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On Behalf Of:

Committee: House Committee On Climate, Energy, and Environment

Measure, Appointment or Topic: HB3119

Technology isn't available to serve the needs of Oregon consumers: EV F-250 and -350s, tow trucks, RVs don't exist, essentially banning new cleaner diesel models of these vehicles. Oregon workers depend on diesel vehicles to make a living: Construction, farming, truck drivers, plumbers, loggers, etc. all use heavy duty diesel.

Increased costs to consumers: A heavy-duty battery electric truck costs about twice as much as a diesel truck but can only go about half the distance of that diesel truck. Those battery-powered trucks can only carry about 25% less of the load. This will drive up the cost of everyday essentials we all need.

Every single loaf of bread, every carton of eggs, and every gallon of milk will be more expensive as a result.

Diesel technology has come a long way: NOx emissions from diesel engines have declined 99.8% since the first NOx emission standards were introduced in the 1980's.

ACT rules will actually be counter productive to the goal of reducing emissions: ACT rules will limit access to cleaner diesel technologies in favor of unattainable EV models. Businesses will hold onto their older, less efficient diesel trucks instead.

Impact on rural Oregon: Access to charging infrastructure is just unavailable in rural parts of the state.

Certainty for Oregonians amidst a changing federal landscape: With President Trump's executive order promising to rescind EV mandates almost certain to be tied up in courts for months or years, Oregon businesses will be caught in limbo. Oregonians need certainty now.

Charging infrastructure is not available to support this kind of EV mandate: Only one commercial supercharger in Oregon and it's in Portland.