



**Testimony on SB 411
Submitted by Tesla
Joint Transportation Committee
April 24, 2019**

Co-Chairs Beyer and McKeown, and members of the committee. Thank you for agreeing to hear SB 411, with the -3 amendments.

This straightforward legislation seeks to extend the 2,000-pound Gross Vehicle Weight exemption for natural gas Heavy Duty Vehicles (HDVs) to **electric powered HDVs**. This would allow for electric trucks weighing up to 82,000 pounds (from 80,000 pounds) to operate on state roads and highways alongside natural gas vehicles with the same weight limits.

Diesel-fueled HDVs emit a disproportionate amount of pollutants and are a significant contributor of greenhouse gas (GHG) emissions. Companies like Tesla are developing all-electric HDV's that emit no emissions and will deliver a far better experience for truck drivers, while increasing safety and significantly reducing the cost of cargo transport . However, these vehicles can weigh more than conventional HDV's due to the weight of the batteries (same is true for other clean HDVs with unique fuel delivery systems). This disincentivizes businesses that wish to take advantage of this new technology because they are forced to reduce their carrying capacity in order to comply with existing weight limits.

Oregon has an opportunity to invite investment in electric truck fleets by amending its laws to allow for parity between electric and natural gas vehicle weights. This relatively simple step will help reduce greenhouse gas emissions, improve public health and allow businesses to take advantage of cutting-edge clean transportation technology.

Background

Federal law in 2014 increased the allowable weight of natural gas HDVs by 2,000 pounds as compared to diesel fueled HDVs to account for the additional weight of the fueling system and on-board natural gas tank. The legislation allowed states exceed these limits for HDVs on state highways. Oregon legislature in 2017 passed HB 2462 which increased the weight limit for natural gas HDVs by 2,000 pounds. In February, Congress passed legislation providing all-electric HDVs the same exemption on interstate highways. Oregon legislation is necessary to allow all-electric HDVs to exceed the limits by 2,000 pounds when driving on state roads and highways.

Meeting Oregon's climate goals

The State of Oregon has set aggressive targets for reducing greenhouse gas emissions in order to combat climate change. A critical component of that effort is to increase the number of electric vehicles on the road. According to the Oregon Climate Change Research Center, the

transportation sector is the largest contributor to greenhouse gas emissions accounting for 37% of total emissions in the state. Furthermore, those emissions disproportionately impact low-income and vulnerable populations, especially those living near ports and freight corridors. The legislature and executive branch have taken great strides in this area recently with the adoption of an electric vehicle rebate program as well as an executive order setting a goal to increase the number of EV's on the road to 50,000 by 2020. Passing this legislation will help further those goals.

We ask you to support SB 411, with the -3 amendments. Thank you.