

Environmental Quality Commission Meeting

Temporary Rule Amendments to the Advanced Clean Truck and Heavy-Duty Engine and Vehicle Exhaust Emission Standards

Agenda Item G, Action Item
Nov. 21, 2024

Eric Feeley, Air Quality Planner
Rachel Sakata, Transportation Strategies Manager

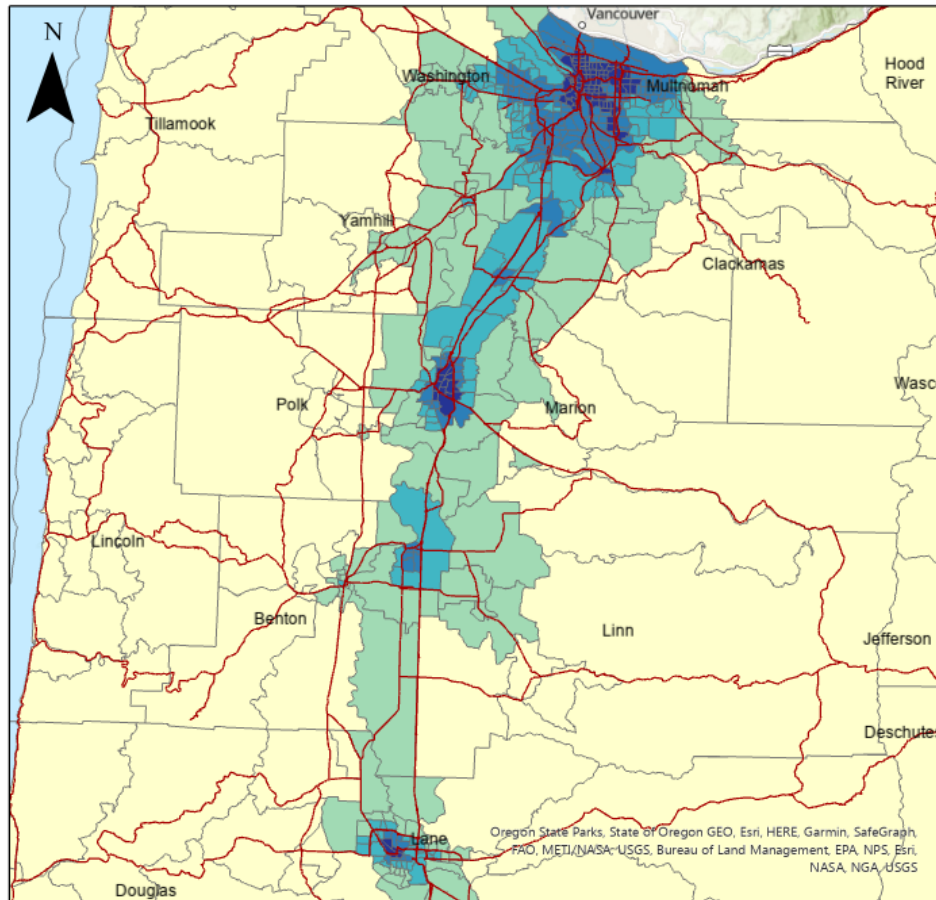
Background – Diesel Impacts



Willamette Valley 2019 ATS Cancer Risk- Diesel Particulate Matter

Cancer Risk By
Census Tract:
Lowest Risk Yellow
and Highest Dark
Blue

References:
EPA AirToxScreen (ATS) 2019
Ambient Concentration data for Diesel
PM; CAO Diesel PM Cancer Toxicity
Reference Value. Map made by AQ
Technical Services.

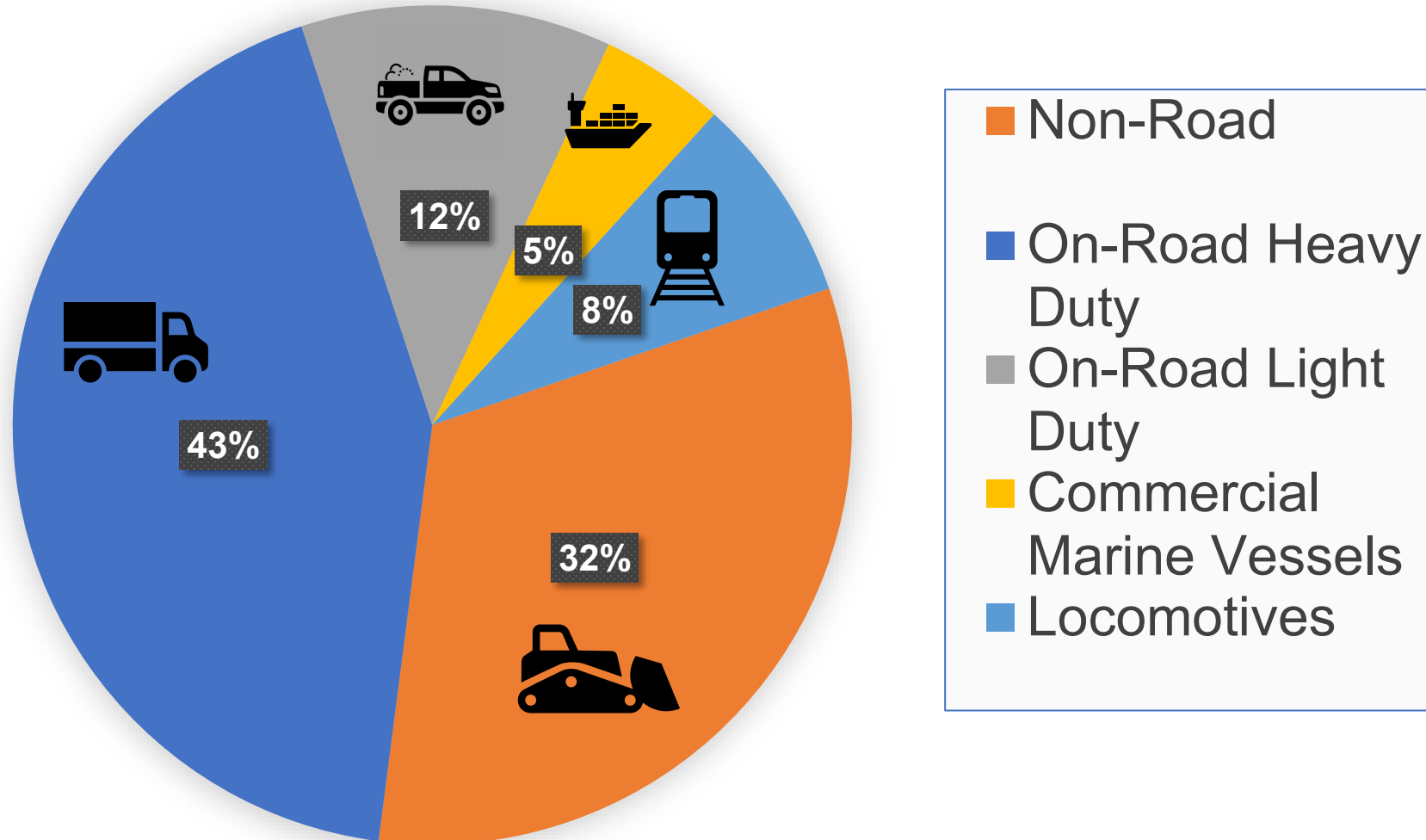


Date Map Created: 06/29/2023
Data Source: \\deqh1\1\EL_Files\Area and Point Source Inventories\Ppresentations\EQ\DPMaps\2019
DPMqry_OR_DPM_TotalAmbConc.xlsx

- Diesel PM causes cancer and other negative health effects
- Diesel exhaust is a major contributor to smog-forming pollution
- Diesel exhaust disproportionately impacts communities of color

Background – Sources of Diesel Particulate

(2020 state level data)



Background – Diesel Strategy



Replace and retire the oldest diesel engines

Adopt new and cleaner technologies

Support owners and operators transitioning their fleets

Background – Legal Authority (On road)

Emissions standards for new engines



- **Oregon cannot establish emission standards** for new on road engines separate from federal requirements – **except when adopting California standards (Section 177 of the Clean Air Act).**



- Oregon is one of ten Section 177 states who have opted-in to California's standards for medium and heavy-duty vehicles
 - Oregon adopted California's Advanced Clean Trucks and Heavy-Duty Low NOx Omnibus Rules in 2021

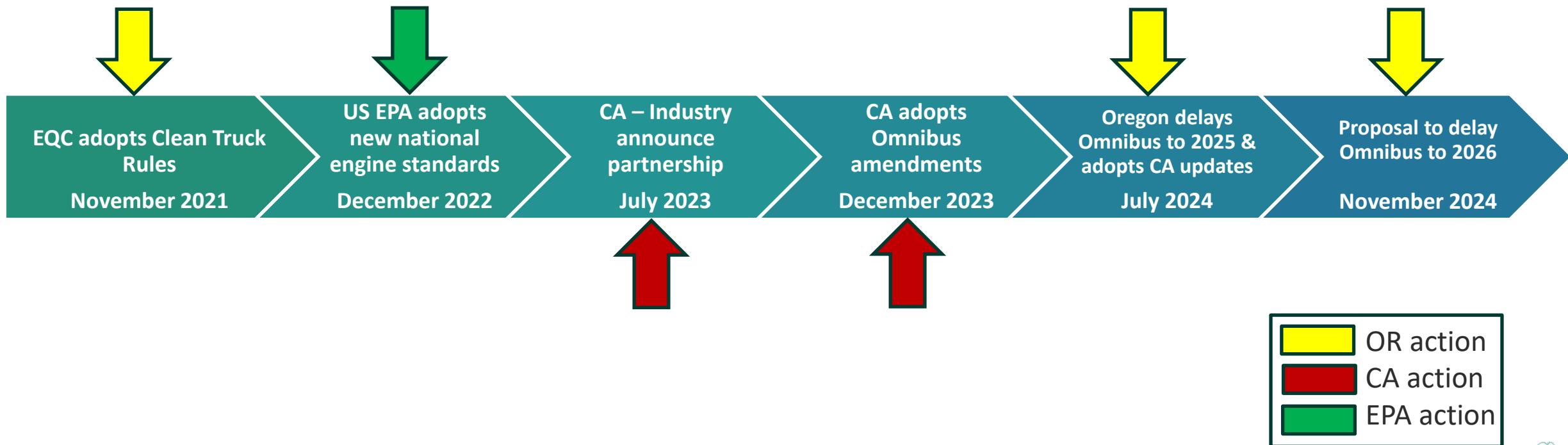
Heavy-Duty Low NOx Omnibus Rule Details

- Omnibus Rule Elements
 - Lower NOx and PM_{2.5}
 - New low load standard
 - Longer warranty periods
- Applicability
- Exemptions



Timeline of Recent Actions – HD Omnibus

What has happened since Oregon adopted these rules?

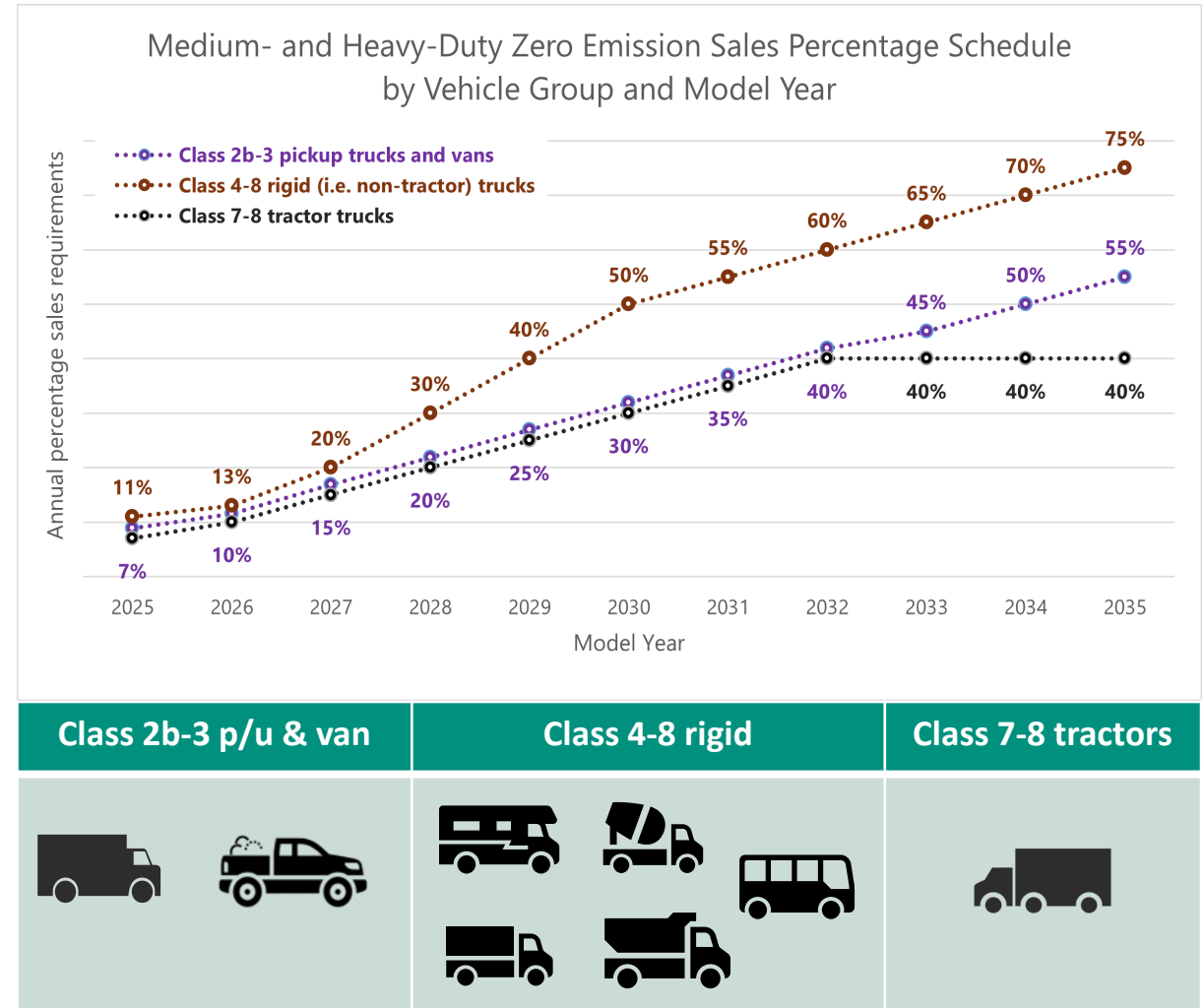


Proposed Temporary Rule – HD Omnibus

- Delays HD Omnibus rule implementation until 2026
- Delayed implementation will:
 - Provide manufacturers and buyers compliance certainty in 2025
 - Alleviate truck availability issues related to HD Omnibus
 - Provide manufacturers time to deliver more compliant engines
- Consequence of not delaying implementation
 - Large declines in vehicle dealer revenue
 - Large reduction in supply of new on-road diesel vehicle sales

Background: Advanced Clean Trucks (ACT) Rule

- **Manufacturer Sales Requirement**
 - Must sell new near zero emission vehicle (NZEV)/(ZEV) zero emission vehicle trucks as a percentage of their overall sales
- Begins with 2025 model year



Advanced Clean Trucks – Compliance

- Manufacturers can comply with the rule through a number of pathways:
 - Selling ZEV or NZEVs in Oregon
 - Purchasing credits from other manufacturers
 - Banking credits by placing ZEVs in service prior to 2025
 - No sector-based percentage requirement; flexibility to shift sales between vehicle classes
 - Deficit make up period (in current rules is one year)

Background: Timeline of Recent Actions - ACT

What has happened since Oregon adopted these rules?



Proposed Temporary Rule – Advanced Clean Trucks (ACT)

- California adopted ACT amendments on Oct. 24, 2024
- Proposed changes/flexibilities include:
 - Increased deficit makeup period from one model year to three model years
 - Manufacturer compliance to be based on reported sales of vehicles delivered into the state instead of when vehicles reach the ultimate purchaser
 - Incorporation of Zero Emission Powertrain amendments

Environmental Justice and Stakeholder Involvement

- Disproportionate impacts of diesel exhaust
- Stakeholder meetings
 - July through October
- Public Forums
 - Aug. 19
 - Oct. 28



Next Steps

- Notify manufacturers
- Propose permanent rules by June 2025 that:
 - Make the temporary rule permanent
 - Include any additional necessary changes
- Track future amendments to the Advanced Clean Trucks and Heavy-Duty Low NOx Omnibus rules

Proposed Motion Language

“I move that the Environmental Quality Commission determine that failure to act promptly would result in serious prejudice to the public interest or the interests of the parties concerned as provided under the Justification section of the DEQ staff report; and adopt TEMPORARY rules as proposed in Attachment A as part of Chapter 340, Division 257 and 261 of the Oregon Administrative Rules to be effective Jan. 1, 2025.”

Truck Sales in Oregon

Reported Number of 2023 Vehicle Sales in Oregon

Manufacturer	Total Vehicle Sales in 2023	Total ZEV Sales in 2023	Total Tractor Sales in 2023	Total ZEV Tractor Sales in 2023
Autocar	55	-	-	-
Blue Bird	149	5	-	-
Daimler	332	17	968	6
Ford	4857	461	-	-
General Motors	2672	25	-	-
Green Power	-	3	-	-
Isuzu	576	-	-	-
Lightning eMotors	-	1	-	-
Mercedes	844	-	-	-
PACCAR	782	1	740	3
Rivian	-	1213	-	-
Stellantis	3008	-	-	-

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Contact: 800-452-4011 | TTY: 711 | deqinfo@deq.state.or.us