



Siskiyou Transportation, Inc.



Timberland Helicopters, Inc.

*PO Box 1345
Ashland, OR 97520
541-488-2880*

Senate Committee on Environment and Natural Resources
Chairman Senator Dembrow
SB 1530
February 4, 2020

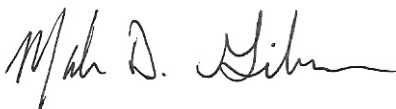
Chairman Dembrow, as well as members of the Committee, my name is Mark Gibson; I have served in past years as Chairman of the Board for the Oregon Trucking Associations. I am currently President and CEO of Siskiyou Transportation, Inc. and Timberland Helicopters, Inc. Both small businesses located in Ashland, Oregon. We have been in business since 1981. We employ an average of 25 full-time employees and depending on the season operate 12-16 trucks. Our companies provide trucking; primarily logging and chips, as well as helicopter, drone and snow-cat services to various governmental agencies, utilities and private companies throughout the western United States. Small business challenges are many and can be large at times, while the profit margins are small.

Trucking companies throughout the United States have been hit with numerous regulatory as well as market factors which have greatly increased our costs. Coupled with a tremendous driver shortage makes the struggle to maintain a healthy, profitable small business even more of a challenge. We in Oregon have been especially hard hit, due to the fact that we, as trucking companies, are already paying the most of any state in terms of highway use taxes and related fees. As a matter of fact we pay over 30% more

than the number two state...California. The trucking industry, in 2017, helped support an industry tax increase in the form of HB 2017. This increase will amount to a 53% increase when it is complete. The bill we are discussing here today, SB 1530 will raise the average cost of fuel in Oregon by an estimated \$.22 per gallon and the cost will likely go up from there. We can't absorb it. Fuel and wages fight for number one in terms of operating costs. Oregon already has a Low Carbon Fuel Standard in place that has resulted in a net increase in fuel costs. We can't afford, and more importantly do not need another program without change to our current truck taxation system. In terms of highway transportation, over time, trucks will be replaced through mechanical attrition as well as improvements in technology as driven by the market, to help new trucks become more dependable and economically viable for more companies. Low Carbon Fuel is already here and the implementation of Cap and Trade further amounts to double taxation by adding additional costs to every gallon of fuel. Oregon cannot afford to be on the forefront of this push to embrace Cap and Trade, greatly increasing costs to our industry, without mitigating those added costs through changes in our current system, especially when we are already ranked so very low in terms of our contribution to national, as well as global pollution.

Please, I urge you to consider what I have said here today.

Thank you,

A handwritten signature in black ink, appearing to read "Mark D. Gibson". The signature is fluid and cursive, with the first name "Mark" being the most prominent.

Mark D. Gibson
President