



January 31, 2025

RE: Agriculture Transportation Coalition Testimony Supporting HB3110 to Delay the ACT Rules

Chair Lively, Vice Chairs Gamba and Levy, and committee members,

We urge the committee to pass HB 3119 to hit the pause button on some rules that Oregon just isn't ready for.

Since 1988, the AgTC has been cited as "the principal voice of agriculture exporters in US transportation policy." The AgTC is comprised of U.S. agriculture and forest products exporters (and importers) nationwide - all commodities, in every state in the country. AgTC's mission is to make the agriculture export supply chain affordable and dependable, assuring transportation service which allows U.S. ag exporters to be competitive in the international market. Our focus is on international ocean transportation, including the seaport gateways, and truck and rail serving ag ocean exports. Virtually every ag export commodity is represented in the AgTC membership, including hay, grain, potatoes, soy meal, citrus, hides, beef, poultry, fresh fruit, grapes, nuts, dried fruit, dairy, cotton, meats, vegetables, organics, processed foods, seeds, frozen foods, ag chemicals, wine, and rice.

These rules are already impacting those in the farming, trucking, and export industries by limiting access to the cleanest, most efficient diesel vehicles that keep our industry and, frankly, Oregon's entire economy moving.

Current technology and infrastructure do not support this kind of electric vehicle mandate. In some cases, these rules actually mandate the sale of vehicles that do not exist yet. Where they do exist, they cost twice as much, haul 25% less, and travel half the distance. This means increased costs for everyone who buys and ships things that are transported by truck - which means: everyone.

The unintended consequences are real. People who need these vehicles will hang onto their older, less efficient models longer. That will actually harm the effort to reduce emissions.

Other states are pumping the brakes on these rules too. Vermont, Colorado, New Mexico, Rhode Island, and Maryland have all delayed implementation until 2026 or 2027. We're in good company if we decide to take a step back and reassess.

HB 3119 provides a great opportunity to delay rules that mandate the sale of vehicles that don't exist, without proper support, and for which people aren't clamoring. Let's not put the cart before the horse.

The Agriculture Transportation Coalition asks you to pass HB 3119 and give us the breathing room we need to get this right. Thank you for your time and consideration.

Sincerely,

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