

Keith Wilson, Joint Committee On Ways and Means, Senate Bill 5506, Public Testimony, April 8<sup>th</sup>, 2023

Chairperson Steiner and Sanchez, and committee members, thank you for this opportunity. My name is Keith Wilson, and I am the president and CEO of TITAN Freight Systems.

I am here to support SB 5506 and recommend strong state investment in the Economic Development and Transportation segment of our state.

We are on the front side of an economic slowdown. Businesses are pulling back from making investments or taking risks. Our economy is nearing or already experiencing a recession.

Now, more than ever, it is important for the legislature to make strategic investments and utilize unprecedented federal matching opportunities to spur our economy to preserve and protect jobs.

There are four bills that you will be considering that serve the dual purpose of reducing emissions and supercharging our economy:

**Senate Bill 803** will gradually replace obsolete petroleum diesel with renewable diesel for sale as a fuel source in Oregon by 2030.

Renewable diesel, which is not biodiesel, is made from plant-based oils, used cooking oils, animal fats, and wood waste. Renewable diesel emits up to 80 percent less GHG than petroleum diesel, making it a viable bridge fuel to electric vehicles.

Trading out petroleum diesel for renewable diesel at zero cost to carriers or consumers will lower Oregon's overall GHG emissions by nine percent, reducing 5.1 million metric tons of CO<sub>2</sub>e annually.

**House Bill 3590** will fund research that focuses on methods to convert forest residuals leftover from our logging operations to carbon-negative biofuels, with a particular focus on the 1.2 million tons of wood slash piles that would otherwise be burned on lands regulated by the Oregon Department of Forestry.

This technology and opportunity have the potential to create an entirely new, completely sustainable, billion-dollar timber vertical in our state. Ushering in a new era of energy independence for Oregon.

Legislation	SB 803	HB 3590
<b>Purpose</b>	Gradually phases in on-road diesel from renewable fuels	Converts wood residuals into fuels (instead of pile burning)
<b>Black Carbon Reduced - Tons</b> <small>Black soot causes snow and glacier melt (450+ times more potent than CO2)</small>	32,455	35,000
<b>Economic Development</b> <small>All these benefits at essentially no cost</small>	\$130,029,435 <small>Reduced Diesel Engine Maintenance Costs</small>	\$842,535,678 <small>New Wood Products Revenue</small>
<b>CO2 Emissions Reduced - Metric Tons</b> <small>The FASTEST most EFFECTIVE way to help Oregon get back on track</small>	5,120,727	2,200,000
<b>Equity - Lives Saved</b> <small>Diesel exhaust and black soot contains up to 40 hazardous substances</small>	108	116

**House Bill 2691** provides funding for the planning of a 125 to 250-mile-per-hour high-speed rail corridor between Vancouver, BC, and Eugene, Oregon.

This transformative mode of transportation is potentially eligible for a federal state matching grant of nine dollars for every one dollar that Oregon allocates.

This all-electric transportation mode quickly relieves the congestion from our overloaded roadways and runways. It can move 32,000 passengers per hour, the equivalent of a six-lane highway, but at 4x the speed. It is also an extraordinary value – High-speed Rail is one-third the cost of adding one intercity highway lane in both directions.

## Cascadia High-Speed Rail

### Benefits

Speeds up to 250 MPH

- Portland to Seattle in 60 minutes

32,000 passengers per hour

- Equivalent of a six-lane highway but at 4x the speed

\$355 billion in economic activity

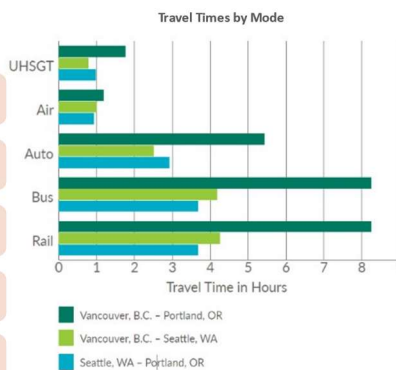
- Distributed throughout the entire region

All-Electric

- Offsets 6 million metric tons of CO2 emissions

\$24.42 billion to build

- One-third cost of adding one lane of highway on I5 (\$108B)



And finally, **House Bill 2714**, will establish an electric truck rebate.

Diesel vehicles represent only 7% of all vehicles in Oregon yet contribute 36% of total transportation emissions.

Our state is fortunate, Freightliner, North America’s largest heavy-duty truck manufacturer, is based in Oregon. Every new all-electric truck they build that is added to our Oregon roads immediately reduces local area pollution and helps maintain and grow these high-paying manufacturing jobs.

In sum, each of these bills will provide needed economic development, transform our transportation system, and reduce emissions so Oregonians can thrive today and for generations to come.

Thank you.