

Chair Dembrow, Chair Power, Co-Chair Bentz, Co-Chair Brock-Smith and members of the Committee

My name is Linda Kelley I volunteer with 350 Eugene

Thank you for the opportunity to speak with you today on HB2020.

I will not go over the well-known slow-rolling disasters associated with our changing climate. I will just say:

We have a clear and present danger.

The danger is not only to our grandchildren, and their grandchildren, or all grandchildren. It is also to the incredible diversity of nature as we know it. It has taken billions of years to end up with almost 2 million species.

I am heartbroken when I watch the powerful beauty of the lion and the impossibly wonderful sea creatures that live silently in the depths of our oceans. I am also angered at the hubris of us humans to continue down the path of ensuring their destruction and of the lack of thankfulness to the earth that sustains our lives.

It is outrageous and we must make it right.

I am here to advocate for passing a strong Carbon Reduction Bill. Two crucial features I feel are mandatory to this bill are:

- Keep interim targets of 45% below 1990 levels by 2035. We need action as soon as possible.
- Keep Emergency clause in the bill to ensure shorter implementation time.

I have attended a number of Committee meetings and followed the others online. There are a few items I'd like to address:

Transportation is the largest portion of Oregon's greenhouse gas emissions. And needs more attention and problem solving: A few questions: There a lot of free allowances to emitting sectors but none to oil/gas users.

- I would like to see Transportation dollars to go to a Transportation Decarbonization Subaccount to fund investments in more efficient vehicles and other fuel efficiency investments. This could benefit trucking, private vehicle owners alike, and possibly farm equipment efficiency measure and help working people afford the investments to reduce their fuel bills

I have listened to legislators from rural areas talk about transportation challenges

- Could a modest gas "surcharge" be added on in dense urban areas where public transportation options are strong and those funds directed to rural areas to offset price challenges there?
- I approve the Section that states fossil fuel distribution and storage facilities & infrastructure are not EITE's, and should not receive free allowances. In general, I oppose free allowances for natural gas, beyond those needed to protect low-income ratepayers. That said, I would support **limited** free allowances for rapid development of biogas facilities throughout the state, particularly in rural areas, where on farm equipment could transition to this fuel source.
- Regenerative agriculture practices are key to carbon sequestration and climate resilience. Dedicating Offset monies to reward and support these practices is crucial.
- I would rather see free allowances given to INTEL rather than a 5-year exemption. Feels fairer and not a Portland based special carve out.

It has been pointed out that Oregon is such a small part of the emissions that it isn't vital we do this work.

Nothing could be further from the truth in my opinion.

Oregon has some very important reasons to create a strong viable bill. We have a legislature that is civil and respectful even among member with differing viewpoints. We have legislators who truly care about the wellbeing of their constituents; We have government agencies and other elected officials take their missions seriously.

We have integrity.

The future is coming at us quickly with PGE creating the first large-scale renewable energy project that combines wind, solar and battery storage. These are Oregon jobs that cannot be outsourced.

I am submitting a list of over 80 businesses in Eugene who have signed on to support Carbon Reduction legislation.

Lets get on board and make it a future we can be proud of!

Thank you for your courageous work drafting HB2020.