

# R L Smith Logging Inc

We are a Logging Company that works in Grays Harbor County. Three quick bullets.... 1. Log trucks at this point can't go as many miles without a recharge during the day. We would have to stop twice a day to get in our full day of hauling logs. 2. There are not enough recharge places on our route to accomplish two recharges a day before getting back to home base. 3. The cost of transporting goods, at this point, is high already. This move would make the cost expand exponentially to a point where we would price people out of goods, let alone food that is a necessity.

Thank you for the opportunity to comment on the ACT Rule making underway. Industry is eager to be at the table on initiatives to reduce carbon and work toward the State's carbon neutral goal by 2050. The trucking industry has invested billions already in carbon reducing technology, partnering with EPA and other regulators to adopt newest generation clean diesel vehicles which have cut tailpipe pollutants by 99% over the last three decades.

ACT is not currently a workable strategy for much of the industry to get to ZEV. However, by investing in the latest clean diesel technology and pairing it with renewable and bio fuels, we can achieve over 75% reductions in carbon emissions. This can be done now, without much change and without massive disruption to the industry.

Investments are needed in the electrical grid to make HDEV's possible. We anticipate a time when the technology will surpass what's available today and if the supporting infrastructure is in place, transitioning to ZEV's will make sense for a wider swath of industry.

In order for a ZEV transition to work across all sectors of the industry, heavy investment in alternative fueling and charging infrastructure across the country will be necessary. We can work on segments of the transportation sector now where electrification makes economic sense and infrastructure is available. This would be a better approach than wholesale restrictions on vehicle purchases, which threaten the industry and Washington's supply chain resiliency.