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My name is Patrick Gendreau. I am the Chief Operations Officer for Gordon Truck Centers. We are a Freightliner and Western Star heavy duty truck dealership based in Washington State. We have 19 stores in Alaska, Idaho, Washington, Oregon, California and Hawaii. We have thousands of customers using clean diesel trucks to keep our modern civilization functioning daily.

The current ACT timelines and structure are unrealistic and technically unachievable. Electric heavy-duty trucks face several significant challenges such as:

- The lack of models available to fill the multitude of needs. Regardless of what some say, there are jobs EV trucks cannot do at this time. The examples are too numerous to list.
- There are significant economic challenges related to upfront costs and long-term ROI. EV trucks are much more expensive than their ICE counterparts. Even with massive taxpayer subsidies, there is limited demand for EV trucks currently.
- The heavy weight of batteries reduces cargo capacity, requiring more trucks to haul the same amount of freight. This is very inefficient and not a wise use of resources.
- Currently, there is inadequate charging infrastructure. This is the biggest limitation. Without massive upgrades in available grid capacity, the owner of an EV truck cannot effectively fuel it. Currently, we are unable to get the appropriate infrastructure in place at any of our 19 facilities any time soon. We have multiple customers in the same situation.

Currently, the Advanced Clean Truck rules are drastically reducing the availability of traditional diesel trucks in Washington. Our company currently has zero model year 2026 compliant trucks on order for delivery in Q1 of 2025 for Washington based customers. Obviously, the ACT has forced companies, government agencies, and local municipalities in need of trucks to either request exemptions, delay fleet upgrades or look outside the state in search of non-compliant vehicles.