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On Behalf Of:

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As a commercial truck salesperson, I obviously have a dog in this fight which would seem to make my testimony less relevant. However, as a person who formerly worked in both the clean energy and bleeding edge technology sectors, I have seen this "movie" before and would caution us as Oregonians to measure our steps well. We all want cleaner air, water and lands but at the end of the day we all want clean solutions that serve us. Instead, we are mandating a premature technology that adds economic and legislative burdens that have the potential to cause irreparable harm to some of the hardest working, faithful and also highest taxed residents of Oregon. Construction, logging, heavy haul, fuel and agricultural transportation companies simply cannot operate under the constraints of the current EV commercial truck offerings due to range restrictions, load size, geographic and charging infrastructure barriers. Even if they could, the economic threshold of entry at nearly a million dollars for one truck with a charger will result in our current \$12.00 a dozen eggs costing much, much more. I have had a few customers who have shorter routes that are open to EV trucks. Unfortunately, in every case they have been directed to their PUD who has either said that we are looking 4-5 year wait for electrical grid infrastructure or they been flat out denied due to the enormous amount of energy (35 households) that each class 7-8 truck consumes while charging.

On a personal level. I grew up a proud Californian but grew tired of watching that state unfairly overburden my customers with a seemingly unending list of new requirements every year. One by one, those companies left, and California is no longer a leader in so many of the industries that they once were. Due to those same issues, I also fled to the Northwest in 1993 in hopes of a better life for my family which was mostly achieved. Now I see so many of the same types of truly unnecessary regulations being dropped onto my customers, and it feels Ground Hog Day all over again. The law of unintended consequences definitely applies here and if the current regulations are allowed to stay in place my customers are telling me that they plan to refurbish older, higher polluting trucks. They simply cannot use the EV offerings and also can't buy diesel equipped trucks since so few EVs have been sold.