



10 March 2023

Chair Janeen Sollman
Senate Committee on Energy and Environment
Oregon State Legislature

Re: Senate Bill 803

Dear Chair Sollman and Committee Members,

The Columbia Corridor Association represents Oregon's largest economic corridor with 3,500 companies employing 70,000 people in family wage jobs. Heavy freight is a big part of the Columbia Corridor. Over the years, we've been awarded seven EPA clean diesel grants which help businesses purchase new clean diesel trucks and scrap older trucks. We are heavily involved with emissions reduction in the Portland area.

Post-2012 clean diesel trucks are amazingly clean. In an urban setting, the tailpipe emissions are cleaner than the air that went into the engine. But a lot of older trucks remain on the road. And the newer trucks still burn carbon. In other words, issues exist and Renewable Diesel is the solution. As I have discussed Renewable Diesel over the past few years, I always ask everyone, anyone, to tell me the bad news. What's the catch? Here they are from my perspective.

First, over the long-term, if we grow crops as a feedstock for Renewable Diesel, we could eventually risk negatively affecting food supplies. Renewable Diesel is a fantastic fuel, but in thirty years we may have concerns with the feedstock. This gets to its main advantage: the positive impact of Renewable Diesel is virtually instantaneous. Renewable Diesel is a fuel for today; not necessarily for 2060.

The other two concerns are Price and Supply. It's safest if we assume the Renewable Diesel market will be volatile for some time. The off-ramps in Sections 4 and 5 are good ideas, but why not make them stronger, more robust and with wider time windows? Strengthening sections 4 and 5 is cheap insurance. Everyone agrees Renewable Diesel is a fantastic fuel. The concerns are about how we phase it in. And these concerns are manageable.

In my mind, the point of SB803 isn't about bringing Renewable Diesel to Oregon. That's going to happen because it's a great fuel. The primary advantage of SB803 is to make Oregon a priority market for the refineries. By doing so, we speed up the benefits in Oregon. If our offramps are robust, we reduce the understandable fear that comes with this type of program.

The benefits of Renewable Diesel are extraordinary. The advantages of quick adoption are indisputable.

Respectfully submitted,

A handwritten signature in black ink that reads 'Corky Collier'.

Corky Collier
Executive Director