



DATE: April 1, 2015

TO: House Committee on Health Care

FROM: Paul Mather, Administrator
ODOT Highway Division

SUBJECT: HB 3310 – diesel emissions standards

INTRODUCTION

House Bill 3310 directs the Environmental Quality Commission to adopt diesel emission standards for both on-road and non-road diesel engines.

BACKGROUND

The Oregon Department of Transportation has taken steps to reduce emissions from its fleet of vehicles by increasing the use of alternative fuels and by reducing idling. ODOT used 45 percent B-20 biodiesel equivalent through its overall fuel usage, surpassing the agency goal of 25 percent. In addition to using alternative fuels, ODOT also purchases hybrid and electric vehicles and equipment to reduce emissions and overall fuel use. Consumption of B20 equivalent fuels has increased from 360,449 gallons in FY 2009 to 943,133 gallons in 2014. In addition, 125 of ODOT's trucks use anti-idling technology.

DISCUSSION

HB 3310 requires the Environmental Quality Commission to adopt rules to establish diesel emission standards by 2020. The EQC must consider those standards adopted by California. Until the standards are set, we are uncertain of the extent of the impacts to ODOT.

When the rules are in place, there would be a cost to the department to bring its fleet up to these standards. The department has a total of 1,903 diesel engines in its inventory. As defined in current law, of those, 170 are medium-duty and 645 are heavy-duty. The adopted rules would also impact light duty trucks, but the bill does not contain a definition for those vehicles. The standards adopted by the EQC would likely require many of these vehicles to be repowered or retrofitted. The bill calls for a schedule for implementation. In addition, the bill requires the EQC to adopt emissions standards for self-propelled off-road diesel engines greater than 25 horsepower. We believe 573 pieces of ODOT equipment would be subject to the requirement.

However, the most significant impact to the agency would likely be the increased cost for highway construction. Contractors who build highway projects would also be required to upgrade their fleets of equipment. Those costs will increase the costs of highway construction, resulting in fewer projects with the limited resources ODOT has available. Allowing for a phased-in implementation over time would lessen the impact.

Given the impact to the department from HB 3310, we would be happy to participate in future conversations about this topic.

SUMMARY

Under HB 3310, the EQC must develop standards for diesel engine emissions. The bill will have a significant effect on the Oregon Department of Transportation. While the full impact cannot be determined until rules are adopted, allowing for a phased-in approach would lessen the impact.