

From: [Brad Van Dyke](#)
To: [SENR Exhibits](#)
Subject: SB 1530 Opposition
Date: Saturday, February 8, 2020 10:13:49 AM

Chair Dembrow and Members of the Senate Interim Committee on Environment and Natural Resources,

George Van Dyke Trucking, Inc is a 20 truck fleet from Tangent. We have been a family business in the State of Oregon since the mid 1970's. Our company strongly opposes SB 1530. By no disrespect, we feel this is nothing more than (and simply put) an opportunistic money grab by the government of the State of Oregon in the name of the politically hot topic of climate change. Bills as massive as this, at the least, should not be considered in a legislative short session and requires more time to be fully debated. Legislation that will impact our everyday lives should always be put to a vote by the people of the State of Oregon. From a trucking company stand point, as far as diesel truck emissions go, engines have already been greatly improved over the past decade to control pollution. The natural attrition of aging equipment is gradually removing older trucks from the highways. The purchasing of new, more expensive and less reliable equipment has already realized a financial strain and this bill will add to that by increasing our fuel costs as well as increased costs from our vendors who will be raising their prices to be able to afford the increases they will be facing. The minimal effect that this bill will have on global carbon emissions is not remotely worth the expense. TimberUnity has put forth some proposals to reduce carbon emissions that make fiscal and common sense. Plant more trees along the highways (**which absorb carbon**), look at ways to encourage people to buy within their local community to reduce road miles, invest in wood recycling and put incentives in place to replace older equipment at a faster pace. We would add, invest in infrastructure to reduce traffic congestion. Traffic congestion in the Portland Metro Area is completely and off the scale ridiculous. How much emissions are being emitted while cars and trucks are sitting idle on the freeway instead of moving? As far as other industries go, we already have the DEQ and EPA which monitors and sets pollution limits, we do not need a huge complicated cap & trade (tax) system that is disguised to do nothing more than pull more money out of the pockets of Oregon workers and filter it to state government to be spent how they see fit.

Thank You,

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