



January 24, 2025

Representative John Lively, Chair
House Committee on Climate, Energy and Environment
Oregon State Legislature
Oregon State Capitol, 900 Court St. NE
Salem OR 97301

RE: Written Testimony in Support of HB 3119:

Prohibits the Department of Environmental Quality from Implementing or Enforcing the Advanced Clean Trucks Regulation before January 1, 2027.

Chair Lively, Vice-Chairs Gamba and Levy and Members of the House Committee on Climate, Energy, and Environment:

Thank you for the opportunity to submit testimony in support of HB 3119, a bipartisan bill delaying the implementation of the Advanced Clean Truck regulations currently residing within the Oregon Department of Environmental Quality. The Salem Area Chamber of Commerce, representing over one thousand (1,000+) local businesses and forty-five thousand (45,000) employees in the Salem area, has discussed the Advanced Clean Trucks ("ACT") Rule with our members and urge the passage of HB 3119 to delay the implementation of these Advanced Clean Truck regulations.

Hearing from our members who rely on Class 2b-8 vehicles for their businesses, including those who own and operate auto dealerships, have agreed that implementation of the ACT Rule at this time, would have a devastating effect on our local economy leading to reduced job opportunities, increased cost of doing business, and pause plans for expansion and growth.

Members who operate businesses involving landscaping, construction trades, general contractors, farms, nurseries, agricultural product producers, manufacturers, and commercial delivery services, have reported that diesel trucks often get double the fuel economy over their regular gas-fueled engines. These types of businesses are intersecting with a wide variety of other businesses and industries every day.

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of Commerce**

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Tom Hoffert
Salem Area Chamber of Commerce



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While the topic of Zero Emission Vehicles ("ZEV") can be argued from many directions, Oregon consumers and business owners have not adopted the usage of ZEV in trucking for very simple reasons - the trucks are significantly more expensive, there is a lack of infrastructure in Oregon for charging or refueling, and ZEV technical performance is currently not equivalent to diesel and are unable to compete with current trucks in terms of fuel/distance capacity and ability to operate a double or overtime shift.

The downstream effects also place an unbearable burden upon auto dealerships to maintain an inventory of heavy-duty electric vehicles without consumer demand. Currently, DEQ will require their retailers to sell a certain percentage of new zero-emission vehicles ("ZEV") or purchase credits from other manufacturers. Even with Oregon DEQ's adoption of California's more flexible requirements, the structure of this Act will inevitably stifle sales at a local level, harming the auto sector as well as small businesses and Oregon consumers with higher transportation costs.

Without a delay in implementation of this ACT, businesses may be forced to continue to operate older trucks longer, which have a higher impact on those businesses who cannot currently afford new trucks will attempt to maintain and repair older trucks as long as possible.

We urge the passage of HB 3119 to reconsider the implementation of the ACT Rule and join several other states who have delayed implementation until January 1, 2027, so the technical advancements and infrastructure needed can be considered and created. The Salem Area Chamber of Commerce remains committed to working through this regulatory process on behalf of our members, with our partners.

Thank you for your attention and consideration in this request.

Sincerely,

Tom Hoffert, CEO Salem Area Chamber of Commerce

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