

McMinnville Area Chamber of Commerce

319 NE 5th St
McMinnville, OR 97128
president@mcminnville.org | (503) 472-6196
1/30/25



Representative John Lively, Chair

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

Subject: Support for HB 3119 – Postponing the Implementation of the Advanced Clean Trucks Rule

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

On behalf of the **McMinnville Area Chamber of Commerce**, I write to express our **strong support** for **HB 3119**, which seeks to postpone the implementation of the Oregon Department of Environmental Quality’s (DEQ) **Advanced Clean Trucks (ACT) Rule** until 2027.

As an organization representing over **500 local businesses**, we are deeply concerned about the unintended consequences this mandate will have on **small businesses, manufacturers, agricultural producers, and transportation industries** that are critical to our local economy.

The **ACT Rule**, which took effect on **January 1, 2025**, requires manufacturers to sell a set percentage of **electric** medium- and heavy-duty trucks in order to also sell traditional diesel-powered models. This rule applies to truck classes that include essential vehicles such as:

- **Ford F-250 & F-350**
- **Ram 2500 & 3500**
- **Chevy Silverado 2500 & 3500**
- **GMC Sierra 2500 & 3500**

However, the market demand for these **electric trucks remains low**, as they are **two to three times more expensive** than diesel counterparts, carry **only 75% of the payload**, and have **less than half the range**. Many businesses and fleet operators **cannot afford** these higher costs, and the rule is expected to create a **severe shortage** of available diesel-powered trucks.

Furthermore, forcing businesses into **premature fleet transitions** will **stifle economic growth**, **increase operating costs**, and **disrupt supply chains** across industries. Many fleets may resort to holding onto **older, higher-emission vehicles** longer—undermining the environmental benefits this rule aims to achieve.

By delaying implementation to **2027**, **HB 3119** provides **more time** for:

- **Market readiness** – Ensuring infrastructure and vehicle technology can adequately support this transition.
- **Business adaptation** – Allowing businesses to plan for future investments without undue financial burden.
- **Sustainable environmental progress** – Encouraging thoughtful policies that balance emission reductions with economic viability.

We urge **your support** of HB 3119 to **protect Oregon's businesses and workforce** while still working toward achievable, long-term sustainability goals. Thank you for your time and consideration. Please do not hesitate to reach out if you have any questions.

Sincerely,

John Olson

President/CEO

McMinnville Area Chamber of Commerce