

REVENUE: No revenue impact

FISCAL: Fiscal statement issued

Action: Do Pass with Amendments to the B-Eng. Measure (Printed C-Eng.)

Vote: 3 - 2 - 0

Yeas: Burdick, Metsger, Devlin

Nays: Atkinson, Ferrioli

Exc.: -

Prepared By: Erin Seiler, Administrator

Meeting Dates: 6/16, 6/17

WHAT THE MEASURE DOES: Requires Department of Environmental Quality (DEQ) to conduct study of potential requirements regarding maintenance or retrofitting of medium and heavy-duty trucks to reduce aerodynamic drag and greenhouse gas emissions. Requires DEQ when conducting study to evaluate: comparable requirements of other states or US Environmental Protection Agency; availability of financing programs; differences among truck types; implementation according to a phased-in schedule taking into account fleet size; feasibility of requiring sellers of medium and heavy-duty trucks to disclose to buyers existence of applicable reduction requirements; and feasibility of providing economic hardship exemptions. Includes as part of study potential restrictions on engine use by parked commercial vehicles. Requires report to Legislature on study on or before October 1, 2010.

Authorizes Environmental Quality Commission (EQC) to adopt requirements to prevent tampering, alteration, and modification of original design or performance of motor vehicle pollution control system. Requires EQC to consider California's anti-tampering requirements and exemptions. Authorizes EQC to adopt requirements for motor vehicle service providers to check and inflate tire pressure that does not apply if primary purpose of service is fueling and does not require provider to purchase equipment to check and inflate tire pressure. Authorizes EQC to adopt restrictions on engine use by parked commercial ships while at port and requirements that ports provide alternatives to engine use such as electric power. Requires that ship idling restrictions be developed in consultation with representatives of Oregon ports. Requires that when adopting rules EQC evaluate: safety; feasibility; net reduction of greenhouse gas emissions and cost effectiveness; potential adverse environment and public health; and technical and economic studies. Provides that rules do not apply to farm vehicles, implements of husbandry, and logging trucks. Becomes operative on January 1, 2011. Authorizes EQC to adopt rules before January 1, 2011.

Authorizes EQC to adopt Low Carbon Fuel Standard (LCFS). Provides that rules may include: schedule to phase-in implementation to reduce greenhouse gas emissions per unit of fuel energy of fuels by 10 percent below 2010 levels by year 2020; standards for greenhouse gas emissions attributable to fuels throughout their lifecycles; provisions allowing use of all types of low carbon fuels to meet LCFS; standards for issuance of deferrals; exemptions for liquefied petroleum gas and other alternative fuels used in certain volume; standards, specifications, testing requirements and other measures needed to ensure fuel quality of fuels produced in accordance with LCFS; and adjustments to amounts of greenhouse gas emissions per unit of fuel energy assigned to fuels combustion drive train efficiency. Requires EQC to consider LCFS of other states before adopting standards. Requires EQC to provide exemptions and deferrals as necessary to mitigate costs of complying with LCFS. Requires that when adopting rules EQC evaluate: safety; feasibility; net reduction of greenhouse gas emissions and cost effectiveness; potential adverse environment and public health; and technical and economic studies. Provides that rules do not apply to farm vehicles, implements of husbandry, and logging trucks. Becomes operative on January 1, 2011. Authorizes EQC to adopt rules before January 1, 2011. Repeals LCFS on December 31, 2015.

Directs DEQ to report on implementation to interim legislative committees on or before December 31, 2010 and Seventh-sixth, Seventy-seventh, and Seventy-eighth Legislative Assemblies. Declares an emergency; effective upon passage.

6/22/2009 9:23:00 AM

This summary has not been adopted or officially endorsed by action of the committee.

Committee Services Form – 2009 Regular Session

Establishes 16-member Metropolitan Planning Organization (MPO) Greenhouse Gas Emissions (GGE) Task Force. Specifies membership, responsibilities, and scope of study. Directs task force to study and evaluate alternative land use and transportation scenarios and potential fiscal to implement scenarios as it relates to population and employment growth in areas served by MPO while reducing GGE. Task force directed to consider GGE from motor vehicles with gross vehicle weight of 10,000 pounds or less that need to be reduced by 2035. Requires report back to interim legislative committees related to transportation. Staff support provided by Oregon Department of Transportation and Land Conservation and Development Commission. Sunsets at the start of next biennial legislative session.

ISSUES DISCUSSED:

- Federal legislation on climate change and greenhouse gas emission reductions
- Increase in fuel costs for rural utilities
- Effect on rural communities
- Coordination between states on a Low Carbon Fuel Standard
- Oregon's carbon footprint
- Greenhouse gas emissions reduction targets for Oregon
- Scope of rulemaking authority for Environmental Quality Commission

EFFECT OF COMMITTEE AMENDMENT: Replaces the measure.

BACKGROUND: The 2007 Legislative Assembly adopted a goal to reduce greenhouse gas emissions in Oregon as follows: (a) by 2010, arrest the growth of Oregon's greenhouse gas emissions and begin to reduce greenhouse gas emissions; (b) by 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels; and (c) by 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.