

To Our Legislators,

I am writing this testimony on behalf of Myself, My Company, Consumers, the Trucking Industry, the Manufacturing Industry, the Logistics Industry, Grocers, and anyone who relies on Trucking to go about daily life. I know this might sound presumptuous, to speak on behalf of what is essentially the entire population, but the reality is that The Advanced Clean Truck Act (ACT) in its current state will have a profound impact on every single person.

I will start off by stating that I fully support initiatives that serve to create a healthier future for Generations of Oregonians. My contention does not lie in the Spirit of the Advanced Clean Truck Act, my contention, which will be the contention of all Oregonians, is with the lack of forethought this Law represents and the negative implications its enforcement will create. One issue is Infrastructure. Purchasing a Consumer level Electric Vehicle, such as a Tesla or a Rivian is feasible. I can install a charging station in my home for \$400-700.00, and Charging Stations abound, located in the Parking Lots of Target stores, Whole Foods, and even at my place of employment, Summit Truck Body. There are Tax Incentives, readily available Infrastructure, and a practicality that is appealing. This is not the case for Commercial Vehicles. The charging infrastructure or technology to support a broad transition to electric trucks doesn't exist. There is only one publicly available commercial-grade charger in Oregon. It's located in Portland (Swan Island) and it's only operable 50% of the time because thieves keep cutting off the wires. While the trucking industry has invested billions into developing and purchasing cleaner technology and is not opposed to transitioning to zero-emission trucks, the runway for this mandate is incredibly short and the infrastructure and technology needed to transition to electric trucks simply doesn't exist yet. The solution to this? The State of Oregon needs to find a way to incentivize or subsidize or outright fund the building of Commercial Vehicle Charging Infrastructure. (Imagine Facilities the size of Truck Stops all throughout our cities and along our Highways) At a minimum, this is a conversation that needs to take place before implementing Mandates that require an entire Industry to transition to a Technology that is not supported.

Secondly, who is going to pay for a Mandate that forces entire Industries to adhere to such a rapid and dramatic transition? The answer is any company that utilizes Trucking for their Business and ultimately the End Consumer. Think about it, where does your clothing come from, the food you purchase, the fuel you purchase, your Amazon orders, Uber Eats, any tangible item that you purchase...how does it end up in your possession? At some point in its transition from raw material to the finished product in your hand or on your plate it has been transported in a Commercial Vehicle. Simple Economics show us that any price increase in raw materials or transportation or manufacturing or labor is passed onto the Consumer. With inflation and the cost of goods already at painful levels, the end consumer, the average

Oregonian, such as myself, cannot afford another inflammatory factor influencing the prices of the goods I rely on most. Electric trucks are always more expensive, have less range, and less payload due to the extra weight of the batteries reducing the efficiency of deliveries. The lack of Charging Stations will require companies to install their own charging facilities at an exorbitant cost. Here at Summit Truck Body, we are already hearing from our customers that they are hesitant to purchase new trucks, and are planning on running their older, dirtier trucks for longer. All these aforementioned factors either increase the cost of goods for the average Oregonian or add to the issue of pollution that the Advanced Clean Truck rule (ACT) is attempting to address.

The Advanced Clean Truck rule (ACT) went into effect on Jan. 1, 2025 and we are already seeing the detrimental effects of this misguided rule. The negative effects will only continue to compound as prices begin to increase for the consumer and for companies attempting to commit to the mandate; an increase in pollution as older trucks stay on the road longer; as Industries like Freightliner decide to stop doing business in Oregon; and current state Revenues from the sales of Commercial Vehicles and Income Taxes from Industry workers begin to dry up. The future of Clean Air is an honorable and appropriate goal for Oregonians; however, this process must come with practical conversations and tempered expectations that align with the economic and structural reality of lacking infrastructure and already struggling Oregonians. It is imperative that the Legislature rescind this Mandate and take a more practical and thoughtful approach to the issue at hand.

Best Regards,

Tyson Fortner

Summit Truck Body

tfortner@summitbody.com