



January 27, 2025

Representative John Lively, Chair
House Committee on Climate, Energy and Environment
Oregon State Legislature
Oregon State Capitol 900 Court St. NE
Salem OR, 97301

Breedden Family Farms
Derry D. Breedden, Owner & Operator

**RE: Written Testimony urging passage 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 and Operator of Breedden Family Farms. We're located in Lebanon, OR and service the Mid-Willamette Valley and more. Our company relies on diesel 2b-3 trucks, diesel box cars, and diesel semi-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 trucks, tractors, or delivery trucks. Oregon does not have the infrastructure for charging or refueling and ZEV trucks are significantly more expensive.

By requiring 7% of class 7-8 tractor trucks, 9% of 2b-3 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. My delivery costs will rise as trucking companies pass on their mandated costs, which means I must either raise my costs, and fear pricing my products out of competition with other nurseries or absorb the cost which is difficult

considering the razor-thin profit margin that comes with operating an agricultural business. Higher costs either from inefficient ZEV trucks or more expensive new diesel trucks, take away operating capital I could use for job creation, making business investments, and expansion of our nursery 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,

Derry Breeden

Derry D. Breeden, Owner
Breeden Family Farms