



January 25, 2025

Representative John Lively, Chair
House Committee on Climate, Energy and Environment
Oregon State Legislature
Oregon State Capitol 900 Court St. NE
Salem OR, 97301

Skyline Ford
Brian J Donofrio, Vice President

**RE: Written Testimony urging passage of HB 3119:
Prohibits the Department of Environmental Quality from Implementing or Enforcing the
Advanced Clean Trucks Regulation before January 1, 2027.**

Dear Chair Livey, and Vice-Chairs Representative Gamba, Representative Levy, and members of the House Committee on Climate, Energy, and Environment,

I'm the Vice President of Skyline Ford. Our company serves our customers by selling 2b-3 diesel trucks, and this provides jobs in our community and allows us to operate our business. I'm writing in favor of HB 3119 because the Advanced Clean Trucks ("ACT") implementation at this time would create another hurdle to my business by increasing the cost and scarcity of new diesel trucks.

There is not a high demand for Zero Emission Vehicle ("ZEV") trucks because they are significantly more expensive, and Oregon lacks the infrastructure for charging and refueling. Furthermore, ZEV trucks cannot compete with diesel trucks in terms of fuel/distance capacity and are hindered by the length of time needed to recharge which reduces their productivity.

Our industry is concerned with the implementation of the ACT rules because manufacturers are mandated to sell a certain percentage of ZEV's or purchase credits from other manufacturers. Even with DEQ's adoption of California's more flexible requirements, this will inevitably stifle sales, harming our local business. By requiring 9% of 2b-3 trucks sold in Oregon to be electric this year with incremental mandates each following year until 2035, at which point 55% of 2b-3 trucks must be electric, will place a

manufacturing burden upon the shoulders of small businesses and consumers. The downstream effects will result in higher-priced new diesel trucks to offset the manufacturer's cost of compliance and reduced consumer demand as business's attempt to maintain and repair older trucks. Please allow the automotive industry to improve ZEV'S and delay the implementation of the ACT rule until January 1 2027, by passing HB 3119

Sincerely,

A handwritten signature in black ink, appearing to read 'B. Donofrio', followed by a horizontal line extending to the right.

Brian J Donofrio, Skyline Ford Mercedes Sprinter and Acura of Salem
Vice President