

Submitter: Elizabeth Graser-Lindsey

On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure, Appointment or Topic: HB3119

TO: Chair Lively and Committee Members
House Committee on Climate, Energy, and Environment

FROM: Elizabeth Graser-Lindsey, PhD, Bio-Environmental Engineering

DATE: January, 28, 2025

SUBJECT: Opposition to House Bill 3119 (2025)

Please oppose HB 3119 and please don't delay implementation of the Advanced Clean Truck rule.

- Manufacturers need a stable regulatory environment in order to progress towards societal goals. Investments in clean trucks need to pay off in sales; increasing sales are needed to allow further investment, improvements and price reductions to allow parity with fossil fuel vehicles and reaching profitability for the manufacturer. When you change the rules along the way, manufactures planning is defeated and buyers planning is as well. Electric trucks already are being sold and should continue to be sold according to the ACT rule.
- Oregon needs to do its part to reduce its greenhouse gas emissions and its pollution from diesel burning. Delays only mean more wildfires, more insurance increases, more extreme heat and drought and impacts to Oregon's agriculture, more deaths from diesel pollution and higher costs in the future to adjust to a difficult climate.
- Electric trucks are becoming a successful part of the Oregonian hauling world and many types are at price parity with fossil fuel trucks over the lifetime of the vehicles. To make the success greater, you should confirm the truck subsidies are sufficient for the sales to be in line with sales targets and the charging network needs to accommodate long-distance freight and not just the more common regional center charging. Federal dollars are expected soon as I understand it.