

**Gary Reiness**  
1422 SE Carlton St.  
Portland, OR 97202  
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**Dear Chair Lively and Members of the Committee,**

I vehemently oppose HB 3119 that would delay the implementation of the Advanced Clean Trucks (ACT) Rule in Oregon. This delay would harm Oregonians' health, economy, and environment at a time when we must act decisively to secure a cleaner, healthier future for all.

Diesel engines emit at least 40 carcinogens that disproportionately harm vulnerable Oregonians, including children, seniors like me, and those in low-income communities. Every delay in implementing cleaner standards increases our exposure to these compounds, costing lives and adding significantly to our state's healthcare costs. By delaying the ACT, Oregon risks becoming a dumping ground for older, more polluting trucks, which happened the last time we failed to keep pace with California's standards.

Delaying the ACT sends a dangerous message to Oregon's growing clean-tech sector, such as Daimler Trucks North America. Consistency in our regulations is necessary to secure hundreds of millions of dollars in 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.

I am proud to live in a state that is a leader in cleaning up pollution and reducing greenhouse gas emissions. Oregon has long been a leader in protecting clean air and reducing emissions, but passing HB 3119 would jeopardize that legacy. The risk of wildfires exacerbated by climate change is increasing dangerously, and Oregon has suffered great losses as a result. For the last several years, my spouse and I have had to revise our summer backpacking plans to avoid active fires in Oregon's wildernesses; our son recently had to evacuate his home in Los Angeles due to a threatening fire. Delays in implementing the ACT will amplify these risks at a time when we need to be aggressively mitigating climate change. This bill aligns with fossil fuel interests aiming to roll back climate progress. *Please, do not succumb to the temptation to do so.*

Almost half of the trucks on Oregon's road can be electrified on range and load right now. Most electric trucks are already more affordable to refuel and maintain than their diesel counterparts. The ACT ensures a healthier, more affordable transportation future while creating opportunities for Oregon-based innovation and leadership. It would be a grievous error to backtrack on these critical protections. I urge you to oppose HB 3119 and maintain the Advanced Clean Trucks Rule.

Thank you for your time and consideration.

Sincerely,



C. Gary Reiness,