

CLIMATE-RELATED FINANCIAL DISCLOSURES

DECEMBER 2025



The following disclosures are intended to be responsive to the State of California's Senate Bill 261 (CA Health & Safety Code §38533) and IFRS Disclosure of Sustainability-Related Financial Information, a successor to the previous Task Force on Climate-Related Financial Disclosures (TCFD).

GOVERNANCE

Describe the governance bodies or individuals responsible for the oversight of sustainability-related risks and opportunities and management's role in the governance processes, controls and procedures used to monitor, manage and oversee these risks and opportunities.

Board-Level Oversight

Our Board of Directors (the "Board") views the identification and effective management of sustainability-related risks and opportunities as an essential component of the Board's overall risk management and oversight responsibilities. Accordingly, the entire Board oversees the Company's processes for assessing and managing risk, including climate and sustainability-related risks and opportunities in the short, medium and long-term. In furtherance of this commitment, the Board receives frequent updates regarding sustainability-related risks and opportunities in connection with its regularly scheduled meetings and as part of ongoing strategy and risk management sessions.

In addition, the Board has delegated oversight responsibilities with respect to climate-related and general sustainability risks to the Audit Committee and Nominating & Governance Committee of the Board.

Nominating and Governance Committee ("N&G Committee").

The N&G Committee has been delegated specific oversight of the Company's sustainability efforts, including with respect to climate change and social and environmental responsibility. The N&G Committee monitors the social, legislative, and regulatory trends and issues pertaining to climate change and environmental responsibility matters that may affect the Company's business operations, performance, strategies, and reputation and, as necessary and appropriate, makes recommendations to the Board and management regarding how the Company should proceed. This includes consideration of our sustainability-related policies and practices and oversight of our sustainability-related reporting, which includes the evaluation of relevant risks and opportunities. The N&G Committee regularly reviews our sustainability disclosures and certain third-party evaluations of the Company's sustainability efforts and discusses our ongoing initiatives with management. In the past, these reviews have included such areas as the Company's energy consumption and renewable energy production, investments in charging infrastructure, greenhouse gas emissions, and other sustainability-related risks and opportunities.

Audit Committee.

In addition to its oversight of the quality and integrity of the Company's financial statements and internal audit functions, the Audit Committee is responsible for reviewing the Company's major financial risk exposures, including sustainability-related risks. In discharging these responsibilities, the Audit Committee regularly reviews and evaluates sustainability-related risks, including those identified by management, as further discussed below.

Company Management Oversight

We maintain the following management processes and reporting systems and management-led committees to facilitate our Enterprise Risk Management program, which includes management's oversight of sustainability-related risks.

ERM Committee.

Members of senior management representing all of the Company's functional departments participate in the Company's Enterprise Risk Management Committee ("ERM Committee"). The ERM Committee facilitates collaboration across the Company's areas of operation, including its truck sales, parts and service sales, truck leasing, and related businesses, to identify and evaluate all risks facing the Company, including climate change and sustainability-related risks. The ERM Committee includes members with relevant experience in sustainability-related disclosure matters, environmental initiatives, and risk management. Many of the ERM Committee members have been employed by the Company for more than ten years and have worked within the transportation industry for decades. Thus, the Company believes that the ERM Committee collectively has the appropriate skills and competencies to identify and assess sustainability-related risks and opportunities presented to the Company. The ERM Committee and the "Risk Register," discussed below, inform the development of strategic initiatives and policies to assist the Company's efforts in the areas of vehicle electrification, alternative fuels, energy consumption, climate change management, greenhouse gas and tail-pipe emissions, water use and waste disposal, and other sustainability-related risks and opportunities. Many members of the ERM Committee have direct reporting lines to the Board and are also members of the Company's Disclosure Committee, which oversees the Company's financial reporting, including its Annual Report on Form 10-K and the "Risk Factors" disclosed therein.



Risk Register.

At least quarterly, our senior leadership team, including our General Counsel and Chief Compliance Officer, along with the ERM Committee, prepares a comprehensive summary of certain key risks facing the Company (the "Risk Register"). The Risk Register incorporates the evaluation of risks identified by the members of the Company's senior management and management at the regional and local levels, the ERM Committee, and the Company's Board and Committees. In addition to various enterprise-wide risks identified throughout this ERM process, the Risk Register highlights numerous sustainability-related risks such as natural disasters and vehicle emissions regulations. Identified risks are each assigned to members of senior management or designated departments within the Company who are tasked with monitoring such risks and, where appropriate, implementing risk mitigation efforts. The Risk Register is reviewed in connection with management's quarterly discussions with the Audit Committee and the Board regarding the Company's consideration of "risk factor" disclosures. In addition, certain specified risks and mitigation efforts are reported to the Audit Committee or Board on a more frequent basis, as appropriate.

Designated Sustainability and Risk Management Personnel.

All of our senior management are tasked with consideration of risks to the Company and its stakeholders. In particular, our Senior Vice President and General Counsel, Vice President of Ethics & Compliance, Director of Enterprise Strategy and Policy, and Director of EV Development, have been assigned responsibility for ensuring that risks, including sustainability-related risks, are systematically considered, assessed, and communicated among senior management and to the Board. Among other things, these leaders guide our efforts to identify and mitigate enterprise-wide risks, including through the maintenance of adequate insurance programs and climate-related incident responses, promote the Company's sustainability efforts, and ensure the accuracy of our environmental, social and governance disclosures.

Corporate Dealership Risk Management.

Corporate managers of shared services engage with regional and local dealership managers to track energy consumption and identify and implement dealership-level sustainability initiatives to minimize environmental impacts, including adopting energy and water conservation measures, investments in solar energy generation and vehicle charging stations, managing and recycling hazardous waste, and adopting paper elimination initiatives. As detailed more fully below, we consider sustainability-related risks and opportunities when determining how to allocate capital and making other strategic decisions. For example, when deciding to invest in our compressed natural gas ("CNG") fuel system business, we consider the tradeoffs between the risks from the current patchwork of truck emission regulations and underdeveloped battery-charging infrastructure versus near-term opportunities to grow our eco-friendly CNG fuel system business, add CNG-conditioned service bays and provide

fleet consultation services. While we have also invested in charging stations for electric vehicles and have multiple employees who are focused on understanding the electric vehicle market and emissions regulations, we consider these to be longer-term investments versus the CNG fuel system business. In all instances, we consider both risks and opportunities when evaluating relevant strategic decisions. Currently, we have not set any specific targets related to sustainability. We believe that we need to be flexible in our approach to changing government regulations, customer preferences and OEM initiatives, so that we can react appropriately as opportunities and challenges are presented to our business.

STRATEGY

Describe the sustainability-related risks and opportunities that could reasonably be expected to affect our prospects, and their effects on our business model, value chain, strategy, decision making, financial planning, financial performance, and cash flows over the short, medium, and long-term.

Describe the resilience of the organization's strategy and its business model to these sustainability-related risks.

The processes described above are integral to helping the Company evaluate sustainability-related risks and opportunities that have the potential to impact our operations. These risks and opportunities generally fall into two categories:

- Transition risks that arise from actions associated with the transition to a low-carbon economy, including the introduction of new climate policies or low-carbon technologies, and
- Physical risks that arise from the physical impacts of climate change.

Where applicable, this document also incorporates a description of corresponding climate-related opportunities.

We believe the principal effect on our operations and those of the retail commercial truck business model and supply chain under different climate scenarios, including those contemplating higher global temperatures, will be an increased rate of adoption of Electric Vehicles (EVs) and, potentially, other alternative environmentally friendly vehicle propulsion systems. Ultimately, we are reliant on our OEM vehicle suppliers to meet demand for EVs and lower-emission vehicles.

We represent more than ten vehicle brands at our franchised commercial truck dealerships, and we expect to continue to offer the full range of vehicles provided to us by these manufacturers. Most of our principal vehicle suppliers have implemented plans to electrify at least a portion of their vehicle portfolios, and we expect our manufacturer partners to adapt to customer preferences, which we believe, over time, will trend toward electrification, and will



ameliorate some of the risks posed by certain climate scenarios. In light of the heavier vehicle weight and need for most Class 8 trucks to travel long distances, the timeline for adoption of electrified heavy- and medium-duty trucks is longer and more uncertain than that for passenger vehicles. However, many of our OEM's truck chassis already support alternative fuel systems, such as CNG fuel systems, which offer significantly reduced emissions and certain advantages over electric vehicles that we believe may serve as a bridge alternative while technology and infrastructure develop to support a range of commercial EVs. Because we represent several different truck manufacturers, we believe we will have access to a range of vehicle choices and fuel systems that will enable us to provide the types of vehicles for sale and lease that our customers demand. Also, nearly a decade ago, the Company invested in CNG fuel technologies and is currently a joint venture partner with Cummins Inc. in Cummins Clean Fuel Technologies, which manufactures, sells and services CNG fuel systems for commercial vehicles, including vocational vehicles such as refuse trucks.

Recently, there has been a pullback in certain programs and regulations intended to encourage vehicle electrification and lower engine emissions in the U.S. Continued adoption of EVs is largely dependent on governmental incentives and engine emissions regulations and is subject to other barriers, including changes in technology (such as affecting vehicle range and battery life), product warranties, charging infrastructure and the cost of electricity versus internal combustion and other fuels, among other factors. The cost of new vehicles with engines meeting currently mandated tail-pipe emissions limits is already affecting our customers' purchasing decisions. While we cannot accurately predict the rates of change in our markets, as a franchised commercial truck dealer, we expect to represent the full range of vehicles offered by our brands and are reliant on our OEM partners to adapt to changing circumstances and regulations. Further, because of the breadth of our offerings, our broad expertise and unrivaled geographic footprint, we believe the uncertainties surrounding these transitions provide us with a unique opportunity to serve our customers' strategic fleet purchasing and planning needs as the industry leader in commercial vehicle solutions.

Similar factors will impact our investment in Rush Truck Leasing, Inc. ("RTL"), and its current fleet of over 10,000 commercial vehicles for lease and rental and associated service options.

We believe government incentives and regulations and manufacturer costs of electrified commercial trucks will impact vehicle sales and our financial results with respect to sales of these vehicles, as will customer acceptance of vehicle range or vehicle charging infrastructure. To date, sales of electric commercial trucks in the U.S., particularly Class 8 heavy-duty trucks, have been limited. Given the uses of commercial vehicles and the current challenges in battery technology, vehicle range and charging infrastructure, it is difficult to make accurate future predictions as to the effects of commercial EV adoption on our future financial position, financial performance and cash flows.

Some of our dealerships are located in regions of the U.S. where natural disasters and severe weather events (such as hurricanes, earthquakes, fires, floods, tornadoes and hailstorms) have disrupted our operations in the past. While we have not experienced any material losses from such events, it is possible that future events could adversely impact our business, results of operations, financial condition and cash flows. In addition to business interruptions, the Company is subject to risks of substantial losses of real property and vehicle and parts inventory assets due to the concentration of property at dealership locations and insurance retentions or self-insurance. We employ risk management strategies to prepare for and minimize the impact of natural disasters and severe weather events, and the Company is also able to leverage its uniquely expansive dealership network to deploy resources, including parts and vehicle inventory, to continue to serve our customers in the wake of such events. Because we are diversified in our revenue streams, our suppliers, and our geographic operations, we expect to be less affected by isolated adverse climate effects.

The following chart discusses sustainability risks and opportunities in greater detail.



TRANSITION RISKS

| Risks and Opportunities | Description and Impact | Time Horizon |
|---|--|--|
| <p>Commercial Truck Emission Regulations</p> | <p>While we have seen a recent pullback of some vehicle electrification and emissions requirements in the U.S., certain governments and regulators have placed restrictions and limitations on vehicles sold and operated in their jurisdictions to combat perceived negative environmental effects. For example, California and several other states passed legislation aimed at limiting and ultimately phasing out the sale and use of internal combustion engines in commercial motor vehicles in their states beginning in 2024. Federal emission regulations and the U.S. regulatory climate continue to change and such changes continue to be the subject of judicial challenges. Significant increases in fuel economy requirements, new restrictions on tail-pipe emissions from vehicles and fuels, and EV mandates could each continue to increase the prices of the vehicles that we sell, which could decrease demand and materially adversely affect the Company and our financial performance. Also, the recent restriction (or elimination) of governmental incentives on the purchase of new commercial EVs may adversely affect our sales of those vehicles. The Company also maintains a lease and rental fleet of more than 10,000 trucks, and the utilization rate of our existing lease and rental fleet could be adversely affected by EV mandates and customer adoption rates.</p> <p>On the other hand, an increase in electrified and alternative fuel commercial vehicles may create new sales and customer opportunities, including new parts and service opportunities, particularly as vehicle and charging technologies advance and customer adoption of EVs becomes more widespread. To the extent vehicles responsive to customer preference and emissions regulations are produced by our OEMs, we could benefit from increased sales. We continue to leverage our extensive dealership and service center network, our knowledge of the current patchwork of regulations and our fleet management expertise to support our retail and lease and rental customers through this transition. For example, as a result of our broad dealership network, we were able to secure dealership rights for Blue Arc's commercial EVs. The Company has also invested in electrification infrastructure, including the installation of approximately 120 charging units at 35 locations in the U.S. as of December 31, 2025, to facilitate the sale and service of our OEMs' EV offerings and to enhance brand awareness as existing and potential customers use and consume our EV products and services.</p> <p>The Company also has a 50% ownership interest in Cummins Clean Fuel Technologies ("CCFT"). CCFT manufactures, distributes and services CNG fuel systems for commercial vehicles, an eco-friendly fuel alternative that could benefit from the continued transition away from traditional diesel and gasoline internal combustion engines. Finally, with a broad product offering that includes full-service truck leasing, contract maintenance, and truck rental, RTL is a large purchaser of commercial trucks, which are subject to similar regulatory risks, as noted above, regarding emissions or other regulatory requirements.</p> | <p style="text-align: center;">ST/MT/LT</p> |
| <p>Vehicle Electrification Impacting Parts and Service Revenue</p> | <p>Most of our represented truck manufacturers have begun to electrify some of their new trucks in response to concerns about the environment and due to regulatory requirements limiting engine emissions, as noted above. Our service revenues may decline over time, as electric vehicles may require less physical maintenance than diesel and gas vehicles due to the absence of certain parts and systems. EVs pose additional risks regarding the storage, use, maintenance, and disposal of electric batteries, which may be subject to additional regulations.</p> <p>Conversely, an increase in EV trucks may create new sales and customer opportunities, including new parts and service opportunities with respect to range maintenance and optimization, cooling and torque system protection, battery replacement, and warranty protection. The adoption of EV trucks may also provide the Company with a competitive advantage as the complexity of the new technology makes it increasingly difficult for independent repair shops to obtain equipment and skilled technicians to maintain and repair those vehicles and establish and maintain necessary parts inventories.</p> | <p style="text-align: center;">ST/MT/LT</p> |



TRANSITION RISKS

| Risks and Opportunities | Description and Impact | Time Horizon |
|--|--|--------------|
| Electric Vehicle Sales Outside the Franchise System | In recent years, some new EV manufacturers have been able to conduct new vehicle sales outside of the state-franchised motor vehicle dealership system and others have sought to do so. While this phenomenon has been mostly limited to automobiles, there may be similar attempts by new U.S.-based or foreign entrants into the commercial vehicle market. Again, we believe the breadth of our expertise and sales, parts and service offerings puts the Company in a unique position to promote to state governments the benefits of the franchised dealership system to business operators and the general public. | ST/MT/LT |
| Electric Vehicles – Property Risk | EVs are relatively new to the commercial truck ecosystem and have unique risks unassociated with internal combustion engine vehicles. Electric batteries are more combustible than internal combustion engines and once ignited are more difficult to extinguish, potentially resulting in greater damage to other vehicles and personal and real property of the Company and its customers' vehicles. These risks and the costs associated with minimizing them could adversely impact our operations or financial results. | ST/MT/LT |
| Environmental and Climate Change Regulations | Scientific evidence suggests that the planet is warming and potentially increasing the frequency and severity of natural disasters, such as flooding or wildfires. This has already increased the Company's insurance costs and self-insurance exposures, which could continue to increase should this trend continue. We are subject to a wide range of environmental laws and regulations, including those governing discharges into the air and water; the operation and removal of storage tanks; and the use, storage, and disposal of hazardous substances. In the normal course of our operations we use, generate, and dispose of materials covered by these laws and regulations. In the face of climate change, these laws could become more stringent. Although we have not to date, we could face potentially significant costs relating to claims, penalties, and remediation efforts in the event of non-compliance with existing and future laws and regulations. Furthermore, should climate change continue, we expect further regulation of internal combustion engines and vehicle emissions, which may affect the types of vehicles we sell and service. We cannot predict the future costs to our businesses from these developments. | ST/MT/LT |
| Reporting Risk | We are currently responsible for complying with new climate reporting regimes in certain of our markets. Overlapping regulatory regimes and conflicting climate disclosure mandates create compliance risk, additional liability for disclosures and additional costs to comply and pay for third-party assurance in connection with disclosures. | ST/MT |
| Talent Recruitment and Upskilling | While we currently believe we have industry-leading expertise in emerging EV and alternative fuel technologies, we may lack sufficient technicians and other employees necessary to support these new technologies, requiring new hires or upskilling of current staff. Rising indirect costs from higher salaries, training programs, and retention challenges could result. Attracting workers with specialized skills may also be difficult due to the industry's perception among younger generations. | ST/MT |



PHYSICAL RISKS

| Risks and Opportunities | Description and Impact | Time Horizon |
|---|---|------------------------|
| <p>Extreme Weather – Supply Chain</p> | <p>Increased intensity, frequency, or duration of storms, droughts, fires, flooding, or other significant adverse weather-related events that may result from climate change could disrupt the production, cost, procurement, or supply of components to our manufacturers or suppliers, which, in turn, may impact our ability to deliver commercial vehicles or parts or delay service to our dealership customers. As a result, the impacts from extreme weather described above on supply chains and manufacturer production may negatively affect our operations to the extent that they cause supply issues for our businesses or those of our OEM partners.</p> | <p>ST/MT/LT</p> |
| <p>Extreme Weather – Temperature Change</p> | <p>Many of the markets that we serve are across the southern U.S., including Arizona, Texas, and Florida, have recently experienced unusually hot summers, which may be the result of climate change. Increased heat could result in additional facility expenses and employee protection requirements that may negatively affect our operations. Conversely, higher heat levels could lead to increased service work in connection with vehicle cooling systems and lower expense for heating, snow removal and injuries and vehicle accidents caused by ice and snow. We have already taken actions, and continue to seek further opportunities, to reduce energy consumption by our dealerships driven by climate and temperature change, including by installing LED lighting, solar panels, occupancy sensors, and high-efficiency heating, ventilation, and air conditioning (“HVAC”) systems. Our new and refurbished dealership locations are achieving higher energy efficiency standards and have reduced GHG and other harmful emissions. Additionally, improved battery cell storage, a reduction in the cost per unit of solar panels, and other energy innovations may provide further opportunities to employ additional renewable and alternative energy sources in our operations and further our ability to benefit from lower overall GHG emissions and reduced operational costs.</p> | <p>ST/MT/LT</p> |
| <p>Extreme Weather – Property Loss and Business Interruption</p> | <p>Our business is subject to substantial risk of loss from significant adverse weather conditions due to the significant concentration of property, including vehicle and parts inventories, at our dealership locations. It has become increasingly costly to fully insure for these risks, and the Company has chosen to retain much of this risk while also taking measures to mitigate the effect of such risks. If we experience significant losses that are not covered by our insurance, whether due to adverse weather conditions or otherwise, or if we are required to self-insure these losses, it could have a significant and adverse effect on our business or results of operations. Our extensive dealership network provides some mitigating opportunities allowing the Company to deploy parts and service resources to areas affected by extreme weather events and to minimize losses from such business interruption.</p> | <p>ST/MT/LT</p> |



RISK MANAGEMENT

Describe the organization's processes and related policies to identify, assess, prioritize, and monitor sustainability-related risks and opportunities.

Sustainability-related risks and opportunities are integrated into Company-wide risk management processes described in the "Governance" and "Strategy" sections above, including through the Risk Register, the ERM Committee, and efforts at the corporate and local dealership levels. By institutionalizing sustainability-related risks as part of the Company's regular risk management and mitigation function, the Company is better positioned to timely anticipate and react to sustainability-related risks and opportunities. In addition, Company representatives regularly consult with our vehicle, engine, and parts OEMs and other supply chain partners to better understand risks that may impact the Company and its industry partners and incorporate such information into our risk management process.

Members of the Company's senior management team are actively involved in reviewing the risks included in the Risk Register in discussions of the Disclosure Committee and ERM Committee. In addition, the Company's senior managers meet regularly with the Board of Directors and the Audit and N&G committees of the Board to identify and assess new risks, including sustainability-related risks and opportunities. The relative significance of sustainability-related risks, including as compared to other identified risks, are determined through discussions with functional experts across our Company and input from our OEM partners and suppliers. As noted above, the Board, and through its delegation of oversight over certain matters to the N&G and Audit committees, has overall responsibility for sustainability-related risk oversight, focusing on the most significant risks facing the Company and ensuring that management's responses to such risks are appropriate. The Company approaches relevant sustainability-related risks on both an individual and collective basis, particularly as the applicable transition risks and physical risks identified in this report affect different geographic and operational segments of the Company's business. At this time, we do not use specific scenario analysis to assess and monitor sustainability-related risks and opportunities; we believe the level of the degree of climate change is not relevant to our review in light of the nature of the risks and overall uncertainty of future developments discussed above.

Describe the organization's processes for managing sustainability-related risks.

Sustainability-related risks identified in accordance with the processes set forth in this Report are managed or mitigated through similar mechanisms used for identifying and assessing enterprise-level risks. Senior leadership of the Company engages in a regular cadence of meetings to discuss the Risk Register, which

records the applicable risk owners, risk-mitigating factors and the efficacy of mitigation efforts. Additionally, risk owners are expected to build mitigation controls and actions into their respective business plans or risk oversight responsibilities and assess and monitor whether those efforts are successful.

METRICS

Disclose the metrics used by the organization to assess sustainability-related risks and opportunities in line with its strategy and risk management process.

We principally rely on the level of new and heavy- and medium duty truck sales and industry and market sales forecasts and trends by volume and by type (internal combustion engines, alternative fuel and pure electric vehicle) and by state or province to assess the impact of sustainability-related changes on our industry. We also track new commercial vehicle sales by our OEM's, to the extent such information is available. The types of commercial vehicles sold are driven by evolving vehicle technologies and infrastructure, applicable emission regulations and mandates, the cost and availability of commercial vehicles and fuel systems, and customer acceptance, and this data informs our assessments and risk mitigation strategies. By understanding the data mentioned above, we are able to leverage our unique industry expertise and broad dealership network to market the Company as a premier solutions provider during these times of transition. We also continuously assess the frequency and costs of physical losses and business interruption to the Company resulting from natural disasters and severe weather events as well as the changing costs of mitigation measures such as insurance.

Disclose Scope 1, Scope 2 and, if appropriate, Scope 3 GHG emissions and the related risks.

The Company previously reported its calculated Scope 1 and Scope 2 emissions in late 2023. Since that report, the Company has continued to improve its data collection and input processes across more than 200 operational locations in the U.S. and Canada. The Company currently intends to publish an updated report concerning its 2025 operations, as required by applicable law, in the first part of 2026.

Describe the targets used by the organization to manage sustainability-related risks and opportunities and performance against targets.

We have not set targets with respect to sustainability-related risks and opportunities, for the reasons set forth above. In addition, we continue to refine our data gathering processes to ensure the accuracy and relevancy of our data as our Company continues to grow and before we can be in a position to consider establishing appropriate targets.



ABOUT RUSH ENTERPRISES

Rush Enterprises, Inc. is the premier solutions provider to the commercial vehicle industry. The Company owns and operates Rush Truck Centers, the largest network of commercial vehicle dealerships in North America, with more than 150 locations in 23 states and Ontario, Canada. These vehicle centers, strategically located in high traffic areas on or near major highways throughout the United States and Ontario, Canada, represent truck and bus manufacturers, including Peterbilt, International, Hino, Isuzu, Ford, Dennis Eagle, IC Bus and Blue Bird. They offer an integrated approach to meeting customer needs – from sales of new and used vehicles to aftermarket parts, service and body shop operations plus financing, insurance, leasing and rental. Rush Enterprises' operations also provide CNG fuel systems (through its investment in Cummins Clean Fuel Technologies), telematics products and other vehicle technologies, as well as vehicle up-fitting, chrome accessories and tires. For more information, please visit us at www.rushtruckcenters.com, www.rushenterprises.com, and on X at [@rushtruckcenter](https://twitter.com/rushtruckcenter) and Facebook at www.facebook.com/rushtruckcenters.

Caution concerning forward-looking statements.

Certain statements contained in this release and comments by management may include “forward-looking” statements (as such term is defined in the Private Securities Litigation Reform Act of 1995). Such forward-looking statements only speak as of the date of this release and the Company assumes no obligation to update the information included in this release. Because such statements include risks and uncertainties, actual results may differ materially from those expressed or implied by such forward-looking statements due to a variety of factors, many of which are described in our Annual Report on Form 10-K for the fiscal year ended December 31, 2024, and our other filings with the U.S. Securities and Exchange Commission. Except for our ongoing obligations to disclose material information as required by the federal securities laws, we do not have any obligations or intention to release publicly any revisions to any forward-looking statements to reflect events or circumstances in the future or to reflect the occurrence of unanticipated events.