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On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure, Appointment or Topic: HB3119

Oregon House Bill 3119 (HB 3119) delays the implementation of the Advanced Clean Trucks (ACT) regulations until January 1, 2027.

These regulations mandate that manufacturers of medium- and heavy-duty vehicles sell an increasing percentage of zero-emission trucks starting from the 2025 model year.

Supporting HB 3119 aligns with the interests of Oregon farmers and ranchers for several reasons:

Economic Feasibility: The current market for zero-emission heavy-duty vehicles is still developing. Delaying the ACT regulations provides time for the market to mature, leading to more affordable and reliable options for farmers and ranchers. This postponement allows agricultural businesses to plan and budget for future investments in new equipment without facing immediate financial strain. Food prices will increase further with this administrative choice that the market place cannot support nor wants. The technology does not currently exist with supporting infrastructure. Imagineering by a panel of academic zealots does no further good since you are not manufacturers. This concern needs actual input by Daimler benz & freightliner with respect to realistic timelines for the technology. An arbitrary line in the sand is ridiculous & needs to be pushed out further. Biden's "green" energy ideas have just increased inflation & made life difficult for average Oregonians with little or no benefit of "clean" air.

Infrastructure Readiness: The widespread adoption of zero-emission vehicles requires substantial infrastructure, such as charging stations, which are severely limited. There is only ONE public charging station in Oregon, and it's estimated that there are only 14 in the entire United States. A delay grants time for the necessary infrastructure to be developed, ensuring that farmers and ranchers have access to the resources needed to operate zero-emission vehicles effectively.

Technological Maturation: Zero-emission vehicle technology, particularly for heavy-duty applications, is rapidly evolving. A delay allows for further advancements, resulting in more efficient and reliable vehicles that better meet the demanding needs of agricultural operations. Developing a new Electric only model will take at least 18 months including safety testing. Don't you want an actual useable market ready model that businesses & consumers will want?

Supply Chain Stability: The current supply chain for zero-emission vehicles and their components is constrained, leading to limited availability and potentially higher costs. Postponing the implementation of the ACT regulations provides time for the supply chain to stabilize, ensuring that farmers and ranchers can procure the necessary equipment without facing shortages or inflated prices. Current battery technology will weigh tons to go very short distances. Battery technology will need to be greatly improved.

Alignment with Federal Standards: Delaying the ACT regulations allows Oregon to align its policies with federal standards, reducing regulatory complexity for farmers and ranchers who operate across state lines. This alignment can prevent potential conflicts and ensure a more straightforward compliance process.

Supporting HB 3119 offers Oregon farmers and ranchers a more practical timeline to transition to zero-emission vehicles, considering economic, infrastructural, technological, and regulatory factors.

In the future, we will more likely need this to be extended out further since environmental zealots rarely define products that consumers want. By the way, where are you going to get all the electrical generation for this? Is it wind & solar, which are less than 8 % of our current total? I don't see nuclear as an option that is being discussed, but it will take 10 years to build them,