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On Behalf Of:

Committee: Joint Committee On Transportation

Measure: HB4141

As an Oregonian my family relies on diesel fuel for work on our property and in our vehicles we use to tow our travel trailer. Should this bill pass we would not be able to work on our property. Nor would we be able to go camping at many of Oregon's wonderful state parks. It would be a burden on us as we would potentially have to buy a gasoline powered truck, which is not in our budget due to rising costs in the economy.

This bill not only would effect the people of Oregon but those going through Oregon who have diesel powered vehicles. What happens to this trucks bringing in goods like food and other items? They are diesel powered. What happens when goods are brought in via train? Those are powered by diesel as well. We cannot cut off a power source that helps our economy.

Oregon already has a clean fuel program that, through a regulatory framework, incentivizes renewable diesel. The Governor's Executive Order 20-04, the Department of Environmental Quality (DEQ) is already considering a rule that would more that double the clean fuel standard and make fuels like renewable diesel even more valuable. Additionally the Environmental Quality commission adopted the Climate Protection Program that creates a preference for fuels like Renewable Diesel.

Renewable Diesel faces significant cost competitiveness and supply challenges that have not been addressed in this bill. There continues to be a disconnect between the available supply and Oregon's demand. Today, not everyone can purchase renewable diesel due to the supply and storage constraints.

Before Oregon takes this risky step in removing critical fuels from the market, we must better understand Oregon's opportunity for new and emerging fuels and technologies that can ensure Oregon remains economically competitive.