



Oregon

Kate Brown, Governor

Department of Environmental Quality
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August 27, 2020

Ms. Christina Davis
Clerk of the Board
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Proposed Heavy-Duty Engine and Vehicle Omnibus Regulation

Dear Ms. Davis:

Oregon DEQ is strongly in favor of updating engine standards to reflect our current understanding of real-world emissions originating from the heavy-duty on road sector. Heavy duty vehicles are one of the largest contributors of nitrogen oxides (NOx) emissions. Not only is NOx a pollutant regulated by the US EPA, but it also contributes to unhealthy levels of ozone and secondary fine particulate matter. Oregon has many areas of the state that are formerly nonattainment for ozone and PM, and continues to monitor new areas that are at risk of violating these standards.

Historically, the largest reductions of diesel emissions have been realized through improved engine and pollution reduction technology. In addition, a great deal has been learned about the negative impact of diesel exhaust on our communities in the 19 years since US EPA last updated heavy-duty NOx and PM standards. Since the federal Clean Air Act preempts all states, except for California, from establishing their own standards, Oregon closely tracks California actions to determine whether it will adopt any new standards under Section 177 of the Act. Because US EPA has failed to further reduce emissions in the heavy-duty sector it is critical that CARB take action now and pass the current proposal to reduce NOx and PM emissions associated with new diesel engines.

Reducing emissions from diesel engines continues to be a priority for Oregon both at the state and local level. Oregon is one of 15 states and the District of Columbia that have signed on to a Memorandum of Understanding expressing our commitment to accelerate the zero emission vehicle market for medium and heavy-duty vehicles. Not only will this action reduce diesel emissions by reducing the demand for diesel vehicles it also will bring about substantial greenhouse gas reductions. In addition, House Bill 2007 (passed during the 2019 Oregon Legislative Session) will phase out certain older model, on-road medium and heavy duty diesel-powered trucks registered in the Portland region over the next 10 years. HB 2007 also directs the remainder of Oregon's VW Environmental Mitigation funds towards a new diesel emission reduction grant program to accelerate the diesel fleet turnover and it also requires clean diesel construction standards for certain publicly-funded construction projects in the Portland region.

In addition to these state actions, local governments in the Portland metropolitan region are also joining together to reduce non-road diesel emissions through clean diesel construction contracting standards. This effort to build demand for cleaner construction equipment will help to reduce diesel emissions from what is currently the largest regional source. Finally, Oregon is incorporating the possibility of adopting

California's Heavy Duty Engine and Vehicle Omnibus Regulation as part of its Statewide Transportation Strategy (STS) which is a statewide, multi-agency effort to address transportation emissions.

We know that despite improvements in alternative fuel technologies there will continue to be a market for heavy-duty on road diesel engines for a variety of applications. Diesel engine standards should therefore be updated to reflect what is currently achievable with existing technology as well as what can be achieved with relatively minor and relatively low-cost technical improvements in the near term.

Oregon DEQ believes that certain elements of the proposed standards would be of great benefit to Oregonians. These include:

- Reducing NOx emissions from new engines by 90% over the long term
- Reducing allowable PM emissions by 50% which will prevent backsliding from currently certified levels
- Creating a new certification low load cycle which will help reduce the source of approximately 50% of current NOx emissions from the sector
- Replacing the in-use-testing not-to-exceed method with a moving average window method which would capture a more complete picture of the real-world emissions profile of heavy-duty on-road vehicles

Vulnerable Oregonians live near roadways that experience heavy truck traffic operating in the low load cycle. Attempts to reduce emissions from that portion of the duty cycle would directly benefit those vulnerable communities. In addition, if PM emissions are allowed to climb from their current certified levels this would have a disproportionate impact on those vulnerable communities as well since diesel PM is associated with a variety of cancer and non-cancer health effects.

Oregon DEQ believes these proposed rules would result in real health and environmental benefits for communities throughout California and along the entire West Coast. Therefore we recommend that CARB take action now and pass the Heavy Duty Low NOx Omnibus rule as proposed

If you have any additional questions about these comments, please feel free to contact me or my staff, Eric Feeley, Air Quality Planner, 503-229-6549, feeley.eric@deq.state.or.us or Michael Orman, Air Quality Planning Manager, 503-229-6595, orman.michael@deq.state.or.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ali Mirzakhali', with a long horizontal flourish extending to the right.

Ali Mirzakhali
Administrator
Division of Air Quality
Oregon Department of Environmental Quality