

Submitter: Joseph Stenger MD  
On Behalf Of: MCAT Mobilizing Climate Action Together  
Committee: House Committee On Climate, Energy, and Environment  
Measure, Appointment or Topic: HB3119

Chair Lively and members of the committee:

My name is Joe Stenger MD. I am a retired rural family physician. I urge a No vote on HB 3119. We need to affirm market certainty for clean tech and healthier air, not delay it.

Diesel exhaust causes illness, premature births and death. A DEQ webpage states: "Diesel exhaust contains dozens of toxic substances. One of the leading concerns is the particulate matter which is toxic and very small in size...going into the deepest parts of the lungs. Diesel particulate matter is linked to a number of serious public health problems including aggravating asthma, heart and lung disease, cancer and premature mortality. ... the International Association for Research on Cancer classified diesel exhaust as a known carcinogen to humans. ...Oregonians have an increased risk for health effects from diesel emissions at present levels of exposure in everyday life." "In Oregon alone, the direct and indirect public health and environmental impact of exposure to diesel exhaust could be valued up to \$3.5 billion per year." "The EPA estimates diesel pollution prematurely kills 460 Oregonians annually."

The American Lung Association found that Klamath, Lane, and Jackson counties were among the 13th worst counties in the country for year-round particle pollution.

Medium and heavy trucks produce disproportionately much more of these toxic pollutants than light vehicles.

Supporters of HB3119 state that emissions from new diesel trucks have much less toxicity than the majority of trucks on our roads today. Trucks that produce less pollution are great, however, they are not likely to remain that great over their useful life. That reduced toxicity depends on complex equipment. In a recent 8 yr-long study with HD diesel pickups, SAE International reports that "those vehicles were emitting oxides of nitrogen (NOx) far in excess of regulated maximums. Hardware deterioration is a particular aspect to consider due to the increasingly sophisticated hardware required to bring heavy-duty diesels into compliance with ever-stricter emissions standards."

Improvements to diesel trucks are welcome, but cannot be the whole solution. We need to shift to electric trucks that have no emissions throughout their useful life. With

12 states participating, that make up over a third of the US market share of trucks, the ACT provides the boost to the market that will accelerate manufacture of zero-emissions vehicles, bring prices down and will speed investment in charging stations.

The ACT requirements increase slowly over years. No manufacturer must meet yearly goals until 2028. There is not and will never be a “ban on diesel trucks”. By 2050, only 40% of class 7-8 trucks need to be electric.

The ACT applies only to manufacturers, not dealers or purchasers. Those manufacturers have committed to not campaigning against the ACT, but their distribution systems are unfairly pressuring purchasers.

The American Lung Association says that the ACT will result in many billions of dollars of health cost savings.

Do not delay the ACT. We need to boost market certainty to continue investment in this healthy change in our transportation system that will save lives and save money.

I urge you to vote NO on HB3119.