FAST LEGACY
Representing 10 Families & 14 Industries

House Committee On Rules
Chair Holvey and member of the committee

RE: SB 1530A, HB 4167, HB 4159 & SB 1574 – "cap and trade"

WE ARE A STRONG NO – NO AMENDMENT WILL EVER MAKE THIS GOOD FOR OREGON'S ECONOMY

As a family group running two businesses and employed in eight different industries, mostly depending on transportation to do our business, we would be reduced from a family that prides itself in being self-supporting to one that will drastically see a reduction in our ability to survive.

This is anti-free market and displays the highest level of control over manufacturing and distribution of goods and our lives without any benefit. This version reduces the number of companies directly regulated from 30 to approximately 11 and exempts the food processing and pulp and paper industries. However, the requirement for transportation fuel providers to buy emissions allowances that is phased in geographically is unobtainable. It becomes effective in metropolitan Portland in 2022 and metro areas with populations greater than 30,000 in 2025 saying it exempts rural counties. Not true. Rural fuel breaks obligate importers to buy emission allowances, which will pass along the cost to distributors, who would in turn charge retailers all over the state. There is no way they can exempt rural counties. The Association of Oregon Counties reports that increases of up to 25% for steel and iron could prevent counties from replacing bridges where over 95% are rated as structurally deficient.

Oregon's sector-based emissions are 10% above 1990 levels of 56 million metric tons. This bill increases the goals to reduce greenhouse gas emissions to at least 45% below 1990 emissions levels by 2035 and to at least 80% below 1990 emissions levels by 2050, which is a zero impact on climate change. The amount of carbon Oregon would be allowed to emit in 2050 is 11.2 million metric tons, which isn't doable even if you take every vehicle off the roads.

This control attempt will cost taxpayers $700 million and will increase gas prices 72 cents and utility prices by 13% to go towards a new undefined enviro-slush fund. Revenues generated by the sale of transportation allowances is restricted geographically. Eighty percent would go to those metropolitan areas and counties participating in the program, with the bulk headed to the Portland metro area. The remaining 20% would go to the Oregon Department of Transportation for use throughout the state.

The aim is for a net-zero carbon dioxide emissions by 2050 without consideration for sequestration and mitigation. Auctions held annually on carbon credits established in 2022, allows contracting with other jurisdictions with similar programs and any third-party organization to provide administrative or technical support. Why would we want to tie any program with other states or countries that could affect the economy of this state. We know that California's program has large amounts of funds that are disappearing without accountability of third parties.

Plus, it's really unAmerican to directly override federal standards to not allow us to access the free market to buy light bulbs. It will only drive purchases out of state.

For all that pain it would only mean reducing global CO2 emissions by less than a quarter of one percent if ever obtainable, meaning we will still suffer all the harms of climate change anyway, and we will simply have impoverished ourselves in the attempt. There isn't anything about this bill that is good for Oregon economy or Oregonians.

Donna Bleiler
FAST Legacy