

Submitter: Jason Adams

On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure, Appointment or Topic: HB3119

The Advanced Clean Truck Act will have a significant impact on local businesses in Oregon. While the concept of electric is great. The negative impact on Oregon based fleet owners should be measured and considered. Having been in the industry for over 15 years supporting fleet owners. My personal belief is the ACTs impact on Oregonians will be the exact opposite of what this looks to accomplish. Companies will invest in new cleaner diesel-powered units outside of the MOU/ACT states like Oregon. We already have a significant GHG update coming for 2027 so fleet will be adding and replacement trucks at an accelerated pace in 2025 and 2026. this in its own right will improve emissions. However, that will not happen with Oregon based fleets. Many could forgo upgrading equipment all together in the state of Oregon or look to purchase less environmentally friendly trucks in the used market. If the goal is cleaner air in Oregon. More electrical infrastructure, funding to offset the added cost of EVs, and a more realistic plan to implement should be considered. Or perhaps we need to wait for the technology to improve. Local Oregon companies that operate only within the state are extremely disadvantaged here. You're basically making it impossible for small Oregon based business to upgrade to new box trucks or tractors while larger fleets can move older units into Oregon without being impacted. All around this is a bad move for Oregon, our health, and our economy.

Linked is a study performed by Ryder evaluating the cost of electrification.
<https://www.ryder.com/en-us/insights/white-papers/fleet/ev-total-cost-study>