



To: Senate Committee on Energy and Environment

From: Julia DeGraw, Oregon Conservation Network, and Oregon League of Conservation Voters

Date: 3/2/2023

RE: SUPPORT of SB 803, Renewable Diesel Bill

Dear Chair Sollman, Vice Chair Findley, and members of the committee,

Thank you for the opportunity to provide input on SB 803. On behalf of our thousands of members and supporters in Oregon, we would like to register the Oregon League of Conservation Voters, and the Oregon Conservation Network's strong support to pass SB 803, the Renewable Diesel Bill. SB 803 is a bill of support in the OCN Hotlist of Bills for the 2023 Legislative Session.

The Oregon Conservation Network (OCN) is coordinated through the Oregon League of Conservation Voters (OLCV). OCN is a coalition of 42 not-for-profit organizations throughout the state, united to advocate for pro-conservation legislation and to fight policies that threaten our state's natural legacy. OCN is powered by tens of thousands of Oregonians who belong to their membership organizations. We work to promote policies that will ensure a better Oregon for our children – and to fight policies that do not.

I am writing today in support of Senate Bill 803, which will phase out the sale of petroleum diesel by 2030, replacing it with renewable diesel. Doing so will protect our public health, climate, communities, and local economy.

Every year in Oregon, diesel engine exhaust is responsible for an estimated 176 premature deaths, 25,910 lost work days and annual costs from exposure of \$3.5 billion.¹ Oregonians pay for the damage from air toxics through the medical and hospital bills, costly medicine, and missed days of work or school that comes with worse health from breathing dirty air. These effects are disproportionately experienced by Black, Indigenous, Communities of Color and Oregonians living on low incomes who live in and around high pollution zones due to historic and institutional racist policies and practices. Although diesel powered vehicles make up only six percent of the vehicles on the road in Oregon, their air pollution impacts make up 60 to 70 percent of particulate emissions from all vehicles.

While the OCN strongly supports policies to get us off fossil fuels as quickly as possible and accelerate electrification in the light, medium- and heavy-duty vehicle markets, we also recognize that this transformation takes time. While the electrification of these vehicles and its infrastructure has already begun, we are also looking at opportunities to reduce greenhouse gas emissions and improve air quality now, while the transition to a fossil free future takes place. The April 2022 United Nations' Intergovernmental Panel on Climate Change (IPCC) report stated unequivocally that current

¹Oregon Department of Environmental Quality, 2015: The Concerns about Diesel Engine Exhaust, available at: <https://www.oregon.gov/deq/FilterDocs/DieselEffectsReport.pdf>

policies to limit climate emissions will not be sufficient to avoid catastrophic and irreversible climate impacts, only further underscoring the need for urgent action by decision-makers in Oregon to significantly and immediately cut fossil fuel emissions.² We need bigger and bolder climate policies year after year to avoid the worst climate impacts; meaning we must do everything we can to ensure pollution reductions happen at the pace and scale necessary.


Transitioning to renewable diesel also has the potential to support important economic and cost saving benefits, by helping to protect Oregonians from current gas price volatility and future price fluctuations. Clean fuels, like renewable diesel, have less volatility and therefore are less subject to global swings in gas and oil prices. The more we can move toward electric vehicles and cleaner fuels, the less we have to worry about the price of oil and gas being determined half a world away. Electrification and cleaner ways of making those fuels exist right here in Oregon.

The unfortunate reality is that diesel engines still make up the overwhelming majority of the trucks and buses on the road. In the meantime, Oregon's transportation sector is responsible for nearly 40 percent of our state's total climate pollution and much of the air pollution that is harming our lungs and health, especially within environmental justice communities. Renewable diesel has an important transitional role to play, reducing the greenhouse gas emissions from diesel by up to 80 percent.

Many OCN member groups are also concerned about if and how biomass would or could be used to create renewable diesel in Oregon, and urge a robust scientific, ecological, and sustainable approach to renewable diesel production in the state should this bill pass.

We urge you to support cost-savings, job creation, and clean air for people and families across Oregon by voting yes on SB 803. Thank you for your consideration.

Sincerely,



Julia B. DeGraw
Coalition Director
Oregon Conservation Network, and Oregon League of Conservation Voters

Testimony Submitted On behalf of all the OCN Member Organizations:

1000 Friends of Oregon, Association of Oregon Recyclers, Audubon Society of Portland, Beyond Toxics, Cascadia Wildlands, Center for Biological Diversity, Center for Food Safety, Central Oregon LandWatch, Climate Solutions, Defenders of Wildlife, Deschutes River Alliance, Engineers for a

² Intergovernmental Panel on Climate Change, 2022: Summary for Policymakers. In *Sixth Assessment Report, Climate Change 2022: Mitigation of Climate Change*, available at: https://www.ipcc.ch/report/ar6/wg3/downloads/report/IPCC_AR6_WGIII_SPM.pdf



Sustainable Future, The Environmental Center, Environment Oregon, Food & Water Watch, Friends of Mount Hood, Friends of the Columbia Gorge, Friends of Family Farmers, Greater Hells Canyon Council, League of Women Voters of Oregon, Native Fish Society, Neighbors for Clean Air, Oceana, Oregon Coast Alliance, Oregon Environmental Council, Oregon Land and Water Alliance, Oregon League of Conservation Voters, Oregon Natural Desert Association, Oregon Physicians for Social Responsibility, Oregon Shores Conservation Coalition, Oregon Wild, Pew Charitable Trusts, Renewable Northwest, Rogue Riverkeeper, Sierra Club Oregon Chapter, The Street Trust, Surfrider Foundation, Trout Unlimited, Tualatin Riverkeepers, WaterWatch of Oregon, The Wetlands Conservancy, Wild Salmon Center, Zero Coalition