

**Testimony to the House Committee on Climate, Energy, and Environment
re: HB 3119**

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Oregon Environmental Council**

Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

Re: Oregon Environmental Council opposition for HB 3119

Dear Chair Lively and Members of the Committee,

On behalf of our thousands of members statewide, I am writing today to strongly oppose HB 3119, a bill that would delay the implementation of the Advanced Clean Trucks (ACT) Rule in Oregon. This delay, which effectively eliminates the program, would harm Oregonians' health, our economy, and our environment at a time when bold action is needed to secure a cleaner, healthier future for all.

Protecting Health and Lives, Stopping Higher Health Care Costs

Diesel emissions are responsible for 40 cancer-causing compounds that disproportionately harm vulnerable Oregonians, including children, seniors, and those in low-income communities who often live closer to roadways, warehouses and other high traffic corridors. People living in over half of our counties in Oregon will have increased risk of cancer because of diesel pollution. Exposure to particulate matter and other toxics costs lives and adds \$4 billion to our state's healthcare burden.

Supporting Oregon's Economy

For companies that are innovating on zero emission technologies, this bill undermines market stability in Oregon. Uncertainty around regulations undermines hundreds of millions of dollars in potential private investment in charging infrastructure and clean energy jobs. Oregon's businesses are ready to lead in this transition, with many already meeting ACT requirements. Delaying this program puts us at a competitive disadvantage compared to neighboring states like Washington and California, which are moving forward.

Maintaining Oregon's Climate Leadership

Oregon has long been a leader in protecting clean air and reducing emissions, but passing HB 3119 would jeopardize that legacy. There is a coordinated national effort aimed at rolling back climate progress. Allowing such a bill to move forward would be used to undermine standards in other states.

Delivering Affordable, Cleaner Transportation

Almost half of the trucks on Oregon's road can be electrified based on range and load right now. Most electric trucks are already more affordable to refuel and maintain than their diesel counterparts. Just as we have seen with Clean Car standards, states with these programs in place are prioritized for clean vehicle sales and have more options available to them. Undermining the ACT denies those hoping to purchase electric trucks full access to these cost-saving technologies. The ACT ensures a healthier, more



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affordable transportation future while creating opportunities for Oregon-based innovation and leadership.

OEC is invested in supporting the successful implementation of key environmental protections, including the ACT. OEC has advocated in a number of areas to accelerate the transition to zero-emission trucks in recent years, including:

- Advocated in support of the Department of Environmental Quality (DEQ)'s Advanced Clean Truck (ACT) Rule and Heavy Duty Omnibus Rules in Oregon.
- Advocated for 2023 legislation (HB 3409) directing DEQ to establish Oregon Medium and Heavy Duty Rebate Program and providing an initial appropriation of \$3 million, and served on the DEQ rulemaking advisory committee to implement the rebate program. In the 2022 legislative session, we advocated to secure \$15 million for EV charging for medium- and heavy-duty vehicles.
- Supported the State's application to the EPA's Climate Pollution Reduction Grant program, which enabled the State to secure an additional \$24 million in federal funding for medium-heavy duty rebates, grants, and charging infrastructure.

We cannot afford to backtrack on critical protections. For the sake of our health, economy, and environment, I urge you to keep the rule that requires truck makers to do their part to clean the air in our communities and oppose HB 3119, allow DEQ to complete their rulemaking, and maintain the Advanced Clean Trucks Rule.

Thank you for your time and consideration.

Sincerely,

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