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Date: February 4, 2015

Re: Testimony for SB324

Greetings Members of the Environment and Natural Resources Committee:

My name is Margaret Puckette and I'm a program manager with Shorepower Technologies, based in Hillsboro Oregon. We have 10 employees and are the largest provider of electric power for truck stop parking in the nation, supplying over 1800 parking spaces. Instead of idling, truck drivers can plug into electricity and heat or cool their cab, make coffee or a meal, watch TV, or power their refrigerated trailer and avoid burning 11 gallons of diesel per night during mandatory rest periods.

In 2014, we found that trucks plugging-in to Shorepower avoided burning over 44 thousand gallons of diesel fuel and displaced 500 tons of greenhouse gases. In Oregon alone, over 12,000 gallons were displaced, 135 tons of GHG were avoided, and truckers saved almost fifty thousand dollars.

Even though fuel prices have fallen to half of last year's, plugging into Shorepower instead of idling saves 50% over diesel plus avoids all of the associated emissions and noise.

Jubitz Truck Stop in Portland sells the most Shorepower in the U.S. I visit Jubitz periodically to check on equipment and talk to drivers. One told me he drove 25 miles out of his way to stop there because of the plug-in service. Another said: "I'm not a greenie but a realist; this is a smarter way of doing things." The CEO of a major U.S. fleet with 2000 trucks said "Shorepower runs our trucks' hotel load and HVAC, plus recharges the batteries... and is the perfect complement to our system." On our Facebook page, husband and wife truckers wrote: "It's a great thing for the people who live near the truck stop for reducing noise and fumes. We hope more drivers use this service; it will save you a bunch of "\$\$\$\$\$\$"."

Any incentive to displace petroleum or reduce carbon is good for our company, and truckers that use our service reap savings. The trucking industry has been going 'green' for many years because it makes solid financial sense. Senate Bill 324 will stimulate further investment in clean fuels like ours, and timing couldn't be better since low fuel prices are freeing up investment dollars for transitioning to alternative fuels like Shorepower.

**For 2014 in the U.S:**

38,490 fewer idling hours  
44,264 gal saved  
500 tons GHG not emitted  
\$170,416 saved

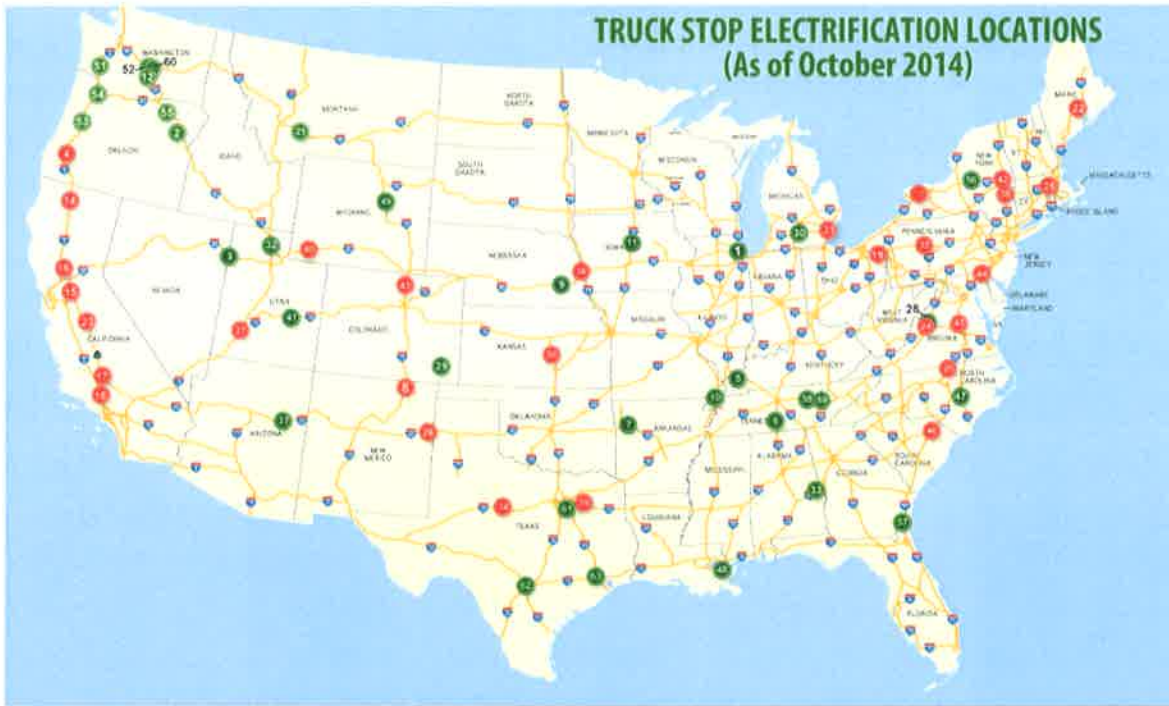
**For 2014 in Oregon:**

10,463 fewer idling hours  
12,032 gal saved  
135 tons GHG not emitted  
\$46,323 saved

Thank you.

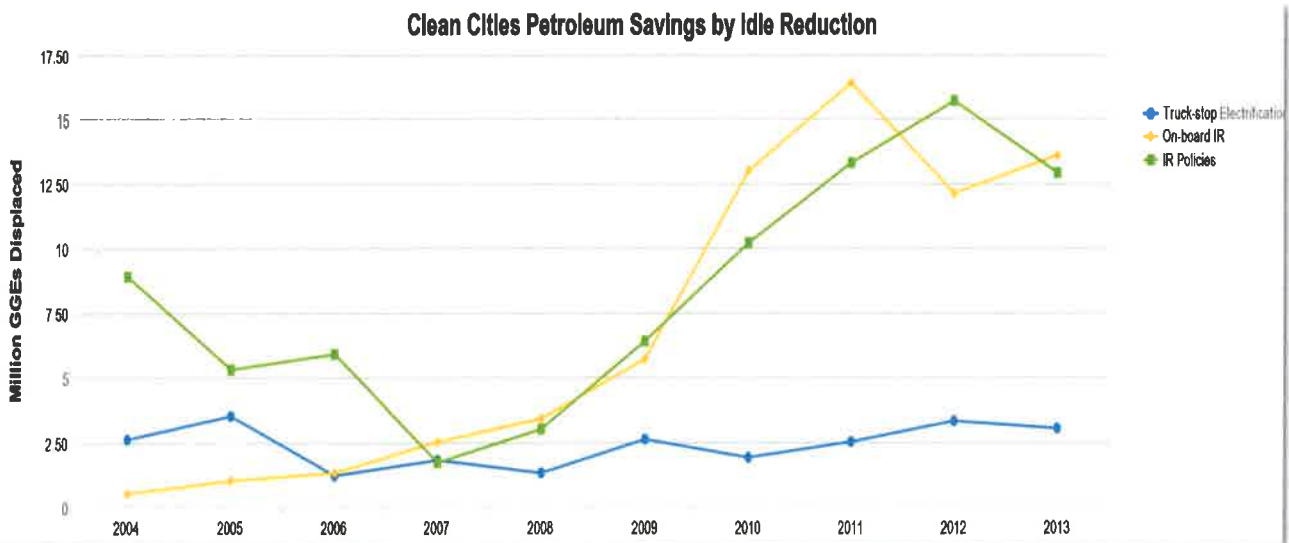
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There are currently 62 Shorepower locations in 30 states. Five are in Oregon



[www.shorepower.com/locations](http://www.shorepower.com/locations)

Truckers that use our service reap savings compared to other common alternatives.

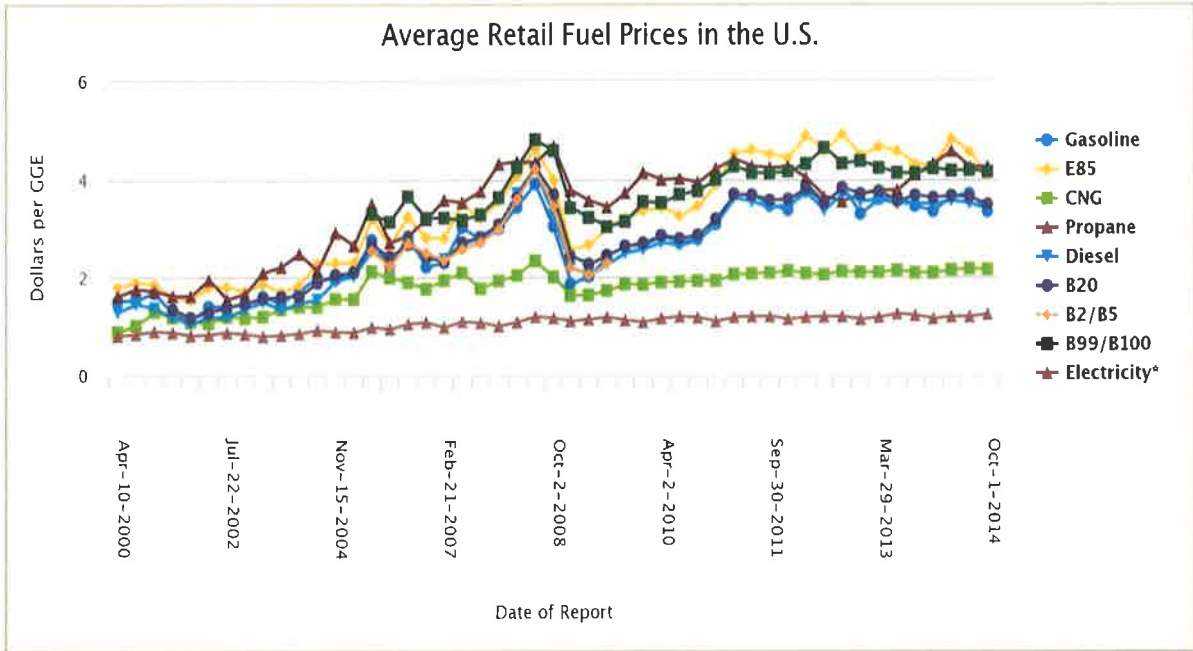


Source: [Clean Cities](#) annual metrics reports, 2004-2013.

Notes: Savings are measured in gasoline-gallon equivalents (GGEs), representing a quantity of fuel with the same amount of energy contained in a gallon of gasoline.

■ Using Shorepower    
 ■ Using an onboard APU (Auxiliary Power Unit)    
 ■ Enforcing idle reduction policies

Electricity prices are low and stable, a plus when considering investment in transportation electrification.

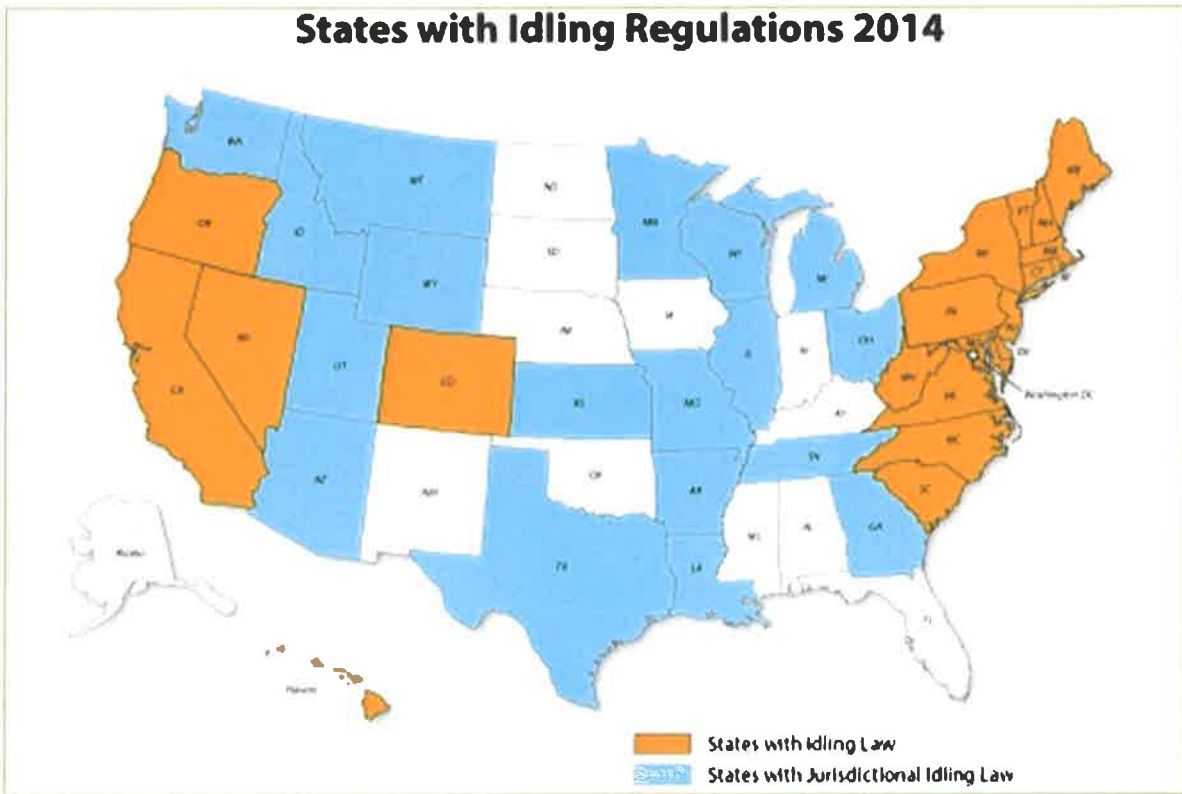


Source: [Clean Cities Alternative Fuel Price Reports](#)

Notes: Fuel volumes are measured in gasoline-gallon equivalents (GGEs). \*Electric prices are reduced by a factor of 3.4 because electric motors are 3.4 times more efficient than internal combustion engines.

This chart shows average monthly retail fuel prices in the United States from 2000 to 2014.

A Clean Fuels bill goes hand in hand with widespread increase in anti-idling regulations. *It's not political*, the places with the strongest regulations and enforcement are in Texas and Massachusetts.



U.S. Department of Energy