

Submitter: David Phipps  
On Behalf Of:  
Committee: House Committee On Climate, Energy, and Environment  
Measure, Appointment or Topic: HB3119

To the Members of the House Committee on Climate, Energy, and Environment,

I am writing to express my support for House Bill 3119, which proposes delaying the implementation and enforcement of the Advanced Clean Trucks (ACT) regulations in Oregon until January 1, 2027. As someone deeply involved in the golf course management industry across the Northwest region, including Oregon, I recognize the importance of environmental stewardship. However, I believe that a measured approach to implementing these regulations is essential for a successful transition.

The ACT regulations, modeled after California's standards, mandate that manufacturers of medium-duty and heavy-duty vehicles sell an increasing percentage of zero-emission vehicles. While the goal of reducing emissions is commendable, the current infrastructure in Oregon is not yet equipped to support such a rapid transition. For instance, as of now, there is only one charger in the state capable of servicing semi-trucks. To meet the ACT requirements by 2035, Oregon would need to install approximately 55 commercial-grade chargers per week—a feat that is currently unfeasible.

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Furthermore, the financial implications for industries reliant on diesel-powered equipment are significant. The cost of heavy-duty battery electric trucks is nearly double that of their diesel counterparts, yet they offer only about half the range and can carry approximately 75% of the load. This disparity could lead to increased operational costs, which may be passed on to consumers, affecting the affordability of goods and services.

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Delaying the enforcement of the ACT regulations until 2027 would provide Oregon with the necessary time to develop the required infrastructure and allow industries to adapt to the new standards without compromising their operations. This approach ensures that the transition to cleaner technologies is both practical and sustainable.

In conclusion, I urge the committee to consider the benefits of a phased implementation of the ACT regulations. House Bill 3119 offers a balanced solution that aligns environmental objectives with the current economic and infrastructural realities of our state.

Thank you for your consideration.

Sincerely,

David Phipps