

Task Force Report

1. Introduction
 - a. Environmental and public health effects of diesel engine emissions
 - b. HB 2007
 - i. Section by section summary
 - ii. Rulemaking timelines
 - c. Task Force on Supporting Business to Reduce Diesel Engine Emissions
 - i. Charge of the task force
 - ii. Roster
 - iii. Meeting summaries
2. Diesel engine emissions in Oregon
 - a. Sources of emissions
 - i. Data on the onroad fleet
 - ii. Data on the nonroad fleet
 - b. Ambient concentrations of diesel particulate matter across the state
3. Strategies to reduce emissions (largely taken from the LPRO memo from January 2020)
 - a. Retrofits
 - b. Repower
 - c. Replacement
 - d. Emissions benefits of alternative fuels
4. Existing incentive programs in Oregon (purpose, scope, lessons learned, etc.)
 - a. Congestion Mitigation and Air Quality funds
 - b. Diesel Emissions Reduction Act funds
 - c. Volksagen Settlement funds
5. Evaluation of revenue options (describe each option, revenue generating potential, v key considerations, etc.).
 - a. Article IX Section 3a of the Oregon Constitution and its implications for funding options
 - b. Tax credits
 - c. General Obligation Bonds
 - d. CMAQ set-aside for clean diesel
 - e. Privilege tax on tire sales
 - f. Tax/surcharge on nonroad equipment sale, lease and/or rental
 - g. Privilege tax on the purchase of new heavy-duty vehicles
 - h. Fuel tax for nonroad applications
6. Considerations for incentive program design (describe considerations and tradeoffs of key program design decisions)
 - a. Prioritizing investments
 - i. Focusing on major source categories and equipment types
 - ii. Focusing on key geographies
 - iii. Focusing on gaps not addressed by existing programs
 - b. Disbursement methods
 - i. Voucher approach
 - ii. First-come, first-served
 - iii. Competitive grant approach

- iv. Revolving loan fund
 - v. Strategies to minimize or avoid administrative burden on the truck/equipment owner
 - c. Establishing reimbursement/subsidy rates
 - i. Consideration for setting reimbursement/subsidy rates
 - ii. Allowing flexibility to change/adapt rates over time
 - iii. Using reimbursement rates to drive investment decisions (as is done with DERA and VW – such as higher reimbursement rates for cleaner technologies)
 - d. Additional program elements
 - i. Scrappage of trucks/equipment being replaced
 - ii. Eligibility requirements for trucks/equipment being replaced
 - iii. Operating conditions for replacement projects
- 7. Recommendations to the legislature
 - a. (to be identified/discussed by Task Force members)
- 8. Appendices
 - a. Program summary table
 - b. Revenue options table
 - c. Others?