



January 31, 2025

Dear Members of the House Committee On Climate, Energy, and Environment,

On behalf of the undersigned groups and the concerned Oregon businesses and residents that we represent, we write to urge you to **uphold the Advanced Clean Trucks (ACT) rule without delay and oppose HB 3119.**

Oregon can achieve the ACT requirements without delay, and reap the benefits that it will deliver to our state. The Advanced Clean Truck rule ensures many more zero-emission trucks are available for fleets, businesses, governments, and others in Oregon who want to transition. Oregon's businesses are ready to lead in this transition, with many already meeting ACT requirements ahead of schedule (in addition to the three-year compliance window they have). With these clean vehicle regulations on the books, Oregon invites hundreds of millions of dollars in potential private investment in charging infrastructure and clean vehicle-related jobs that would otherwise go to other states. Delaying this program would put our state at a competitive disadvantage compared to neighboring states like Washington and California, which are moving forward now.

Implementing the ACT rule is crucial for protecting public health and meeting our climate goals.

Despite some progress, medium and heavy-duty vehicles continue to account for [70% of Oregon's NOx pollution, 64% of particulate matter emissions, and 42% of climate pollution](#) from transportation—though they only account for ~10% of vehicles on the road. A two-year delay that will seed the ground to kill the program will lead to 176 preventable deaths and [\\$2 billion in health costs](#) for the state per year. Diesel pollution affects the whole state, with [19 of 36 counties](#) at pollution levels high enough to increase the lifetime risk of cancer for those Oregonians living and working in them. Every diesel truck, van, and bus we replace with a zero-smog, electric version, creates immediate health benefits to local communities, families, workers, and truck drivers. The urgency with which we transition to clean trucks must reflect the urgency of the health crisis caused by transportation pollution today.

We appreciate your dedication to maintaining Oregon's cornerstone climate and clean air regulations.

Brett Morgan, Climate Solutions

Alissa Burger, CALSTART

Eliza Walton, Oregon League of Conservation Voters and Oregon Conservation Network

Damon Motz-Storey, Sierra Club Oregon Chapter

Kristopher Fortin Grijalva, Oregon Environmental Council

Tim Miller, Oregon Business for Climate

Jamie Johnson, Green Energy Institute at Lewis & Clark Law School

Cassie Wilson, 1000 Friends of Oregon

Renée Tkach, Friends of the Columbia Gorge

Philip H Carver, Ph.D., 350 Salem OR

Mary Peveto, Neighbors for Clean Air

Jeanette Shaw, Forth Mobility

William Francis, Community Cycling Center

Jacob Apnes, Sunrise PDX

SAFE Cities at Stand.earth.

Thor Hinckley, Third Act Oregon

Alex Boetzel, Governance and Steering Committee Chair, ZERO Coalition

Nora Lehmann, Families for Climate

Steering Committee, Mobilizing Climate Action Together

Patricia Hine, 350 Eugene, Co-President

Samantha Hernandez, Oregon Physicians for Social Responsibility

Jess Grady-Benson, Rogue Climate

Sam Wilson, Union of Concerned Scientists

Brian Stewart, Electrify Now

Lisa Arkin, Beyond Toxics

Nick Caleb, Breach Collective

Jaimini Parekh, Earthjustice

Xitlali Torres, Verde