



January 31, 2025

House Committee on Climate, Energy & Environment

900 Court Street NE, Room 453

Salem, OR, 97301

RE: HB3119 - OPPOSE

Dear Chair Lively, Vice-chairs Levy and Gamba, and members of the committee,

My name is Mary Peveto, co-Director of Neighbors for Clean Air, a statewide advocacy organization that for over 15 years has worked to protect public health from toxic air pollution. I appreciate the opportunity to speak to you in opposition to HB 3119, a dangerous bill in a dangerous time, that will, if passed, undermine the authority our state has to protect clean air.

90% of Oregonians are at elevated risk of excess cancers due to the air we breathe and the driver of that risk is the dirty black soot emitted by diesel engines. As a result of this pollution, last year, most Oregon counties received “F” grades for unhealthy levels of soot pollution from the American Lung Association’s State of the Air report card. Diesel exhaust is a known human carcinogen that contributes significantly to asthma exacerbations, lung cancer, heart attacks, strokes, and premature deaths. It causes long-term harm, including impaired lung function in children and adults, cognitive deficits, and pregnancy complications. Children are especially vulnerable to diesel exhaust due to their higher respiratory rates and the risk of exposure during vital developmental windows. In light of these significant health impacts, each year that we delay the implementation of the ACT we continue to threaten communities around Oregon with these health risks.

Which is why I am here today to advocate for continued commitment to the protection of public health, and to ask you to not delay these rules that were adopted by our state nearly two years ago, after a decade of deliberation about the ongoing risk diesel engines pose to our most vulnerable populations. This rule is vital as the transportation sector in Oregon contributes a highly disproportionate amount of dangerous pollutants to the air we all breathe. Understanding this, the legislature and our state committed to take action to reduce diesel pm emissions associated with heavy and medium duty vehicles in the state. These truck rules, passed by unanimous consensus and with support from local manufacturers, were an important action to meet the emission reduction goals.



We need to be clear, and honest, that the truck rules adopted by our Environmental Quality Commission in 2021, are not bans on diesel engines, and will never result in anyone losing the right to lawfully own and operate any vehicle in this state. Instead, the Advanced Clean Truck rule seeks to gradually increase a percentage of new trucks sold as zero-emission trucks. Already the majority of classes affected by this rule—and because of this rule—are well on their way to compliance and not reporting problems. I urge you to not throw out a rule that is working based on the issues of one class which has the lowest percentage of electrification requirements in the rule.

But what is ultimately at risk, and what HB3119 threatens to take away, is our state authority to act in the interests of Oregonians. The urgency of that authority is made more acute by the current actions of our federal administration. Already the federal administration has shown that they have little interest in protecting our Nation's air quality, and that they will not prioritize the health of people over the profits of polluting corporations. In light of this political atmosphere, Oregon stands at a critical juncture. I urge you to stand up for our state's legal authority, say no to HB 3119, and stand firm in the conviction to protect public health and the environment.

Thank you for your time and consideration of our input.

Sincerely,

A handwritten signature in cursive script that reads 'Mary S. Peveto'.

Mary Peveto

Founder and Co-Director of Neighbors for Clean Air