

**County Commissioners**  
Danielle Bethell, Chair  
Colm Willis  
Kevin Cameron



**Chief Administrative  
Officer**  
Jan Fritz

## MARION COUNTY BOARD OF COMMISSIONERS

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January 30, 2025

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

Dear Chair Lively, Vice-Chair Gamba, Vice-Chair Levy, and Members of the Committee,

The Marion County Board of Commissioners writes to express our support for House Bill 3119, which proposes delaying the implementation of California's Advanced Clean Trucks regulations in Oregon until January 1, 2027. We believe this delay is critical for ensuring the financial and operational sustainability of local governments and businesses while allowing sufficient time to address the significant challenges posed by these regulations.

Marion County operates a diverse fleet of medium and heavy-duty vehicles essential to delivering critical public services such as road maintenance, snow removal, and emergency response. The immediate implementation of the Advanced Clean Trucks regulations would impose significant financial burdens on our county, requiring costly upgrades or replacements of equipment to meet zero-emission mandates. The limited availability of technology for heavy-duty vehicles such as dump trucks and snowplows that can effectively handle the demands of Oregon's rural and mountainous terrain further exacerbates these challenges.

Additionally, the infrastructure needed to support widespread adoption of zero-emission vehicles is insufficient in Marion County and much of the state. Charging stations for heavy-duty vehicles, especially in rural areas, remain sparse, and the electrical grid lacks the capacity to handle the increased demand. Mandating the early adoption of zero-emission trucks without addressing these infrastructure deficiencies risks jeopardizing essential county operations and disrupting vital services to our residents.

A delay in implementation will allow Oregon to develop the necessary infrastructure, support advancements in heavy-duty zero-emission vehicle technology, and avoid unnecessary financial hardship on local governments. We appreciate the bill's thoughtful approach to balancing environmental goals with practical and economic realities.

We urge the committee to support House Bill 3119 and provide local governments with the time needed to prepare for a successful transition to cleaner transportation systems. Thank you for your consideration, and please do not hesitate to contact us if we can provide additional information or testimony.

Sincerely,

Danielle Bethell  
Chair

Colm Willis  
Commissioner

Kevin Cameron  
Commissioner