

HB 2814 A STAFF MEASURE SUMMARY
House Committee On Energy and Environment

Action Date: 04/12/21
Action: Do pass with amendments and be referred to Ways and Means. (Printed A-Eng.)
Vote: 4-3-0-0
Yeas: 4 - Helm, Marsh, Pham, Speaker Kotek
Nays: 3 - Moore-Green, Owens, Smith DB
Fiscal: Fiscal impact issued
Revenue: No revenue impact
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Meeting Dates: 3/3, 3/8, 4/12

WHAT THE MEASURE DOES:

Requires Department of Environmental Quality (DEQ) to study program and policy approaches to reducing diesel engine emissions attributable to indirect sources of air contamination. Requires the study to include, but need not be limited to: 1) an evaluation of diesel emissions reductions attributable to commodity transactions; 2) an evaluation of available approaches, tools, and models for quantifying the diesel emissions and public health impacts attributable to different types of indirect sources of air contamination; and 3) an evaluation of programs and policies in other jurisdictions designed to reduce emissions attributable to indirect sources of air contamination. Requires DEQ to submit a report to the interim committees of the Legislative Assembly related to the environment no later than September 15, 2022. Requires the report to include the findings of the DEQ study related to diesel emissions and recommendations for a framework for reducing diesel engine emissions attributable to indirect sources of air contamination, which may include recommendations for legislation. Sunsets study and report requirements on January 2, 2023. Takes effect on 91st day following adjournment sine die.

ISSUES DISCUSSED:

- Populations with higher exposure to diesel pollution
- Oregon’s lack of an inventory of indirect sources
- Impacts of emissions on human health
- Impact on industries (e.g., farming)

EFFECT OF AMENDMENT:

Replaces the measure.

BACKGROUND:

Indirect sources of air pollution are activities or places that attract mobile sources of air pollution, such as vehicles and other motorized equipment. The federal Clean Air Act (CAA) authorizes states to regulate indirect sources. Chapter 468A of Oregon Revised Statutes, as well as the CAA, allow the Environmental Quality Commission to regulate air quality in Oregon. Diesel is the fuel most frequently used by the commercial transportation sector; approximately 80 percent of all freight in the U.S. is moved by diesel engines. Diesel engines also power most nonroad equipment, including equipment used in the construction, agricultural, marine, and locomotive sectors. Diesel engines are used extensively because of their reliability, durability, power, and fuel efficiency. However, diesel engines also emit nitrogen oxides, particulate matter, and toxic air pollutants that are dangerous to human health and contribute to global warming. In 2019, the Legislative Assembly enacted House Bill 2007 which directed the Environmental Quality Commission to establish diesel emission standards for medium- and heavy-duty trucks, including the requirement for model 2010 or newer engines in all such trucks registered by Oregon by January 1, 2029. The Act also established a task force to consider public funding strategies to support

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businesses that use diesel engines to reduce emissions.

House Bill 2814 A would require the Department of Environmental Quality (DEQ) to study program and policy approaches to reducing diesel engine emissions attributable to indirect sources of air contamination. The measure would require DEQ to submit a report to the interim committees of the Legislative Assembly.