



January 31, 2025

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

RE: Comment in Opposition to House Bill 3119 (2025)

Dear Chair Lively and Members of the House Committee on Climate, Energy, and Environment,

On behalf of Lloyd EcoDistrict, a community-based organization serving Portland's greater Lloyd neighborhood, we strongly urge you to vote NO on HB 3119. This bill, which seeks to delay Oregon's Advanced Clean Trucks (ACT) Rule, threatens the health of our residents, undermines local businesses' access to cleaner, cost-effective transportation options, and weakens Oregon's leadership in clean technology and climate resilience.

Why Lloyd EcoDistrict Cares

Lloyd EcoDistrict is a nationally recognized leader in community development, and in 2022, we became the first and only certified EcoDistrict in Oregon—and one of only seven in the world. Our Lloyd EcoDistrict 2030 Roadmap, developed through years of community engagement with residents, businesses, and stakeholders, lays out objectives to create a more equitable, resilient, and prepared neighborhood. We have multiple objectives laid out to track and address air quality issues.

Our community is home to over 5,000 residents and hundreds of businesses, and it is uniquely impacted by transportation pollution, as both I-5 and I-84 cut through our community. This heavy traffic contributes to some of the worst air quality in the state, disproportionately affecting those who live, work, and go to school in Lloyd.

The Lloyd area is at a pivotal moment. We are experiencing increasing climate challenges—extreme heat, wildfire smoke, and worsening air quality—while also preparing for major changes in our urban landscape.



Additionally, the Lloyd Center Redevelopment, spanning 29.3 acres, is expected to unfold over the next decade, bringing years of heavy construction and diesel truck emissions to an already impacted community. The long-term success of this project depends not just on what is built, but how it is built—ensuring air quality, health, and resilience remain priorities.

The ACT Rule is a critical step in mitigating these risks by ensuring that cleaner, lower-emission trucks become the standard in Oregon.

Delaying ACT Hurts Health and Increases Costs

Diesel pollution is a major public health crisis. Trucks make up only 13% of vehicles on Oregon's roads but are responsible for two-thirds of smog-forming pollution and nearly half of the state's global warming emissions. By delaying the ACT Rule, Oregon risks:

- 352 preventable deaths in just two years due to diesel-related illnesses.
- \$4 billion in additional health costs from increased hospitalizations, asthma cases, and other pollution-related diseases.
- Higher cancer risk for Oregonians—19 out of 36 counties already have diesel pollution levels high enough to elevate lifetime cancer risk.

Lloyd's roadmap prioritizes equity, resilience, and climate protection, and delaying cleaner trucks contradicts these goals. We must not sacrifice the health of our residents—many of whom are renters, low-income families, and frontline workers—by allowing more pollution from outdated diesel trucks.

Oregon's Businesses Need Cleaner, Cheaper Trucks

The trucking industry is evolving, and the market is ready for the transition:

- Many truck manufacturers are already compliant with ACT due to rising market demand.
- Electric trucks are more affordable to operate—they are twice as cheap to refuel as diesel trucks.
- State incentives exist—Oregon's Medium- and Heavy-Duty Zero Emissions Vehicles Rebate and Charging Program helps businesses afford electric trucks and invest in charging infrastructure.



A delay would deny businesses access to cost-saving, cleaner trucks and favor out-of-state manufacturers lobbying to roll back environmental protections.

Oregon Cannot Fall Behind

Washington and California are moving forward with the ACT Rule, and if Oregon delays, we will once again become a dumping ground for older, high-pollution diesel trucks, as we did when we failed to align with California's emissions standards in the past. Multnomah County already ranks in the top 2% for diesel pollution nationwide—we cannot afford to make it worse.

Additionally, with potential federal rollbacks on climate and air quality regulations, Oregon must stand strong in protecting its communities from increased pollution. Weakening state policies now will leave us vulnerable to future attacks on clean air protections.

A Threat to Oregon's Clean Tech Leadership

Oregon is home to a growing clean transportation industry, with major companies like Daimler Trucks North America helping to shape Oregon's clean technology future. The Oregon Clean Tech Task Force—co-chaired by Daimler—has recommended keeping policies like ACT in place to support clean tech jobs and investment.

A delay would send mixed signals to businesses, jeopardizing:

- Hundreds of millions in private investment for EV charging and clean freight infrastructure.
- Job growth in Oregon's clean transportation sector, an industry critical to our economy.
- Our position as a national leader in sustainability and innovation

Oregon Has a Plan—Let's Not Stall Progress

Oregon's Department of Environmental Quality is already implementing flexible rulemaking to help manufacturers comply with ACT. Instead of delaying progress, we should focus on refining the program through this existing process.



LLOYD ECO DISTRICT

Lloyd EcoDistrict and our community have spent years developing a vision for a healthier, more sustainable, and climate-resilient neighborhood. HB 3119 directly undermines that vision. For the health of our residents, the success of our businesses, and Oregon's clean energy future, we urge you to reject HB 3119 and uphold the ACT Rule.

Sincerely,

A handwritten signature in dark green ink that reads "Joshua Baker". The signature is fluid and cursive.

Joshua Baker
Program Manager
Lloyd EcoDistrict
joshua@ecolloyd.org