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April 13, 2021

Re: SB 5517 POP 110 Testimony

Dear Co-Chairs Taylor and Reardon, and the members of the Joint Committee on Ways and Means:

The Green Energy Institute at Lewis & Clark Law School (GEI) would like to voice our strong support for SB 5517 POP 110 to ensure the continued efficient operation of DEQ's Vehicle Inspection Program.

GEI is a nonprofit energy and climate law and policy institute within Lewis & Clark's top-ranked environmental, natural resources, and energy law program. We work to address the climate crisis by developing and supporting laws and policies that enable a quick and equitable transition to a clean and renewable energy system. SB 5517 POP 110 supports this effort because it offers Oregon a powerful method of controlling the largest source of air pollution and greenhouse gas emissions in two of its regions.

Oregon DEQ's Vehicle Inspection Program is a critical means of ensuring vehicles run as clean as they can, and helps Oregon meet its obligations to the federal Environmental Protection Agency (EPA) under the Clean Air Act. SB 5517 POP 110 would:

- Ensure air pollution control systems are well maintained. Vehicles without effective emission controls produce three to four times more air pollution than allowed by federal law. The Vehicle Inspection Program catches engine problems and dissuades would-be evaders.
- Restore eight inspector positions that were eliminated in 2019-21 to revenue shortfalls. In order to ensure consistent and extremely high customer satisfaction—regularly 95%—and avoid frustrating wait times, the proposed fee increase must be adopted.
- Constitute the first fee increase in over twenty years. With the increase, the Vehicle Inspection Fee would remain among the lowest fees in the nation, would recognize inflation, and would offer financial stability to this critical DEQ program.
- Assist Oregon in complying with the federal Clean Air Act. Vehicle inspection is a key component of pollution control and prevention, and a means of demonstrating compliance with Oregon's State Implementation Plan (SIP) as required by the federal Clean Air Act and as approved by EPA. Without a Vehicle Inspection Program, DEQ would need to identify other measures to meet health-based air quality standards.
- Ensure transparency in this program. The same fee should be imposed across facilities, whether a DEQ testing facility or a DEQ Too testing facility. DEQ is encouraged to update its website to reflect all testing sites available to the public and the services available at each.

We urge the Committee to support SB 5517 POP 110. Thank you for considering our input.

Sincerely,

Carra Sahler, J.D.

Staff Attorney, Green Energy Institute at Lewis & Clark Law School