SENATE AMENDMENTS TO SENATE BILL 803

By COMMITTEE ON ENERGY AND ENVIRONMENT

April 12

On page 1 of the printed bill, line 2, before the period insert "; and prescribing an effective date".

Delete lines 4 through 30 and delete pages 2 and 3 and insert:

"**SECTION 1. (1) As used in this section, 'carbon intensity value' means the amount of lifecycle greenhouse gas emissions per unit of energy of a transportation fuel, expressed in grams of carbon dioxide equivalent per megajoule of energy, determined using the Oregon Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation model maintained by the Department of Environmental Quality or a successor model.**

"(2) The department shall study the feasibility of phasing out fossil diesel fuels with a high carbon intensity value as transportation fuels in Oregon. The study shall examine the impacts of requiring a carbon intensity value of 60 grams of carbon dioxide equivalent per megajoule or less for onroad diesel fuel.

"(3) In conducting the study, the department, in consultation with the State Department of Agriculture, the Oregon Department of Administrative Services, the Department of Transportation or any other relevant state agency, shall:

"(a) Study the price and availability of renewable fuels with a carbon intensity value of 60 grams of carbon dioxide equivalent per megajoule or less in this state.

"(b) Study incentives for increasing the availability of renewable fuels.

"(c) Develop estimates of current and future demand for onroad diesel fuels in this state, including separate estimates for:

"(A) The Portland metropolitan area;

"(B) The portion of the state lying east of the Cascade Mountains; and

"(C) The portion of the state lying west of the Cascade Mountains.

"(d) Analyze the effects on the clean fuels program adopted under ORS 468A.266 if petroleum diesel is removed from the marketplace.

"(e) Analyze the cost difference between renewable fuels with a carbon intensity value of 60 grams of carbon dioxide equivalent per megajoule or less and other transportation fuels, including petroleum diesel, using market data from Oil Price Information Service, and calculate the supply and demand implications if petroleum diesel is removed from the marketplace. An analysis under this paragraph may include:

"(A) A baseline cost of diesel using a national average;

"(B) An examination of other state costs and incentives specific to diesel fuel;

"(C) An examination of the anticipated supply of, and logistics and distribution needs for, the transportation fuels being studied; and

"(D) An evaluation of the current relevant incentives, markets and subsidies for trans-

portation fuels, including tax credits and the clean fuels program adopted under ORS 468A.266, and their effect on the cost difference between renewable diesel and other transportation fuels.

"(4) The Department of Environmental Quality shall submit its findings in a report, which may include recommendations for legislation, in the manner provided in ORS 192.245, to the interim committees of the Legislative Assembly related to energy and climate no later than September 15, 2024.

"**SECTION 2. This 2023 Act takes effect on the 91st day after the date on which the 2023 regular session of the Eighty-second Legislative Assembly adjourns sine die.**".