

**From:** [Allen Hallmark](#)  
**To:** [SENR Exhibits](#)  
**Subject:** Comments on LC19  
**Date:** Thursday, January 16, 2020 4:36:20 PM

---

Dear members of the Senate Committee on Energy & Natural Resources,  
Being a resident of the small town of Talent in rural Oregon, I am writing in support of a strong climate bill to reduce Oregon's greenhouse gas emissions. I do not agree with the "watering down" of HB2020 that has resulted in LC19. If you felt you could keep the Republican senators in the Capitol with those many concessions to polluters, I very much doubt that you have succeeded, judging by quotes I've read from at least one of those senators.

The goal is to achieve net zero GHG emissions by 2050. We need to adopt stronger standards to get there and we can't compromise by giving allowances to big polluters. Furthermore, not all rural Oregonians are opposed to the passage of a strong climate bill – I know I'm not. Fuel prices need to go up in order to get people to realize that they need to downsize their cars & trucks and drive less in the future. We must incentivize electric cars, trucks & buses. We must give homeowners incentives to weatherize their homes and put solar arrays on their roofs and change from gas heat to electric.

Any program imposing a price on greenhouse gas emissions should be both economy-wide and statewide. While it is reasonable to accommodate those Oregonian regions or economic sectors who might be unreasonably impacted by a program, we should not develop a program that tips the balance the other way just in case there are price increases resulting from the program. This is especially the case given that other states with pricing mechanisms have not experienced a utility rate rise. Meanwhile, after initially rising, California's gasoline prices were lower a year after the transportation sector was incorporated into the program than before. Claims of price hikes in these areas are uninformed fear-mongering.

Historically, some communities or Oregonians have experienced greater suffering from climate change than others, and have experienced greater pollution from industry than others. I recognize, therefore, that efforts to reduce emissions should not be conducted at the expense of such communities. In my view, the program should state in a clear and concerted manner that a proportion of the funds raised from the sale of pollution allowances should be allocated to redressing this injustice.

I urge the Oregon Senate passage of a strong greenhouse gas emissions reduction program. If we fail to take steps to reduce our emissions, we will have no credibility or authority to ask other jurisdictions to do so.

Sincerely,  
Allen Hallmark  
261 Christopher Way, Talent, Oregon 97540