

# Eric Flodstrom

Dept of Ecology,

Thank you for the opportunity to comment on Washington's ACT stance. It is time for Washington to stand on its own feet and decide what is best for Washington residents. We blindly followed California's lead and laws without due diligence and lo and behold California couldn't even follow their own laws. Oregon has also backed away from these overbearing regulations.

The current ACT and Heavy-Duty Low NOx Omnibus regulations adopted by the California Air Resources Board made it so internal combustion engine heavy trucks, were no longer being sold in Washington for the first six months of 2025. There is no electric vehicle equivalent to these large trucks, so manufacturers, like Freightliner, could not sell class 8 diesel trucks in Washington. The rule is the manufacturer has to sell 1 EV unit for every 8 ICE (internal combustion engine) units they sell. With no EV equivalent, no ICE were sold.

No class 8 trucks sold in Washington. The result of ACT and NOX Omnibus was to decimate Washington truck sales, bring in more trucks from outside the state, keep more older diesel trucks on the road, since they could not be replaced by newer diesel trucks, and make our State look foolish following rules of another state that couldn't work. With truck EV companies going bankrupt (Nikola) or experiencing long delays for actual production (Tesla, Freightliner) who knows when there will be an actual EV truck that can do the work.

Time to scrap this legislation altogether and follow the National guidelines. Let the manufacturers catch up. The newer engines emissions are way down, but the cost to run the emission systems are way up. Truckers need a system that reliably works, and the manufacturers need time to figure this out. Mandates don't make advancements; they drive companies out of the market. Less competition, less advancement.

Thank you for your time.