

From: [Catherine Baltzor](#)
To: [SENR Exhibits](#)
Subject: Oppose Costly Cap-and-Trade Bill
Date: Monday, January 27, 2020 9:00:06 PM

Dear Chair Dembrow,

January 27, 2020

Dear Senators Dembrow, Senator Olsen, Senator Findley, Senator Prozanski & Senator Roblan:

I am writing in opposition to the proposed cap and trade SB1530 for a variety of reasons. My husband and I are cattle and hay producers in Harney County, in the eastern part of our state. Most of the hay we raise is utilized by our cattle, but on good water years, we offer hay for sale. My husband and I do the majority of the day to day work to assist in keeping our expenses to a minimum. We are frugal people that are very conscientious about our environment and being good stewards of the land. Cattle ranching is unlike so many other industries, in that we do not set our price for selling our calves, which is our main income source. Prices are dictated by many factors; the demand for beef, corn prices, drought, wildfires, international markets, the overall economy, influence of the packinghouses, etc. Our selling price when our calves are born is unknown, so we operate on a tight budget in order to keep producing food for the world. The cost to produce our product never decreases, but continues to increase, despite what our selling price may be. We operate on a thin profit margin and increased costs to us simply cannot be passed on to our consumers, thus our family ranch must absorb this cost. This proposed legislation, coupled with CAT, will severely limit our viability and will put some agricultural folks out of business.

SB1530 will increase gas prices and as we must use gasoline and fuel to create our product, we would be negatively impacted. Even if you begin the increases in the western part of the state and over time regulate eastern Oregon, we would still feel the affect. Due to the cost of transporting fuel, our prices now are well over .20 - .30 cents higher in Burns than in Bend and even in Ontario because we are not along a major freeway. Fuel distributors are opposed to this tax as well, as they are aware of the negative impact it will have on Oregonians. The revenue generated by this will not primarily benefit roads in Eastern Oregon, as only 20% of the funds would be used for these types of projects. I understand proponents of the bill are possibly adding wildfire prevention and suppression as a benefactor of these funds; however, there are other ways, at lower costs to decrease megafires.

I am truly concerned in the unrealistic goals of Cap and Trade and the regulatory aspect. Oregon already is a leader in reducing carbon, so why not increase voluntary participation in our current programs with incentives? I have heard a goal by 2050 is to have people driving electric cars. That is not even feasible, as it would not reduce the need for fuel driven vehicles, equipment and airplanes. With 3.6 million passenger vehicles in our state, the goal of converting these to electric cars would cost hundreds of billions of dollars. While our state seems to be so ready to follow California, why do you suppose so many of them move here? It is to get away from all the regulations that really have no impact on the global outcome and leaves Oregon businesses unable to compete in the global market. Businesses will continue to leave Oregon if we are to keep adding taxes, which reduces their profitability. Businesses create jobs, which boosts our economy.

This bill won't promote or entice commerce to our State. What it will do is create bigger government that operates without regard to revenue, in many cases. An Office of Greenhouse Gas Regulations would be created by the government and the EPA would be in charge of regulation. This is not what the State of Oregon needs! A public agency (EPA) and non-elected bureaucrats should not be setting ceilings, prices, taxes, etc. In closing, it appears the main goal of the cap and trade is strictly political. I believe Governor Kate Brown is more concerned about keeping up with California's ideas, than what is best for our state. We have witnessed this in education, business and our environment. This should not be passed simply because appears positive, as this has the true potential to be a detriment to our state. Let's keep Oregon businesses viable and re-think this piece of legislature or at the very least, allow it to go to the voters.

Sincerely,

Katie Baltzor

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