



RE: Support for SB 803, which establishes a standard for carbon intensity of diesel fuel

I am a Portland resident and a transportation planning consultant who has prepared state, regional and city freight system plans as well as several studies of trucking in Oregon. I am a member of the OFAC and the PFC, and over the course of my 40-year career have been charged with planning and developing transportation systems that seek to improve transportation operations and reduce the carbon footprint produced by all transportation modes.

This is extremely important legislation. It is:

- Because petroleum diesel produces black carbon which is one of the primary Greenhouse Gases that are warming our planet, including the acceleration of glacial melt in the Cascades and
- Because it can dissipate from the atmosphere in less than six weeks (unlike CO2 which takes about a century to disappear), and
- Because passing SB 803 will have a near immediate and meaningful climate benefit.
- Because it is a bridge fuel for us as we transition to electric and other non-petroleum-fueled trucks;
- And it will result in lower fuel prices and lesser maintenance costs for motor carriers.
- And it is manufactured with products that we consider waste.

In fact, I've yet to see a regulation that can so significantly reduce the climate impact of transportation emissions since the introduction of unleaded gas...which, incidentally, many opposed at the time for similar reasons they're questioning the requirements of this bill: i.e., supply, cost, and to be honest, change.

By passing this legislation, you will be making Oregon a much healthier and sustainable place to live, work and visit.

I understand some are reluctant to try something new and have concerns about supply and cost, but not only will the bill incentivize suppliers to set up operations in Oregon, which I don't think would happen without this regulation, but the bill also has a failsafe mechanism that if RD becomes more expensive, which would likely be due to supply limitations, we would then convert back to petroleum diesel until RD is less costly and available again.



March 7, 2023

Senator Janeen Sollman, Chair [Senator Janeen Sollman](#)
Senator Lynn Findley, Vice Chair [Senator Lynn Findley](#)
Oregon Senate Committee on Energy and Environment

Committee Assistant-Darren McCormick [Darren McCormick](#)

Dear Honorable Senators Sollman and Findley:

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Please contact me if you have any questions or comments.

Sincerely



A handwritten signature in blue ink that reads "Sorin Garber".

Sorin Garber