

Submitter: Mary Lou Soccia
On Behalf Of:
Committee: House Committee On Climate, Energy, and Environment
Measure, Appointment or Topic: HB3119

I am writing to strongly oppose HB3119. It is wrong to delay the Advanced Clean Truck Rule (ACT). The State of Oregon needs to be a leader in enforcing the Clean Air Act, protecting public health and providing economic viability to Oregon's Clean Tech Sector. My husband suffers from asthma and our family is directly affected by air pollution. A delay in cleaner trucks would hurt the health of many Oregonians and increase asthma and future cancers: Every year we delay, Oregonians continue to be exposed by the 40 different cancerous compounds in diesel emissions. In a two-year delay, 352 Oregonians will die due to preventable diseases related to diesel emissions, costing Oregon \$4 billion in health costs. 19 of 36 counties in Oregon have diesel emissions high enough to increase your lifetime risk of cancer. The last time that Oregon failed to keep up with California's vehicle emission standards, older, more polluting trucks were dumped in Oregon instead, making Multnomah County a major contributor of diesel pollution in the country. Washington and California are moving forward with the ACT this year, increasing the risk of reoccurring if Oregon delays by years.

The need for a rollback is premised on a false crisis and is full of lies: most manufacturers are already compliant with the ACT based on their current sales and the current market demand. Many EVs are already at price parity because they are 2X cheaper to refuel than their diesel counterparts. We shouldn't deny businesses the ability to buy and use electric and hydrogen trucks on our roads. The best way to ensure Oregonians benefit from this clean tech is to NOT delay the ACT. I worked for the US EPA for 37 years and I know that delays in implementation of pollution reduction and human health protection measures are just disguises for putting off and ultimately killing important health protection rules.

Delays expose Oregon to federal threats in an uncertain time: the Trump Administration is targeting rollbacks specifically on air quality regulations, renewables, and transportation electrification. Oregon cannot rely on the new federal administration to backstop our air quality standards and support for the clean energy sector. Our only defense is keeping our existing state standards and vehemently defending them. Oregon cannot be the first blue state to roll back state climate progress on the heels of Trump's federal rollbacks.

Delays on ACT can damage and kill Oregon's growing clean tech sector: One of the main recommendations from Oregon's Clean Tech Task Force (that Daimler Trucks North America Co-Chairs) is to keep existing regulations and policies that support

OR's clean tech sector. Delaying the ACT gives uncertainty to the clean tech sector and could keep hundreds of millions of private investments in charging infrastructure and support services from Oregon. We have solutions on the table already such

We have solutions, and we should be focusing on using these instead of delaying and sending mixed signals:

- Oregon's DEQ has already initiated rulemaking related to give the ACT program more flexibility, for example, giving manufacturers a 3-year window to meet sales targets required by ACT. We should focus input and engagement on ACT on this rulemaking.

- Oregon already has the Medium and Heavy Duty Zero Emissions Vehicles Rebate and Charging Program. This program helps businesses afford electric vehicles and invest in charging infrastructure. Oregon should figure out how to fund this at the right level for the right amount of time as the economics continue to switch in favor of electric vehicles.