

Submitter: James Cavin
On Behalf Of: MCAT
Committee: House Committee On Climate, Energy, and Environment
Measure, Appointment or Topic: HB3119

Good morning, My name is Jim Cavin, from Cedar Hills, Oregon, and I am urging the committee to oppose HB 3119. Delaying implementation of the ACT Rule would signal that the Oregon legislature is not serious about controlling air pollution or meeting urgent climate goals at a time when the federal government is intent on damaging the health of its economic prospects, air, and citizens, simply to delay inevitable changes to a fossil fuel-based economy. Due to time constraints I was unable to testify today in person in opposition, but did want to point out that the penultimate elected official who was afforded the opportunity to speak in favor of the bill misrepresented DEQ's stance on Class 7-8 trucks, stating that DEQ recognized that the technology 'was not there' when in fact DEQ's public testimony was that those were statements "DEQ has been hearing" from some stakeholders.

Diesel emissions are responsible for 40 cancer-causing compounds that are especially dangerous to senior citizens and our children. Fully one half of Oregon's counties have diesel pollution at levels that increase the risk of cancer. A 2 year delay will add \$1-4 Billion to the State's healthcare burden and lead to over 350 premature deaths associated with Diesel pollution. The final in-person speaker violated the ground rules set forth by the chair regarding limiting topics to MB 3119 itself, instead focusing on philosophical governing questions, and emoted deep offense to the concept that Oregon would choose to follow California's air standards to the letter instead of following the Federal standards to the letter. The reason for this clear: the last time Oregon failed to keep up with California's standards, Oregon became the dumping ground for California's dirtiest big rigs, giving Multnomah county air filled with more diesel pollution than 98% of counties in the entire United States.

Washington and CA are both moving forward with the ACT this year and when they do, more diesel emissions in Oregon will follow.

There was reasonable concern that charging infrastructure is insufficient, however 85% of M-HDVs travel less than 100 miles per day, and 70% travel less than 50 miles per day. Most fleets already fuel up on diesel 'behind the fence' at the yards where they park when they are not in use. Almost half of the trucks on Oregon's roads right now carry loads at distances that can be served by electric trucks already on the road in Oregon, made by 15 different manufacturers.

Oregon already has the MDH Zero Emissions Vehicles rebate and charging program

to help businesses afford the higher up front cost of electric vehicles and charging infrastructure. Oregon adopted the ACT following a process involving numerous workshops, public comment periods and outreach to many stakeholders.

Manufacturers have had 4 years to prepare for its implementation. Further delaying the significant public health, economic and environmental benefits of this rule at the behest of non-compliant companies undermines the integrity of this expansive, open and already lengthy process and punishes those companies who have made the investment and effort to follow the law.

Additionally, it would send a message to the clean tech sector not to invest in Oregon. Technology that can charge long haul trucks to 80-90% of their capacity in 30 minutes is already coming to Oregon via public and private investments, and delaying the rule signals a lack of commitment and discourages such investment. This is where the future lies.

Don't let Oregon's climate leadership and citizens' health become victims to late adopters of a life-saving future that we all know is coming.