

SHELLY BOSHART DAVIS
STATE REPRESENTATIVE
DISTRICT 15



HOUSE OF REPRESENTATIVES

January 30, 2025

Chair Lively, Vice Chairs Gamba and Levy, and members of the committee,

My name is Shelly Boshart Davis, State Representative for House District 15.

Chair Lively, thank you for scheduling HB 3119 for a public hearing. I truly appreciate it.

Colleagues, this bipartisan bill is very short and is simply asking for a delay of Rules that are currently unattainable in Oregon. I have been trying to sound the alarm about Oregon's adoption of California's Advanced Clean Truck Rules for several months. On January 1, they went into effect, effectively limiting Oregonians' choices when trying to purchase diesel-powered RVs, tow trucks, heavy-duty pickups like Ford F-350s, snow plows, cement mixers and over-the-road semi-tractor-trucks that move our economy.

Current technology and infrastructure do not support this kind of electric vehicle mandate. By mandating that a certain percentage of medium- and heavy-duty trucks be sold as EVs, these regulations will limit access to the newest, cleanest, and most efficient diesel-powered trucks. As a result, Oregonians who rely on these vehicles, because currently they cannot purchase new ones, will keep older, less efficient models for longer, slowing the downward trend in emissions reductions.

I handed you all the on-road diesel engine emissions standards chart. This comes from DEQ. Please look at the teeny tiny red square in the corner. Today's truck is not a truck from the 80's rolling coal. As the daughter of a trucker and the now-owner of the trucking company he started, I have watched this transition in the industry my entire life. It is an understatement to say trucks we're driving today are cleaner than when my dad started driving in the early 80's. It's not even comparable. This progress demonstrates the industry's commitment to environmental stewardship while maintaining the reliability and performance that working people depend on.

Charging infrastructure. We don't have it. What is required to support a widespread transition to zero-emission vehicles in the medium and heavy-duty sector is simply unavailable. Even if the state would be willing to spend the money needed to install chargers throughout the state, and somehow changed land use laws to park all these trucks somewhere to charge, and changed the federal hours of service laws to allow these truck drivers to be able to rest while charging and still complete their normal haul, and had the money to invest in companies upgrading their fleets to EV's that cost twice as much, and started that all today, it would be years before this would happen, and yet the Rules are already implemented. EV trucks cost twice as much, haul 25% less, and can travel only about half the distance. The math doesn't math.

Colleagues, this is an easy solution- it's a layup. We have a chance to delay rules that require Oregon businesses to sell products that don't exist, without support, and that people don't want. If they did, these mandates wouldn't be needed.

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To use a transportation metaphor, these rules put the cart before the horse.

We aren't ready for this kind of EV mandate, and that's okay. Of the 14 states that originally adopted California's CARB mandates, 3 immediately said this won't work. 5 other states have delayed these rules until 2026 or 2027, including Vermont, Colorado, New Mexico, Rhode Island, and Maryland. The only states that are in the same boat as Oregon – are Washington, New Jersey, New York and Massachusetts. The language of HB 3119 comes directly from a New Jersey bill that passed unanimously out of committee in December. New York held an informational session last week on their ACT rules. A coalition of Democratic and Republican members in Massachusetts asked their Department of Environmental Protection to delay these rules by 2 years. What we are trying to do today is happening across the nation.

Colleagues, let's take action too. I respectfully ask that you pass HB 3119 and delay these Rules.

Sincerely,

Shelly Boshart Davis
Oregon House of Representatives
District 15