Transportation makes up 40% of the state's climate pollution. Heavy-duty trucks and buses make up 23% of the greenhouse gas emissions, even though they are fewer than 10% of all vehicles on the road.

Diesel trucks, buses and delivery vans emit a lot more than just climate pollution. Diesel exhaust is responsible for 70% of smog pollution and 64% of black carbon or particulate matter in Oregon, which results in an estimated 176 premature deaths and annual cost from exposure of \$3.5 billion which is paid through medical and hospital bills, costly medicine, and an estimated 25,910 lost work days.

The American Lung Association gave Oregon a failing grade for particulate pollution in nearly every county where data was collected. While this pollution affects every Oregonian, Oregonians living on low incomes and Black, Indigenous and People of Color are at greater risk of exposure due to racist public policies like urban renewal districts, redlining, and inner-city highway construction. Doing nothing to accelerate the adoption of clean trucks is an environmental injustice.

Where diesel was once the only option, we now have the technology to protect Oregon school children and people living near busy roads, highways, ports, and warehouses from deadly diesel pollution. We need rules in place to speed up the transition to cleaner and zero-emissions trucks to save lives. And thanks to the Inflation Reduction Act and federal grant programs, Oregon has an opportunity to position itself as a competitive state to receive significant funding for zero-emission Medium and Heavy Duty vehicles. In order to be competitive, Oregon needs to establish its own zero-emission medium and heavy duty rebate program. Passing HB 2714 will set Oregon up for success to receive federal funding and make the transition to zero emission trucks and buses more accessible and affordable.