

Submitter: Angus Duncan
On Behalf Of: self
Committee: Senate Committee On Energy and Environment
Measure: SB803

Written testimony in support of SB 803:

I am pleased to submit this testimony in support of SB 803. My name is Angus Duncan. I'm representing my own views today, as Chair Emeritus of the Oregon Global Warming Commission and as the former Energy Policy Director for the US Department of Transportation.

The best work Oregon has done on transportation emissions to date was the 2013 Statewide Transportation (Greenhouse Gas Emissions) Strategy.

The most important three recommendations in the STS are:

- Electrify cars and trucks
 - Extend and electrify transit
 - Zone for higher densities in transit, bike and pedestrian corridors
- That's still the right prescription for a durable reversal of transport emissions.

We should have pursued it vigorously then. Instead we have allowed transport emissions to overtake electricity as Oregon's largest emissions source.

Climate change impacts have progressed from predictions to clear and present perils to Oregonians –wildfires, flooding, heat domes . .

For cars and buses there is progress toward electrification. now must be to convert with all deliberate speed to electricity. That's happening, if too slowly still.

Meanwhile the emissions share from medium and heavy-duty trucks has almost doubled in 30 years, .

New carbon efficiency standards are the right formula for new trucks.

But we need an interim solution that can show emissions reductions starting now.

Renewable Diesel appears to be that solution.

- It's a drop-in fuel; no engine adaptation needed, no warranty voided
- It emits much lower emissions per mile
- And the fuel costs look to be about the same as, or less than, fossil diesel.

Risks? Sure, as there were for the transitions to LEDs, to EV's, to heat pumps . . . to high efficiency refrigerators. Opponents of these shifts also supported "efficiency" in principle but "not for me, not mandated, not now". Nothing that would imperil short-term profits, not even at the risk of long-term climate disruption and economic loss to all, not just to the profits of one company.

It's important to figure out how to mitigate the risks of moving forward – for example, by anticipating renewable diesel supply shortfalls and backfilling with fossil diesel. But it's also necessary to measure these operational risks against the very real, far more serious, risks of falling behind climate change.

Today's diesel trucks are a large and still growing share of Oregon's carbon footprint.

SB 803 can be the first step toward arresting and reversing that effect.