

February 9, 2023

Chair Marsh, Vice-Chair Levy, Vice-Chair Levy, and Members of the Committee:

My name is Akash Singh and I am writing on behalf of the Union of Concerned Scientists (UCS), a national organization that puts science into action with the goal of contributing to an equitable, sustainable, and healthy future. UCS is proud to be supported by more than 10,000 Oregonians, including over 500 professionals who are a part of our Science Network.

I write to you today in opposition to HB 3022, a piece of legislation that would critically undermine Oregon's efforts to protect its residents from the catastrophic health, economic, and environmental consequences of climate change.

The increased severity, frequency, and unpredictability of wildfires and other natural disasters has left an indisputable mark of harm on all Oregonians and their ability to live in stable environments. Air pollution in overburdened communities has burdened Oregonians with lifelong medical conditions and costs they cannot afford. Droughts and hazardous outdoor working conditions have severely impacted the health and livelihoods of Oregonian farmers.

HB 3022 would, with a few exceptions, remove the ability of the Environmental Quality Commission (EQC) and the Department of Environmental Quality (DEQ) to "enforce any rule or standard relating to motor vehicle fuels or motor vehicle emissions" without the explicit approval of the state legislature (bill text in quotes). The mission of the EQC and DEQ is to protect the land, water, and air all Oregonians have a right to enjoy. Given that vehicles are the largest source of air pollution in Oregon, HB 3022 will prevent DEQ and the EQC from carrying out that mission.

HB 3022 will disrupt Oregon's ability to meet its climate goals and protect the livability of all Oregonians. It will particularly disrupt air pollution mitigation measures, which is particularly concerning as the disastrous effects of air pollution on public health are well-documented – especially for pregnant people, the elderly, children, and Oregonians with preexisting respiratory and or cardiovascular conditions.

HB 3022 will disrupt our ability to champion policies like the Administrative Clean Cars II Rule, which makes significant advancements in efforts to cut down on

vehicular pollution by transitioning towards zero emission passenger cars, SUVs, and light-duty trucks through 2035. Medium- and heavy-duty vehicles are the most significant source of pollution in Oregon: although these vehicles only account for 13 percent of vehicles on Oregon's roads and highways, they are responsible for 42 percent of Oregon's greenhouse gas emissions, over two-thirds of lung-damaging fine particulate emissions, and nearly three-quarters of ozone-forming nitrogen oxide emissions from on-road sources. (https://www.ucsusa.org/sites/default/files/2021-09/or-clean-trucks-report_0.pdf)

We at UCS are further concerned that HB 3022 can be used as a precedent to derail agency administrative governance in Oregon not just on matters related to climate change, but any and all state regulatory actions on matters from health care to education to labor protections, amongst others. The consequences of climate change require a multifaceted approach and HB 3022 would make that significantly more difficult to achieve.

I urge you to reject HB 3022 without delay and thank you for the opportunity to provide this testimony.

Sincerely,

Akash Singh

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