

COURTNEY NERON
STATE REPRESENTATIVE
DISTRICT 26



HOUSE OF REPRESENTATIVES
Testimony in Opposition to HB 3119

January 31, 2025

Chair Lively, Vice Chairs Gamba and Levy, and Members of the Committee,

I write to express my **opposition to HB 3119**, which seeks to delay Oregon's implementation of the Advanced Clean Trucks (ACT) rules. It interrupts an ongoing DEQ rulemaking process that seeks to balance environmental protections with business interests, and comes at a time when national air quality standards are at risk. Our best defense against federal clean air and renewable energy rollbacks is to keep our existing state laws strong. We need to let the **current rulemaking** process play out, especially given that we know **the technology exists** and **manufacturers are able to comply**.

Now is not the time to abandon efforts to transition to cleaner transportation.

Heavy-duty trucks are an integral part of moving Oregon's economy forward. They transport vital supplies to every corner of our state. Most of our Oregon trucks use diesel fuel which emits elements like soot, carbon monoxide, and other noxious pollutants that harm human health and the environment. Oregon's fleet emits millions of metric tons of greenhouse gasses each year. The ACT program moves us in the right direction and **if we delay implementation, we risk becoming an enticing market for older trucks**.

Diesel emissions contribute to heart and lung disease, asthma, and cancer, among other health impacts. If we stay the course on the implementation of the ACT rules, we have the opportunity to reduce particulate matter and oxides from nitrogen emissions by nearly 50% by 2050. Of course, improved air quality will save Oregonians significantly from associated health care costs, as well as provide for a healthier environment.

The Advanced Clean Trucks rules do not ban the sale of diesel fuel or the purchase of diesel trucks and do not apply to used vehicle sales. The rules simply create a runway for truck manufacturers to slowly increase the proportion of Zero-Emission Vehicles (ZEVs) they sell over the next ten years, allowing for a gradual increase in ZEV technology adoption. It comes at a time when our school districts are making strides to electrify their fleets and address air quality around children who are especially vulnerable to the health impacts of diesel emissions.

To suggest that Oregon should stall or change course and fall behind the other states working to implement this is unnecessary and irresponsible in the face of climate change.

When California's ACT rules took effect last year, [vehicle sales surpassed required compliance](#). In short, the technology and the ability to comply exist: **Manufacturers** like Bluebird, BYD, Ford, GreenPower, Lightning eMotors, Lion Electric, Nikola Motor, Rivian, Volvo, and XOS Trucks **all met their 2024 ZEV sales requirements early**. I believe we can similarly uplift the shared goals of cleaner air, **innovation**, collaboration, and flexibility in the implementation of Oregon's ACT rules.

HB 3119 takes advantage of uncertainty at the federal administrative level and undermines Oregon's path towards a cleaner transportation industry. I urge you not to abandon Oregon's opportunities. Please oppose this bill.

Sincerely,

A handwritten signature in black ink that reads "Courtney Neron". The signature is written in a cursive, flowing style.

Representative Courtney Neron
House District 26
King City, Sherwood, Tigard, Wilsonville