



# Assessing Federal Actions That Threaten Oregon's Climate Progress

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# Federal Actions That Threaten Oregon's Climate Progress

- EPA to Rescind Federal GHG Regulation Authority
- EPA to Remove Federal Vehicle Emissions Standards
- Congressional Effort to Disapprove California's Vehicle Regs
- Legislation to Eliminate Penalties for Vehicle Fuel Efficiency
- Legislation to Rollback Federal Clean Vehicle Credits
- Federal Rescission of Unobligated Climate Funds

# EPA Proposal: Rescinding GHG Endangerment Finding

- Proposes to revoke the 2009 finding that GHG emissions endanger public health or welfare
- Cites doubts about scientific analyses and conclusions underlying the agency's previous finding
- Proposes to repeal all federal GHG emission standards for light, medium, and heavy-duty vehicles and engines
- Could have indirect impacts on other state climate policies such as CPP and CFP

# Congressional Review Act - Waiver Revocation

- Congress passed resolutions purporting to disapprove EPA waivers for:
  - Advanced Clean Cars II – ZEV sales requirements for passenger cars
  - Advanced Clean Trucks – ZEV sales requirements for medium and heavy duty trucks
  - Heavy Duty Low NOx Omnibus – lower NOx emission limits for new heavy duty on-road engines
- Oregon and 10 other states sued claiming the Congressional Review Act cannot be used to revoke the waivers.
- If the Congressional resolutions are upheld, California and Section 177 states no longer have authority to enforce these standards

# Removing Federal GHG Reporting Program

- EPA proposes removing long-standing federal GHG reporting program
- This action would remove a key source of data on GHG emissions from nearly all sectors across the country
  - Eliminate a primary source of data for developing the national inventory
  - Reduces the availability of data to support a broad range of state and local climate policies and planning efforts
- Oregon maintains a state-specific GHG Reporting Program, which will continue despite changes at the federal level

# H.R. 1 GHG rollbacks

- Eliminated civil penalties against automakers under the National Highway Traffic Safety Administration (NHTSA) Corporate Average Fuel Economy (CAFE) Standards – effectively repealing the standards
- Terminated the Clean Vehicle Credit (30D), the Previously-Owned Clean Vehicle Credit (25E), and the Commercial Clean Vehicle Credit (45W)

# Oregon's \$197M “Climate Equity & Resilience Through Action” grant currently unaffected

- Funds currently available and moving forward
  - Funds frozen January-February 2025
- Unlike other programs, the Climate Pollution Reduction Grant (CERTA) authority and obligated funds remain intact



# CERTA Grant



- Year-1 Update
  - Hiring and onboarding
  - All partner agreements in place totaling \$77 Million
  - 10 programs open and accepting applications
  - Development and implementation of multi-agency structures
- \$9 million spent to date
  - 1,556 electric vehicle rebates
  - 587 heat pumps
  - 371 home energy efficiency rebates throughout Oregon



# Next Steps and Responses

- Maintain Existing Climate Programs
  - Oregon Climate Protection Program
  - Oregon Clean Fuels Program
  - Oregon Clean Vehicle Rebate – light duty
  - Zero Emissions Rebates for Oregon Fleets – medium and heavy duty
  - Diesel Emissions Mitigation Grant Program
  - Oregon Zero Emissions Fueling Grant Program
- Multistate Coalition Lawsuit
- Policy coordination to reduce transportation emissions
- Implement Oregon's Environmental Protection Act

# Questions?