

## Support for HB3119

### **Chair Lively, Vice-Chairs Levy and Gamba, and Members of the Committee:**

My name is Ed Diehl, and I am the State Representative for House District 17, which spans East Salem through the majestic Santiam Canyon. Thank you for the opportunity to speak in support of House Bill 3119.

I join my colleagues in bringing a simple, bipartisan request: **pause the implementation of the Advanced Clean Truck (ACT) rules** so that the necessary technology and infrastructure can catch up. Failing to do so will detrimentally impact businesses of all sizes, jeopardizing jobs and public safety, and increasing costs to taxpayers.

While I appreciate the Department of Environmental Quality's attempts to mitigate these impacts, their direction has been unclear. As written, the rule requires manufacturers to sell zero-emission vehicles as a percentage of all new vehicle sales. Because there is virtually no market for zero-emission trucks in Oregon, manufacturers cannot sell clean diesel trucks without incurring stiff penalties. Notably, the entire state has only one commercial-grade supercharger—insufficient technology and infrastructure exist to support the rule's intended goals.

Several businesses in my district will suffer negative consequences unless ACT's implementation is delayed. One constituent who owns both a towing company and a tow truck sales company told me:

*"Simply put, technology has not advanced quickly enough to realistically expect compliance from manufacturers, and Oregon has not completed the needed infrastructure investments to support a larger electric fleet. I sell tow trucks for a living, and electric trucks are not a viable option for our industry. If CARB standards are adopted, it will negatively impact the ability of the Towing Industry to effectively service the motoring public in Oregon."*

When I spoke with him last week, he explained that he cannot upgrade his tow truck fleet. What's most ironic is that this rule will prevent the sale of new diesel engines that are more emissions-friendly than many of the diesels currently on the road today. Consequently, it encourages keeping older, dirtier, higher-maintenance trucks on the streets. In addition, he recently invested in a new building for his truck sales business, and they rely on steady sales to cover expenses. Although he has trucks on hand to sell for the next three to six months, once that inventory is gone, his business will be severely impacted.

**Implementing the Advanced Clean Truck Rule at this time will hurt businesses and cost jobs.**

I have also heard concerns from one of my counties regarding its public works fleet. There is confusion over how to implement the rule, how to handle recharging with limited infrastructure, and how to manage the resulting increased costs. This illustrates that ACT's impacts extend beyond private businesses into public works fleets, creating both logistical and fiscal challenges that taxpayers will be on the hook to cover.

Again, this is a modest request—**just delay implementation** so the technology and infrastructure can catch up. Without this delay, we risk business closures, job losses, and increased costs to taxpayers. I urge your **YES vote on House Bill 3119**.