



To: Senate Committee on Natural Resources and Fire

From: Jana Jarvis, President & CEO

Date: February 5, 2026

RE: SB 1541

Thank you for the opportunity to testify today Chair Golden and Members of the Committee. I'm Jana Jarvis, President & CEO of the Oregon Trucking Association here today to express our opposition to SB 1541.

As an industry that relies on fossil fuels to deliver groceries, medicine, and all the essential goods that Oregonians rely on every day, this proposal would significantly raise the cost of fuel. Fuel and labor are the highest costs for trucking, and both of these categories are experiencing significant increases due to recent legislative proposals. When you combine these costs with the highest trucking taxes and fees in the nation, you begin to better understand how Oregon based carriers have difficulty competing with carriers from other states. And while this tax is directed at the large multi-national corporations that produce fuel, these costs would carry over to the price we pay at the pump.

But even more importantly, this proposal penalizes the trucking industry by imposing retroactive financial penalties for the use of legal products that not only our industry has relied on, but society has relied on for decades. At this moment, when Oregon leaders are looking for policies that promote prosperity and economic vitality, a climate superfund with unpredictable costs, retroactive financial liabilities, and future uncertainty would only lead to making our state, and our state's trucking industry, less economically viable.

Climate superfunds assign liability for historical emissions that can't be mitigated or avoided and carry with them a heightened risk of litigation and long-term uncertainty for both business and consumers. This inevitably functions as a new tax at a time when Oregon's competitiveness as a state is in question.

For these reasons, OTA respectfully asks for your opposition to SB 1541.