

Date: March 18th, 2025

From: Billy K. Dover
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To: ***Committee Members*** - House Committee On Higher Education and Workforce Development

I submit this written testimony in support of HB-3826.

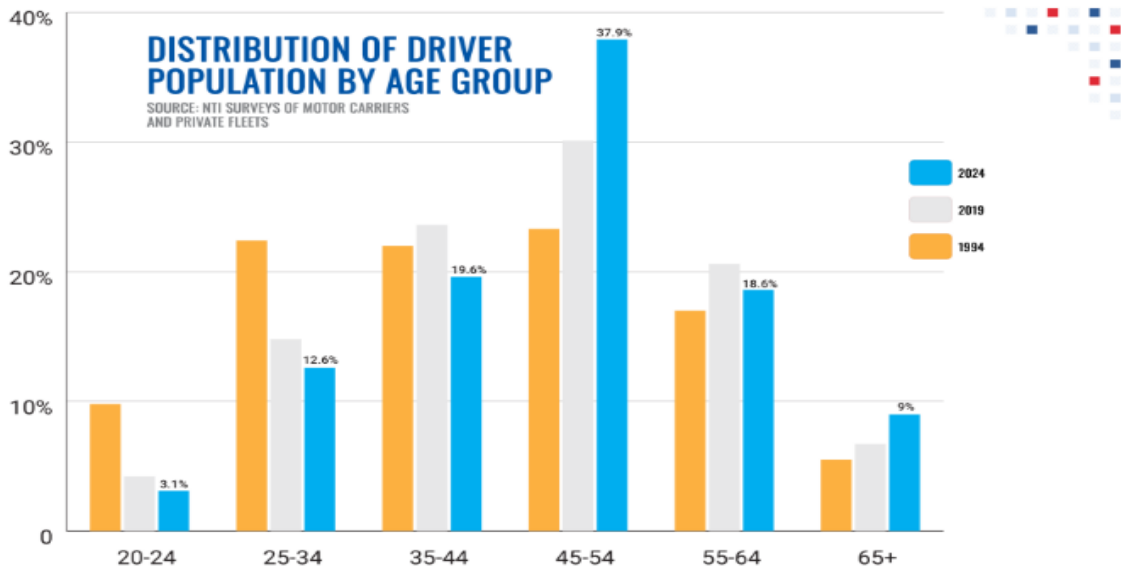
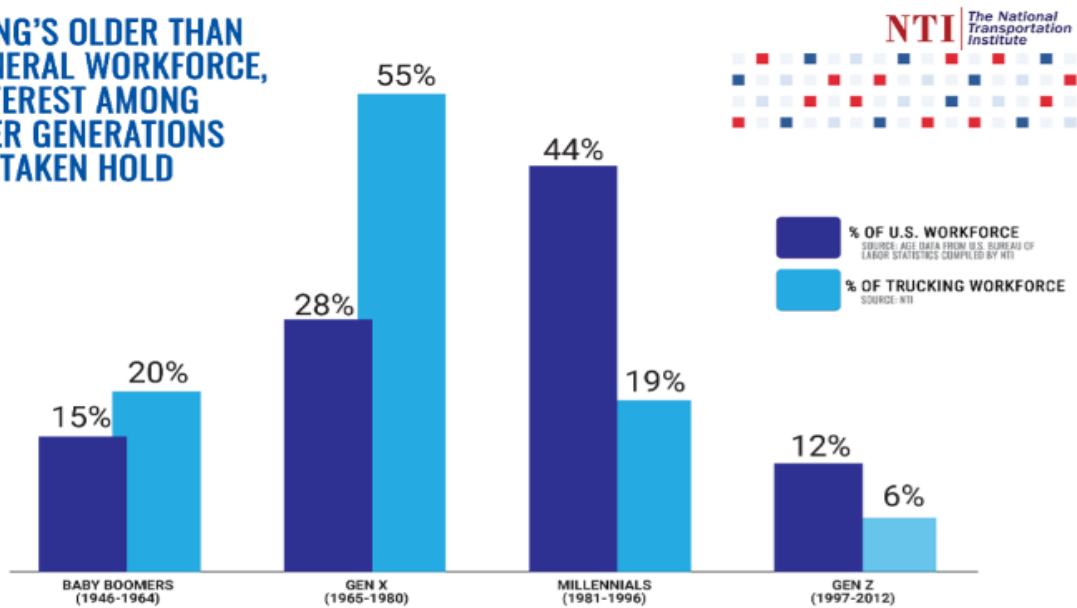
I approach this issue with a 50-year work history (25-military, 25-private sector) in the transportation industry. I've served in a wide range of trucking positions from driver to corporate director to include 2 years overseeing the Air Force Enlisted Transportation workforce which included recruiting, training, and worldwide assignment management for 23,000 personnel. I currently service as the Ireland Trucking Safety/HR Director along supporting the industry as the Oregon Trucking Association Chair-Workforce Policy Committee, Lane Workforce Partnership – Board Member, and Co-Champion, Lane Transportation Sector Partnership.

In a nutshell, failure to support this effort will further compound the projected shortfalls in CDL drivers which will significantly impact Oregon's Supply Chain for both inbound and outbound products. The Oregon Employment department is projecting annual openings of 3,042 CDL Drivers through 2033 as reflected in the following chart:

Area Employment Projections for Heavy and Tractor-Trailer Truck Drivers							
Area	2023	2033	Change	% Change	Annual	Annual	Total
	Employment	Employment			Growth	Replacement	Annual
					Openings	Openings	Openings
Oregon	27,138	29,009	1,871	6.90%	187	2,855	3,042
Central Oregon	1,486	1,582	96	6.50%	10	156	166
Columbia Basin	934	1,009	75	8.00%	8	99	107
Columbia Gorge	431	451	20	4.60%	2	45	47
East Cascades	2,287	2,430	143	6.30%	15	240	255
Eastern Oregon	1,365	1,473	108	7.90%	11	144	155
Eastern Six	431	464	33	7.70%	3	45	48
Lane	2,053	2,199	146	7.10%	15	216	231
Linn-Benton	1,165	1,237	72	6.20%	7	122	129
Mid-Valley	3,622	3,918	296	8.20%	30	383	413
Northwest Oregon	1,026	1,084	58	5.70%	6	107	113
Portland Tri-County	12,399	13,430	1,031	8.30%	103	1,314	1,417
Rogue Valley	2,017	2,170	153	7.60%	15	213	228
South Central	370	397	27	7.30%	3	39	42
Southwestern Oregon	1,442	1,506	64	4.40%	6	150	156

While I do not know how many of the projected openings were filled in 2023 & 2024, I suspect nowhere near 3,042 per year, I'd estimate we need to fill a minimum of 27,000 plus positions through 2033. It's my understanding that the funding request associated with HB-3842 is \$5,000,000 for the forthcoming 2-year budget 2025-2027, at the anticipated CDL Tuition of \$6,000 per student, \$5M would fund approximately 833 CDLs, nowhere near demand but it's a good start, especially if we can tie the scholarships/grants related to this funding to employment with Oregon based trucking companies, not out of state "mega companies". To compound anticipated driver shortages, the trucking industry workforce is experiencing the same challenge as my other "blue collar" industries as represented by the following Nation Transportation Institute research:

TRUCKING'S OLDER THAN THE GENERAL WORKFORCE, AND INTEREST AMONG YOUNGER GENERATIONS HASN'T TAKEN HOLD



This funding request should be considered an investment in lieu of a cost. For example, over the next two years, if we produced 800 new CDL drivers, they would generate approximately \$300,921,600 in taxable gross income (2028-2033) using the Oregon's 2024 average CDL drivers wage of \$62,692. Along with contributing tax payments to the state, this investment would provide a livable wage for many citizens.

Supply Chain productivity and efficiency is a leading indicator and influencing factor in the health of Oregon's economy. This effort will significantly impact the transportation industry's ability to contribute to and sustain desired growth in the Oregon economy. We often hear that 70% of products move via a truck, I disagree, I don't know of anything we use in society that at some point in the supply chain was touched by a truck. Thank a truck driver every chance you get, societies infrastructure would not exist in its current state without the man/women behind the Semi's wheel.

Address questions to the undersigned, respectfully.

Billy K. Dover
Safety/HR Director
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