

Keith Wilson

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HB 2714 Public Testimony

Directs Department of Environmental Quality to establish program to provide rebates to persons that purchase qualifying medium or heavy duty zero-emission vehicles.

Good afternoon, Chair Marsh and committee members.

My name is Keith Wilson, and I am president & CEO of TITAN Freight Systems.

My company operates a fleet of medium and heavy-duty trucks throughout Oregon, Washington, and Idaho.

I am here to voice my strong support for House Bill 2714.

The rebates this bill would provide will help jump-start investment in the new and emerging field of medium and heavy-duty electric vehicles.

I am happy to report that the electrification of heavy-duty vehicles in our state is about to begin. In four months, my company will receive its first six fully electric trucks. These vehicles will be some of the first in Oregon.

My team and I are proud of this milestone. But it is not without a huge lift by many parties. DEQ and the VW Mitigation program is providing a 75% grant on both the vehicle purchase and charging infrastructure. In addition, the new Federal Inflation Reduction Act will provide an additional \$40,000 tax credit on each vehicle.

To put the need for these grants and credits into context, a new heavy-duty diesel-powered truck normally costs my company \$130,000 per unit. The equivalent heavy-duty electric truck will cost over \$400,000 per unit.

Not only will these trucks cost three times their diesel equivalent, but they will operate at only half of the production level of a diesel truck. Today, each of my diesel-powered trucks will operate for 20 hours per day, over two shifts, and will travel up to 750 miles. The electric vehicle equivalent will be limited to a 150-mile range and one shift, the evenings will be reserved for recharging.

And regarding energy, the six chargers required to power these units will cost \$891,000. To oversimplify, it is like buying a diesel truck and having to buy a fueling station for each one you purchase.

Despite these apparent shortcomings, these trucks will create a significant gain for TITAN and Oregon.

In terms of TITAN, the grants I mentioned will enable us to operate these trucks profitably.

However, the stunning benefit these trucks will provide is the immediate reduction of black carbon in our workplaces, communities, and on our mountains.

Black Carbon is a greenhouse gas that is a local warming agent 500 times more potent than CO₂. 64% of all BLACK CARBON in Oregon comes from petroleum diesel and is one of the biggest human-made contributors to premature snow melt and warming, which causes water scarcity and drought in Oregon.

Today, 52% of Oregon is in Severe, Extreme, or Exceptional drought.

The black carbon diesel exhaust from my trucks and others covers our Oregon snowcapped mountain ranges and acts like a radioactive heated blanket melting our snowpack in the winter and glaciers in the summer.

Without immediate action, and compared to historical levels, our state is forecasted to lose 50% of our snowpack by 2050.

The good news is, Black Carbon has a short life span and dissipates in one to six weeks.

Each heavy-duty electric vehicle that is purchased because of House Bill 2714 and that replaces a diesel truck will provide an immediate investment in reducing local warming and drought mitigation in Oregon.

Thank you for this opportunity to testify. I am happy to answer any questions you may have.

