



THE BUREAU OF  
**PLANNING &  
SUSTAINABILITY**

February 15, 2023

RE: House Bill 3022

Dear Chair Marsh and members of the House Committee on Climate, Energy and the Environment,

The City of Portland Bureau of Planning and Sustainability and the Bureau of Transportation strongly oppose House Bill 3022, which prohibits the Oregon Environmental Quality Commission (EQC) and Department of Environmental Quality (DEQ) from adopting or enforcing rules or standards related to motor vehicle fuels or emissions unless authorized by Legislative Assembly by law.

Portland City Council adopted the Climate Emergency Declaration in June 2020 committing the City to reduce carbon emissions by at least 50% (below 1990 levels) by 2030 and achieve net zero carbon emissions before 2050. Similarly, the State of Oregon has committed to reducing carbon emissions at least 45% (below 1990 levels) by 2035 and at least 80% (below 1990 levels) by 2050.

The transportation sector is responsible for 43% of Multnomah County and 40% of statewide carbon emissions. Transitioning away from fossil fuel powered vehicles is a key strategy to meet Oregon and Portland's carbon reduction, air quality and equity goals. Vehicle pollution disproportionately impacts low-income people and communities of color who often live near high traffic corridors and are exposed to poor air quality. Significantly reducing transportation related emissions, to avoid catastrophic climate impacts, is an ambitious task that will take every tool we have to achieve.

HB 3022 prohibits the Oregon DEQ and EQC's ability to address greenhouse gas emissions and thus any future clean fuels and climate protection program regulations necessary to avoid the worst impacts of climate change. Vehicle emission regulations are best implemented at the State rather than local levels due to the geographic nature of vehicle travel which often extends outside of city and county boundaries. The Oregon DEQ and EQC need broad authority to regulate this sector.

Additionally, the City supports the Advanced Clean Trucks and Advanced Clean Cars II regulations which commit Oregon to reduce truck emissions and phase out the sale of new internal combustion engine vehicles by 2035. These regulations could be restricted if HB 3022 is approved and are necessary to get us on the path to a clean energy future.

For these reasons, the Portland Bureau of Planning and Sustainability and the Bureau of Transportation oppose this bill and encourage legislators not to move the bill forward. We appreciate your consideration.

Sincerely,

Donnie Oliveira, Director  
City of Portland  
Bureau of Planning and Sustainability

Tara Wasiak, Director  
City of Portland  
Bureau of Transportation