

January 30, 2025

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

RE: Protect Advanced Clean Trucks (ACT) in Oregon (Oppose HB 3119)

Dear Chair Lively and Committee Members,

With vehicle manufacturers and infrastructure providers already deploying zero-emission technologies in Oregon, as are fleets with significant operations in the state, we write to express our support of the Advanced Clean Trucks (ACT) rule, to continue as it began on January 1, 2025, and strongly urge you to oppose HB 3119.

The ACT rule is designed to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles (ZE-MHDVs) by requiring manufacturers to increase model availability, which helps meet the needs of fleet operators across multiple vehicle classes and further develops the market for these vehicles in Oregon. Since the Oregon Department of Environmental Quality (DEQ) adopted the regulation in November 2021,¹ investments by the clean transportation sector and vehicle deployments have only continued to expand and flourish. As of June 2024, at least 761 ZETs were deployed across the state, not counting medium-duty ZEV pickups that also count toward the state's ACT goals.²

Not only has Oregon deployed hundreds of ZETs, but the state continues to make impressive strides in standing up complementary programs such as the [Oregon Clean Fuels Program](#). Recently, Oregon was awarded an over \$197 million Climate Pollution Reduction Grant (CPRG), funding investments in rebates for electric heavy-duty and light-duty vehicles. The Nez Perce Tribe also won an over \$37 million CPRG award. Additionally, the Port of Portland was awarded over \$2.7 million through the Clean Ports Program. This funding is part of the Climate and Air Quality Planning (CAQP). This success to date only scratches the surface—with smart, targeted policies, Oregon can be a national leader for innovation and high-tech manufacturing in this sector. As is evidenced by these notable funding awards and jobs numbers, Oregon is clearly pioneering a successful and reputable path forward for its clean energy economy, and any delay of the ACT rule would notably stifle this progress and exacerbate market uncertainty.

Delaying or undermining the implementation of the ACT rule would jeopardize the significant progress Oregon has already achieved in deploying zero-emission technologies, attracting investment, and creating clean energy jobs. It would also send a troubling signal to businesses and communities relying

¹ <https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=1563>

² Richard, Jacob and Al-Alawi, Baha M. (2024). CALSTART. Zeroing in on Zero Emission Trucks. Retrieved from: <https://calstart.org/zio-zets/>

on clear, consistent policies to guide their transition to cleaner transportation solutions. Oregon has the opportunity to lead the nation in clean vehicle innovation and high-tech manufacturing, paving the way for a healthier, more sustainable future. We urge you to oppose HB 3119 and to stand firm in support of the ACT rule to ensure Oregon remains at the forefront of clean transportation progress.

Respectfully,

Bollinger Motors

ChargePoint

Current Trucking

Electric Vehicle Charging Association (EVCA)

Forum Mobility

Highland Fleets

Ikea

Inspiration Mobility

Motiv Power Systems

Nikola Motors

Nuvve

OrangeEV

Oregon Business for Climate

Rivian

Tesla

WattEV

Xos Trucks

Zeem Solutions