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**Statement of Support:
HB 3119
House Committee on Climate, Energy, and Environment
January 31, 2025**

Chair Lively, Vice-Chairs Gamba and Levy, and members of the House Committee on Climate, Energy, and Environment, on behalf of the Oregon Ground Water Association, thank you for the opportunity to offer comments in support of HB 3119.

Passage of HB 3119, the delay of Advanced Clean Truck regulations until January 2027, is crucial to Oregon's economy. Implementation of the proposed emission standards for new heavy-duty trucks is just not feasible at this time for a number of reasons, not the least of which is the lack of technology needed to keep up with the proposed new policy.

While Oregon's Advanced Clean Trucks (ACT) Rule does not include a cap-and-trade program, it does allow manufacturers to earn, bank, and trade credits for zero-emission vehicles (ZEVs) and near zero-emission vehicles (NZEVs). The ACT Rule requires manufacturers to increase the percentage of zero-emission vehicles they sell each year, based on the vehicle's size. As DEQ spokesperson Susan Mills recently stated, "The current lack of compliance-based diesel engines means diesel truck manufacturers can't make any vehicles available for sale."

HB 3119 will increase the deficit makeup period from one model year to three model years and decrease the shortage of compliant engines. This action will lessen the damage to Oregon's economy at a time when federal funding for a number of programs may already be scheduled for decrease.

Again, we appreciate the opportunity to comment and we encourage the Committee to pass HB 3119 without delay.
