

IN SUPPORT OF ASSEMBLY BILL NO. HB 3119

Good morning, Chair Lively and members of the Committee On Climate, Energy & Environment:

My name is Greg Remensperger, and I am the Executive Vice President of the Oregon Auto Dealers Association, OADA. OADA is the statewide trade association that represents over 200 franchised new car and truck dealerships across Oregon —a \$12 billion industry supporting over 27,000 jobs.

Truck dealers comprised of 51 dealerships, over 3000 employees and 3 billion in sales

I bring up the car dealers as the ACT impacts them as well – Think Ford 250, Chevy 2500 and the like of medium duty diesel trucks.

I am appearing here today to urge your support of HB 3119 , a bill to delay implementation of the Advanced Clean Truck (ACT) rule.

Why Delay the ACT Rule?

The timeline is unrealistic and harmful for several reasons:

Lack of Infrastructure: As many have testified and DEQ has admitted there is virtually no charging network that could supply the needs of Class 8 trucks in Oregon

Costs: Electric trucks are prohibitively expensive, averaging \$500,000 compared to \$180,000–\$200,000 for diesel trucks.

Supply: Manufacturers have not ramped up production of electric trucks, and many specialized models aren't available. Delivery times currently exceed 18 months.

Range and Charging Time: Electric trucks average 150 miles per charge, far below the 1,500-mile range of diesel trucks. Charging takes up to 10 hours, compared to 15 minutes for refueling diesel.

Payloads: Battery weight which can add 8,000 lbs. to a rig to get sufficient range reduces cargo capacity, requiring more trucks on the road and undermining environmental goals.

Competitive Disadvantage:

Dealers in states without the ACT Rule—or those with later implementation dates—will be able to acquire clean diesel inventory and continue to sell what we will not be able to. There will be an incentive for heavy and medium-duty truck buyers to purchase or lease out of state and still conduct business in Oregon. The result will impact Oregon jobs, CAT revenue as well as keep older less safe vehicles longer, rather than trading them in for newer and safer clean diesels.

Instead of driving jobs and revenue out of state, This bill would allow the industry to continue to develop clean diesel products that will meet the new regulations as well as develop infrastructure and product the ACT would require to be successful.

In my position, I was involved in the implementation of the CARB regulations on the car and light duty trucks. There was a long ramp for the manufacturers to meet the requirements, where this timeline is unrealistic and unachievable.

The ACT is a classic case of **fire, ready, aim.**

The Urgency to Act

We opposed adoption of the ACT rule when it was initially proposed back in 2021 and urged the Administration to “put its money where its mandates are” in order to deal with the known obstacles to growing the heavy and medium-duty truck market: cost of the vehicles, themselves, and a lack of available heavy and medium-duty truck charging infrastructure. But the Administration hasn’t done that.

Let me conclude by saying that Oregon’s medium and heavy-duty truck dealers want to sell what their customers want to buy. But the ACT rule requires truck manufacturers to deliver for sale to Oregon approximately 1 electric truck for every 6 diesel trucks they send to dealers here depending on the manufacturer’s availability of EV credits. The problem is that 1.) there is no demand for 1 in 6 medium and heavy-duty trucks to be fully electric; and 2.) truck manufacturers can sell every clean diesel truck they build outside of Oregon in the States that either have not adopted ACT or have delayed its implementation.

The ACT Rule’s premature implementation threatens Oregon’s medium and heavy-duty truck dealerships and the thousands of jobs they support.

By voting to repeal the ACT Rule, you will protect local businesses, jobs, and industries essential to Oregon’s economy.

I urge you to support HB 3119.

Greg Remensperger
Executive Vice President