



Thank you for the opportunity to weigh in on House Bill 2020.

My name is Ron Riddle. I was born in Springfield, Oregon 51 years ago. My wife of 30 years and I raised our daughters in Oregon and are now watching them raise grandchildren here.

I believe carbon reduction is an important part of our responsibility to future generations. With that being said, I disagree with House Bill 2020 in its current form. This bill is simply another tax on Oregonians.

Speaking specifically for the trucking industry, we are currently the most highly taxed state in the nation to operate a commercial vehicle. This bill does not address setting standards for the reduction of carbon produced by trucks, it simply taxes the fuel trucks use. The state should consider setting standards for the reduction of co2 emissions with bench mark dates, requiring companies to comply or face fines. Similar to the CARB plan California has in effect. Simply adding yet another tax to an over taxed industry is going cripple our ability to compete nationwide.

On taxes, I would like to recommend that the State of Oregon do away with the antiquated weight-mile tax. I would prefer a diesel fuel tax paid at the pump like every other state in the union. Oregon trucking companies already pay 35% of the highway fund through taxes. We just agreed to a 53% increase in these taxes with House Bill 2017. Consider discontinuing the weight-mile tax and converting to a diesel tax while keeping the tax revenue-neutral.

Personally, my company pays \$0.81 per mile for fuel and tax for every mile my trucks travel in Oregon. When my trucks operate in California I pay \$0.41 per mile while in Washington I pay \$0.29 per mile. My own state is placing a huge burden Oregon-based companies. House bill 2020 could add another \$0.20 per gallon to my operating cost. At \$0.20 per gallon additional tax on Oregon fuel, I will pay an extra \$185,000 per year to run my business. This tax will not reduce the co2 produced by our trucks on the road. All it will do is increase our cost.

If you truly want to reduce co2 emissions, set standards for phasing in clean trucks. The EPA has rules in effect currently for all new trucks to meet clean air standards. My company has made the investment already to keep current with the EPA standards. My entire fleet of 120 trucks meets both the EPA and CARB standards. As manufactures release cleaner burning trucks we as an industry will purchase them.

Keep trucking companies in Oregon. Do not continue to pile tax after tax on our industry. We are paying our fair share.

Thank you,

Ron Riddle

President &

Chief Executive Officer

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