

## Cap-and-Trade Testimony

Ralph Poole, Campo & Poole Distributing

Ontario, Oregon

[ralph@campopoole.com](mailto:ralph@campopoole.com)

208-739-3028 (cell)

Chairs Dembrow and Power, Vice-Chairs and Members of the Committee, for the record, my name is Ralph Poole, and I am the CEO of Campo & Poole Distributing based in Ontario, Oregon. Together with my brother Ken Poole and Dennis Campo, we are the second-generation of our family business, now joined by a third-generation (our children), who have been providing fuel services to Eastern Oregon since the late 1940s. Campo & Poole Distributing employs 25 people and we serve customers from Jordan Valley to Burns and to Baker City. Our customers range from individuals requiring a few hundred gallons of heating fuel per year to large commercial customers purchasing thousands of gallons of fuel per week.

There are 57 fueling companies proposed for regulation under House Bill 2020. I took a look at the list. Six (6) of those companies are oil companies. The rest, the vast majority (51 of the 57 companies), are local Oregon businesses just like Campo & Poole. These are family-owned local businesses who employ hundreds of people in your communities and who have served our state for generations by providing family-wage jobs and a means for economic development.

I am not here to say that Oregon fuel businesses should not be adaptable and responsive to the changing needs of our environment. With Oregon's adoption of the Clean Fuels Program in 2009, the Poole and Campo families founded PC Energy, Eastern Oregon's first and only biodiesel blending facility. Our company, like many Oregon fuel companies, is proudly blending lower-carbon fuels for customers who can both afford this fuel and have fleets that can accept these blends.

The difference between the Clean Fuels Program and Cap-and-Trade is that this bill adds tremendous cost to access our daily needs in Eastern Oregon without providing any alternative path for compliance. Our lives in Malheur County require car and truck travel to reach our schools, hospitals, workplaces, farms, grocery stores and everyday life essentials. Under cap-and-trade, people in our communities will pay a starting price of 16-cents more per gallon of fuel. And, according to your numbers, the goal of this bill is that the price per gallon of fuel will climb exponentially for the next 30 years. Let me be clear, by increasing the price of fuel that we purchase, you increase the price of fuel our customers purchase. We aren't big oil companies, we are small businesses that cannot absorb the cost of cap-and-trade.

Some have suggested that our customers are accustomed to fluctuating fuel prices and are willing to pay much more for fuel. What is missing from that discussion is the real impact that high gas prices have on low income budgets. It is no secret that many in rural Oregon have lower incomes (Malheur Co is the poorest county in Oregon) and drive more without the option of public transit or electric vehicle infrastructure. In addition to accessing essential needs, it also takes a lot of fuel to keep the mainstay of our economy (agriculture) running. Our company

alone estimates that during the growing season for farming operations, the additional cost will approach \$1/2 million in the first year of implementation and that doesn't count the extra cost for the fuel to get crops to market. This legislation will put a huge hardship on all in our county and especially the agriculture industry.

I am a proud member of the Eastern Oregon Border Economic Development Board, which the Legislature created with HB 2012 in 2017 to implement and encourage regional workforce and economic development. One of the primary reasons this Board was formed was to address issues that make Malheur County less competitive than its neighbors in Idaho. As a border county, if cap and trade is passed, Malheur County will be at a disadvantage to Idaho, which will likely never willingly adopt cap and trade. That means that rather than decreasing carbon, Oregon is pushing trucks and cars to purchase their fuel in the State of Idaho and burn it in Oregon. Within less than 1 mile of our city limits, Fruitland, Idaho has 4 fueling sites and several more less than 10 miles into the state of Idaho. Drivers fueling in Idaho does absolutely nothing for carbon reduction in Oregon, while decimating jobs and our local communities.

So, I am here today to ask that you consider an alternative path for those of us without options. Our communities are beholden to you and what you do in Salem will have a long-lasting impact on Oregon's border regions. Likely our region will be impacted more than any other.

Thank you for taking the time to hear my concerns and I am happy to answer any questions.