



350PDX
3625 N. Mississippi Avenue
Portland, OR 97227
350pdx.org

January 30, 2025

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

On behalf of 350PDX, we write to express strong opposition to HB 3119. 350PDX is a nonprofit organization with thousands of members in the Portland area, working on addressing and reversing the challenges of climate change in ways that are equitable.

HB 3119 would delay the implementation of the Advanced Clean Trucks (ACT) Rule, which was adopted in 2021 and is also being implemented in other states. **The ACT roll-out is gradual and offers ample time and flexibility** to come into compliance. Delaying implementation allows greenhouse gas emissions to continue unchecked, which is not healthy for people or the climate. While the transition into cleaner alternatives is already well underway, the transportation sector still accounts for 35% of Oregon's emissions. It is imperative that Oregon provides consistent pathways and requirements to transition away from diesel vehicles. The United Nations Intergovernmental Panel on Climate Change 2022 report states that we must **halve emissions in all sectors by 2030** in order to keep our anthropogenic warming to a safe level; **Oregon needs to do our part** by beginning to reduce our medium- and heavy-duty truck emissions starting now.

In addition to increasing climate change, **Oregon air pollution is concerning from the perspective of public health**, with 19 out of 36 counties (over 90% of the population) having dangerous levels of diesel pollution — which increases the risk of cancer. Other well documented health consequences of diesel emissions include asthma, lung cancer, heart attacks, strokes, and pregnancy complications. Further, a majority of Oregon counties have received failing grades for soot pollution by the American Lung Association, largely due to particulate matter from diesel emissions. This is an environmental justice issue, with disproportionate impact on middle- and low-income Oregonians, communities of color, and children.

The 2021 Environmental Quality Commission rules for the ACT were specifically designed to have a gradual transition away from diesel without imposing a ban. These policies have already been proving successful; the majority of affected vehicle classes are

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already on track for compliance. Choosing to delay or weaken these regulations will not only jeopardize public health but will also threaten Oregon's authority to enforce clean air protections in the future.

Since manufacturers have been able to begin banking credits toward their 2025 zero-emission quotas since 2022, many will be able to achieve 2025 compliance standards prior to 2025. In the meantime, significant state and federal incentives make researching and developing cleaner options ever more viable for manufacturers. Most trucks in Oregon do not have to travel very far: 85% of them travel less than 100 miles per day, and 70% under 50 miles, which is pragmatic for a zero-emission vehicle. Charging infrastructure proceeds apace, with 900 public chargers built to date, including 60 fast chargers for medium and heavy-duty vehicles.

HB 3119 would set Oregon back at a time when we need to accelerate progress toward emissions reductions, not stall it. **Maintaining the state's commitment to reducing diesel emissions can ensure cleaner air, improved public health, and a sustainable future** for all Oregonians. We urge the Legislature to **uphold clean air protections and reject HB 3119**.

Thank you for your consideration of this important matter.

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