

## Opposition to HB 3119

Teresa D. Hawkes, Ph.D.

Good morning, Chair Lively and members of the Committee. My name is Teresa D. Hawkes, Ph.D. I am a retired Citizen Scientist, Ph.D. in Human Physiology, former post-doctoral and research employee, and scientific lab manager. My degree is in support of experimental work on cognitive effects of lifelong exercise in normally aging humans (<https://www.researchgate.net/profile/Teresa-Hawkes-2>).

I am testifying in opposition to HB 3119 which would delay the adoption of the Advanced Clean Cars (ACT) rule at the expense of our economy, health, and environment. Why? This bill is not in the best fiscal interests of truck electric motor makers and distributors or the people living and working in the state of Oregon because it delays the statewide beginning of electric motor building and distribution, both of which help industry make money, and help worker and customer lung health improve in the state of Oregon. To be exact:

- ACT does not ban the sale of combustion vehicles at any time or create requirements for fleet turnover to zero-emission vehicles.
- ACT provides multiple years of compliance flexibility and allows manufacturers selling trucks in Oregon to feasibly comply with its gradual zero-emission sales requirements.

This is good news for industry because they can begin to build electric truck motors, and sell and distribute them, thereby enhancing their fiscal investment in terms of profits. Further, combustion engines release fine particle pollution which affects air quality and the expenses associated with its effects on industry workers and their machines which are used to produce combustion as well as electric motors in the industrial setting. This means fine particle air pollution will need to be reduced and clean air enhanced for all combustion motors, and electric truck motors as they become the standard here in the state of Oregon. Sale of electric trucks enhances industry profit margins. Simple marketing is needed for this purpose.

Health expenses are also associated with the people working in the state of Oregon. These people are affected by air pollution, particularly their lungs. Lung capacity is diminished by the fine particle pollution associated with use of truck combustion engines. This diminished capacity is associated with higher industry expenses. This is easily reduced over time as more electric truck motors are built and purchased here in Oregon. The ACT measure supports the outcomes of health and profit. Most exciting with respect to industry expenses for workers with damaged lungs is that once fine particle pollution is diminished, human lung tissue recovers quickly in the medical setting. This lowers industry health costs per worker! Outstanding. (Schraufnagel et al., 2019).

So, this Bill which opposes ACT, is opposing the fiscal progress of industry and the lung health of its workers. We have the opportunity to get out of ACT's way and help industry and workers alike.

Sounds like a win for all of us!

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### References:

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