



## TESTIMONY

### Senate Committee on Environment & Natural Resources

March 8, 2017

### Oregon Farm Bureau Regarding SB 1008

Thank you for the opportunity to present testimony in response to SB 1008. As a reference, the Oregon Farm Bureau Federation (OFB) is the state's largest general agriculture association, representing 7,000 families actively engaged in farming and ranching across the state.

Diesel equipment is critical for agriculture. Diesel vehicles (farm tractors, combines, irrigation pumps, etc.) are used for planting, watering, applying crop production products, harvesting and even bringing the product to market. These tools help bolster Oregon's rural economy and our food security.

Farm equipment is expensive, highly specialized and often utilized for a limited number of hours in a year. Additionally, the economics associated with agricultural activity make it difficult to access the capital necessary to retrofit or replace older equipment. Farmers and ranchers are the least able to absorb the costs proposed in SB 1008.

It is OFB's understanding that the intent is to carve out agricultural equipment from SB 1008:

- Section 14 *exempts* farm tractors and implements of husbandry from registration and service fee requirements in Section 15 of the bill;
- Section 18 *exempts* F-plated vehicles, farm tractors and implements of husbandry from diesel replacement requirements for medium- and heavy-duty trucks; and
- Section 19 requires that nonroad diesel standards comply with section 209(e) of Clean Air Act (CAA)<sup>1</sup> and *exempt* agriculture and logging.<sup>2</sup>

However, some farmers use their trucks for more than just their own farm use, including those who haul for-hire. OFB is concerned that for-hire and custom farming businesses may still be subject to the restrictions in SB 1008. Also, many family farms haul commodities to market and may be subject to the Section 18. These families do not have the financial capability to meet the on-road replacement and retrofit requirements.

OFB appreciates the recognition in SB 1008 that agriculture would be negatively impacted by a diesel replacement mandate. Removing the exclusions identified above would change our position. We look forward to future opportunities to work with the Committee to address concerns regarding moving commodities to market and for-hire operations.

Thank you for the opportunity to testify. For more information, please contact Jenny Dresler at [jenny@oregonfb.org](mailto:jenny@oregonfb.org) or 503-810-4174.

<sup>1</sup> CAA allows other states to adopt CA's nonroad vehicle or engine emission standards under section 209(e)(2)(B). Section 209(e)(2)(B) requires that such standards *be identical* to the CA standards for which an authorization has been granted.

<sup>2</sup> <https://www.oregonlegislature.gov/dembrow/workgroupitems/10-19%20CA%20Off-Road%20Diesel%20FAQ.pdf>