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To the Honorable Members of the Oregon State Legislature,

I am writing in strong support of HB 3119, which would prohibit the Oregon Department of Environmental Quality (DEQ) from implementing or enforcing the Advanced Clean Trucks (ACT) regulations before January 1, 2027. I believe that this measure is a common-sense approach that takes into account the realities of both Oregon's energy infrastructure and the current state of electric vehicle (EV) technology.

The ACT regulations, while well-intentioned in their goals to reduce greenhouse gas emissions and improve air quality, have not yet been matched by the necessary infrastructure or technology to make them feasible in a cost-effective or sustainable way. The primary concern here is the current lack of sufficient electric grid capacity, particularly in rural areas, to support a large-scale transition to electric commercial vehicles. Oregon's energy grid is not equipped to handle the additional demand that would be placed on it by widespread adoption of electric trucks, particularly without significant investment in both generation capacity and transmission networks. The state's grid and charging infrastructure need time to evolve and expand in a way that supports a robust fleet of electric commercial vehicles.

Additionally, the technology to support the wide-scale adoption of electric commercial trucks is still developing. While there have been important advancements in electric vehicle offerings for consumers, electric trucks suitable for commercial purposes, particularly those requiring long-range capabilities, have yet to mature in terms of performance, affordability, and availability. Businesses, particularly smaller operators, face steep challenges in transitioning to electric vehicles without reliable products that can meet their operational needs at a reasonable cost. These challenges are exacerbated by the fact that charging infrastructure for commercial trucks is still in its infancy, and reliable access to charging stations remains a concern.

By postponing the enforcement of the ACT regulations until January 1, 2027, HB 3119 gives stakeholders more time to address these issues by enabling further development of both the necessary energy infrastructure and commercial vehicle technology. This delay would also provide businesses with the time they need to transition gradually to cleaner technologies in a way that is both financially and operationally feasible.

This approach does not ignore the need for environmental action but instead focuses on achieving meaningful emissions reductions in a way that is practical and achievable for Oregon's businesses, consumers, and energy system.

For these reasons, I fully support HB 3119 and urge you to pass it in order to allow the time needed to ensure that Oregon is prepared for a successful transition to cleaner transportation technologies.

Sincerely,

Katie Cox  
RAM Trucking, Inc.