

Submitter: Rowan Spillman
On Behalf Of:
Committee: House Committee On Climate, Energy, and Environment
Measure, Appointment or Topic: HB3119

Hello,

My name is Rowan Spillman, and I am an Oregon resident and active member of Sunrise PDX and Citizens Climate Lobby . I would like to express my opposition for house bill 3119.

Emergency vehicles, transit buses, charter buses, articulated shuttles and double-decker buses as well as manufacturers that sell an average of fewer than 500 medium- and heavy-duty vehicles in a model year, are exempt from the ACT. HB 3119 is not protecting public interest, reliable public transit, tourism, or small business, it's protecting the interest of large corporations that profit from the destruction of our climate. That's who we're talking about being affected by this. ACT would not be a threat to these corporations if their sustainability promises and initiatives were honest and forthright, but their not. They know their current operational structure is incompatible with a green transition, and would prefer an uptick in humanitarian emergencies, civilian death, destruction of public infrastructure, and countless other consequences of the greenhouse gas emissions that they are responsible for than a poor year for shareholders.

And when we're weighing the potential burden these corporations are facing under ACT, let's be clear in what we're talking about. They are not expected to recall all heavily emitting vehicles, pay exorbitant fees or taxes, or completely change operations overnight. They are simply being asked to gradually shift vehicle sales into zero-emission vehicles. The ACT allows flexibility in which models to convert and was specifically designed to ensure a smooth adoption of ZEVs while still ensuring that diesel-powered vehicles are available for purchase.

As gas prices rise and public demand shifts, transition to Zero Emission Vehicles will be an advantageous long-term investment. Being at the forefront of this change will allow these companies to hold a more competitive stake in the evolving market. It's frankly ludicrous they have to be coaxed through legislation to make this change in the first place. The long-term benefit fiscally will outweigh short-term transition costs.

Delaying the ACT won't protect business. Delaying inevitable change only prolongs the price we all pay. Although medium and Heavy Duty (MHD) trucks represent about 11.5% of the state's vehicle population, they are responsible for approximately 42%

of greenhouse gas emissions from Oregon's on-road vehicles. I deserve clean air. I deserve a livable planet. The future HB 3119 represents is directly opposed to the life, liberty, and pursuit of happiness we are all entitled to. Where is my life choked under smog? What true liberty waits for me on scorched earth? How do I pursue happiness watching the world die around me?

What you have the opportunity to do for me, yourselves, your families, and all the Oregon citizens you represent, is vote down HB 3119.

Thank you,

Rowan Spillman