



SIERRA CLUB

OREGON CHAPTER

January 31, 2025

Oregon State Legislature
House Committee on Climate, Energy, and Environment
900 Court St. NE
Salem, OR 97301

RE: Opposition to House Bill 3119, Relating to the delay of certain motor vehicle emissions standards; declaring an emergency.

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

On behalf of the more than 55,000 members and supporters of the Sierra Club Oregon Chapter, we write in opposition to House Bill 3119, which would prohibit the Department of Environmental Quality from implementing or enforcing the Advanced Clean Trucks regulations before January 1, 2027.

Sierra Club strongly supports a rapid transition to cleaner vehicles including zero-emission vehicles, hybrid vehicles, and more efficient gasoline engines. Diesel pollution has become an urgent public health crisis in Oregon because the exhaust from dirty trucks causes cancer and other health issues in both urban and rural areas – 19 of Oregon’s 36 counties are already at significant risk of cancers from diesel pollutants. A two-year delay in implementing the Advanced Clean Trucks rule will cost 352 Oregonians their lives from these impacts. Delay is literally deadly.

Trump is working to undo much of the Biden Administration’s progress made on cleaning up our air by requiring cleaner trucks and cars gradually over time. As Trump and his followers undermine goals for increasing sales of electric vehicles and more efficient gasoline engines, Oregon must hold the line and keep up the progress on our own clean air rules. We made a good choice as a state in 2021 by adopting the Advanced Clean Trucks rule, and its implementation is already reasonable, gradual, and feasible. The rule phases in sales of hybrid and electric vehicles in small percentages over time to allow flexibility

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and ease of compliance – and this is complemented by credits that can be traded and banked by manufacturers. Even in 2035 under this rule, the sale of diesel engines will not be banned.

Here are examples why the Advanced Clean Trucks rule is feasible as-is with no delay:

- Charging infrastructure is improving rapidly and benefits from steady progress on incorporating more electric trucks into the market.
- The 2025 year only requires 7-11% of the sales of new medium- and heavy-duty vehicles be zero-emission, depending on the class of the vehicle.
- By 2035, ten years from now, the percentage requirement for zero-emission Class 7-8 tractor truck sales is still just 40%.
- Manufacturers can claim credits for sales of zero-emission vehicles in 2022-2024 as well as new credits. Credits can be traded and banked for compliance.
- Low-volume manufacturers are exempted entirely.
- No state has delayed their implementation of the Advanced Clean Trucks rule.

A March 2024 report from the National Parks Conservation Association found that 97% of our national parks suffer from excessive haze, ozone, and air pollution.¹ Dirty air ruins scenic views, harms wildlife and historic sites, and affects human health. Diesel pollution is a major contributor to this kind of smog that plagues both urban and wild environments, and we have the technology available to shift over time to cleaner alternatives. Unhealthy air is a solvable problem.

Delaying the Advanced Clean Trucks rule will not improve the availability of electric vehicles and charging stations, but will do just the opposite by sending a market signal that the rules will keep on getting pushed back. As the federal government works to dramatically increase our nation's pollution problems by undoing common sense, health-protective policies, we must not lose momentum here in Oregon. We can do better. Do not support HB 3119.

¹ D. Orozco, U. Reeves, N. Levine. 2024. *Polluted Parks: How Air Pollution and Climate Change Continue to Harm America's National Parks*. National Parks Conservation Association (NPCA). Washington, DC. <https://www.npca.org/reports/air-climate-report>



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Respectfully submitted,

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