

One Percent for Clean Diesel in Public Contracts

- After January 1, 2016 a public improvement contract has to contain and reserve an amount equal to 1% of the total of the contract price to perform repowers or retrofits if the project includes funding from federal funds from congestion mitigation and air quality grants; and
- Stipulates any money that is not spent when the project is completed is deposited in the Clean Diesel Engine Fund.
- As an alternative to the 1% reserve, a public improvement contract may include minimum contract specifications. The Environmental Quality Commission is authorized to adopt those standards for minimum contract specifications by rule.
- After January 1, 2018 this requirement would also apply to public improvement projects done by a state contracting or a local contracting agency in an area with a population over 10,000 if the contract's value is over \$2 million and if state funds constitute 30% or more of the contract's value. Would not apply to small special districts.
- Requirement repealed January 1, 2028

Nonroad Diesel Registration Program

Definition:

- Defines a "Nonroad diesel engine" as a diesel engine of 25 horsepower or more that was not designed primarily to propel a motor vehicle on the public highways of this state. Motor vehicles registered as farm vehicles, farm tractors or implements of husbandry would not be required to register.

Nonroad Diesel Registration Program:

- Requires all nonroad diesel engine to be registered with the Department of Environmental Quality prior to operation in state.
- Requires the Department of Environmental Quality to register and provide a registration renewal for an increment of one year or less for a nonroad diesel engine owned or operated by a person that pays the fee for registration or renewal.
- The department may appoint agents to register nonroad diesel engines.
- Agents shall register nonroad diesel engines in accordance with procedures prescribed by the Environmental Quality Commission by rule and shall charge and collect the registration fees prescribed by law.
- Requires the Environmental Quality Commission to adopt rules for the implementation and administration of program and a schedule of fees for the issuance and renewal of nonroad diesel engine registrations.

Program Fee:

- The department may authorize an agent other than a department employee to charge a service fee of \$2, in addition to the registration fee, for the registration service performed by the agent.
- The department shall supply the agents with registration forms for nonroad diesel engines.
- The department shall collect fees under this section and shall pay all moneys from the fees into the State Treasury for deposit in the Clean Diesel Engine Fund, to be used only for issuing grants and loans to owners and operators of nonroad Oregon diesel engines.

Allowable uses for Clean Diesel Engine Fund:

- Grants and loans to the owners and operators of Oregon diesel engines for up to 100 percent of the certified costs of qualifying retrofits;
- Grants and loans to the owners and operators of nonroad Oregon diesel engines for up to 25 percent of the certified costs of qualifying repowers; and
- Grants to the owners of Oregon diesel truck engines to scrap those engines.

Emission Requirements for Diesel Engines

- Requires the Environmental Quality Commission to adopt diesel emission standards by rule and requires the standard include a:
 - Scheduled phase in implementation that all heavy-duty trucks be retrofitted with 2007 equivalent engines and 2007 fine particulate capture technology, an alternative fuel vehicle, or retrofitted with level 3 emission controls.
 - Scheduled phase in implementation emission standards for nonroad diesel engines.
- Requires the Department to adopt a program to provide incentives to owners and operators of heavy duty trucks to meet phase in requirements that prioritizes:
 - School buses;
 - Disadvantaged, minority, women and emerging small businesses; and
 - Heavy-duty trucks that are used primarily in nonattainment areas or are projected to be a nonattainment area within five years. (measured by miles or hours operated).
- Appropriates \$___ to DEQ to administer the incentive program.
- Requires EQC to consider adopting standards for nonroad diesel engines that are at least equivalent to those adopted by the California Air Resources Board.
- Stipulates emission requirements do not apply to farm vehicles, farm tractors, or implements of husbandry.
- Requires EQC to provide additional exemptions and deferrals necessary to mitigate the cost of complying with diesel emission standards.
- Stipulates diesel emission standards become operative on January 1, 2022.

**Repeal of State Preemption of Local Regulation of
Idling by Primary Engines in Commercial Vehicles**

- Repeal prohibition against a city, county or other local government from enacting any charter provision, ordinance or resolution that would regulate idling of primary engines in commercial vehicles.