

Cory Henry

Hello,

I believe in clean air and a healthy environment. I also think that the cart is way ahead of the horse with ACT. Billions of dollars have already been spent by manufacturers to make massive improvements to the current diesel engines. By allowing ACT to stay enacted, the trucking industry and consumer's will not be able to purchase these newer cleaner engines at the level needed. The ZEV's of today are costly and the current infrastructure cannot support them. Inslee stated, in a response to the WTA, about providing charging infrastructure up and down Interstate 5, but what about the other 2/3 of the state. This new law immensely limits new diesel sales and will cause buyers to keep their current diesel engines that are not as clean due to availability. With these limitations, the state could fall backwards in what the end goal is, a cleaner environment. I have read the belief that there is no limitations for consumer's to purchase diesel engines, but that is completely false. OEM's purchasing ZEV credits does not help clean air and grant money for purchasing ZEV trucks and tractors is not plentiful enough to fulfill the amount of new diesel sales that are needed. I am a new truck salesman in Yakima and have ZERO customer interest in ZEV's. I sell 100 diesel chassis' per year and with ACT being implemented, I will sell no new cleaner diesel units due to no ZEV sales. I do not think that our state has a clue about how many new emissions diesel sales are generated on an annual basis. Range on ZEV's in Eastern Washington will not work due to the mileage between point A and B. Currently, we have the cleanest diesel engines in history and have other alternatives, such as CNG, that are not recognized as clean enough for any sort of diesel sale credits. We have more availability and range with CNG and need to assess what is realistic at this time. I have customers that are in need of new equipment they cannot purchase due to lack of credits and I will go broke myself having no sales if ACT stays enacted. Tax revenue for the state always seems to be the second most important agenda alongside clean air, but your tax revenue will also suffer with lack of new sales. It took almost a century to place gas and diesel pumps on every corner and now Washington State, among others, expect plentiful charging stations in a timely manner. This is absurd! If Washington State wants to see unemployment increase and consumer's running old equipment, then by rights keep moving forward. My family's livelihood revolves around trucking. It is a real shame that putting food on the table for them may end up being a struggle from here on out. I hope someone in our legislation has a wake up call and thinks up a better plan on a slower rollout over time and actually has the horse pulling the cart.

Thanks for your time,

Cory Henry