



Bill Riecke, Owner & Operator

**RE: Written Testimony in Support of HB 3119:
Prohibits the Department of Environmental Quality from Implementing or Enforcing the Advanced
Clean Trucks Regulation before January 1, 2027.**

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


I'm the Owner & Operator of Bark Boys, Inc. Our company relies on diesel 2b-8 trucks to serve our customers, provide jobs in our community, and operate our business. I'm writing in favor of HB 3119 because the Advanced Clean Trucks ("ACT") implementation at this time would create another hurdle to my business by reducing efficiency and increasing the cost and scarcity of new diesel trucks.

Currently, there is no Zero Emission Vehicle ("ZEV") truck that can compete with a diesel truck in terms of fuel/distance capacity or the ability to operate a double or overtime shift. The technical performance of ZEV's cannot compare with current diesel 2b-8 trucks. Oregon does not have the infrastructure for charging or refueling and ZEV trucks are significantly more expensive.

By requiring 9% of 2b-3 trucks, 7% of class 7-8 tractor trucks, and 11% of class 4-8 trucks sold in Oregon to be electric this year with incremental mandates each following year until 2035, will place a manufacturing burden upon the shoulders of small businesses as the downstream effects will result in higher-priced new diesel trucks to offset the manufacturer's cost of compliance. Higher costs will come either from inefficient ZEV trucks or from more expensive new diesel trucks, both of which take away operating capital used for job creation, business investments, and the expansion of our operations.

Please allow the automotive industry to improve ZEV's and delay the implementation of the ACT Rule until January 1, 2027, by passing HB 3119.

Sincerely,



Bill Riecke, Owner & Operator
Bark Boys, Inc.