

Steve Gordon

As one of the largest heavy duty truck dealer owners in the state, nothing would please me more than to sell thousands of new vehicles mandated by the state. It would be exceptionally good for our business. However, the current zero emission vehicles, almost without exception relying on battery electric systems, do not serve the industry's needs. They are 3X as expensive as the latest, clean emissions diesel trucks, 10-20,000 pounds heavier resulting in lighter payloads and more vehicles needed for the same job, and have a top range of 150-250 miles, insufficient for any long-haul class 8 operation.

Finally, since trucks move 75% of America's economy, with 60-70% engaged in interstate service across state lines, these trucks will not work outside the states of WA, OR, and CA, where there is only cursory charging infrastructure. States such as Idaho, Montana, Utah, Nevada etc. are not interested in spending money on charging infrastructure and there is likely no future Federal funds coming during this administration for those types of investments. It forces WA truckers to purchase in surrounding states not subject to these mandates, hurting WA businesses.

Due to the lack of available new diesel models today, fleets are holding on to their oldest, most polluting trucks, negatively impacting the environment currently. WA needs to completely rethink the adoption of this harmful policy and minimally delay enforcement while working on truly workable solutions.