

To whom it may concern:

Cap and Trade

We all want to make the world a better place for our children, and I believe we've made great progress in our continuous pursuit of innovation to reduce greenhouse gases. Yet, at the present, the Petroleum industry in Oregon is already subject to the Carbon Fuels program. So, it begs the question as to why we need another duplicative program, such as Cap and Trade. In reality, this program is only disguised as nothing more than a tax on the working class in Oregon and does nothing to reduce the implications of climate change.

Today in Oregon, the petroleum industry is already highly regulated in the fuel that we serve to the consumer across both diesel + gasoline vehicles. For diesel vehicles, we are required to blend 5% biodiesel with all diesel fuel. For gasoline, we are required to blend 10% ethanol with all gasoline. And already with the Carbon Fuels program, companies are selling higher blends in fuels and using lower carbon intense biofuels to reduce the carbon intensity than required.

By adding the Cap and Trade to motor vehicles and trucks you are implicating a huge tax to ultimately the consumer. Cap and Trade exists in California and it is adding 15 to 17 cents a gallon fuel presently, and that is just the start. Some industry experts are predicting that it could add over \$2.00 a gallon to the price of fuel. Regardless of whether or not you choose to drive, you could feel the direct impacts of Cap and Trade by the products you buy everyday as it effects the transportation industry as a whole, resulting in increased prices on everyday goods.

Ultimately, this program may initially be perceived as a tax on the Oregon petroleum industry, but the real and full effects will be felt by working Oregonians. Cap and Trade is an ineffective program, which is bad for small businesses and bad for Oregonians.

Please, we already have a Carbon Fuels Programs let's think responsibly about how we think about our future! Let's build a future for Oregonians that we can all be proud of.

Thanks,

Jim Pliska