

To: The members & staff of the Joint Legislative Committee on Carbon Reduction

From: J. Allen Hallmark, resident of Talent, Oregon
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RE: My comments on the 2019 Clean Energy Jobs Bill, HB 2020

On Saturday, February 23rd, I attended your committee's public hearing in the auditorium of Medford Central High School. I signed up to speak but was not called upon before I needed to leave at about 11:45 am. I decided not to submit my written comments that morning because I wanted to add comments about some on what occurred in that auditorium that morning.

First, I'd like to apologize for the behavior of those who would not heed Chairman Michael Dembrow's repeated requests to refrain from applause, cheering & jeering during the hearing.

I have it on good authority that a large number of people were urged to show up at the hearing by KMED radio talk show host Bill Meyer, a libertarian who is very much opposed to almost all forms of government regulation. I understand that he urged his listeners to wear yellow bibs to the hearing and gave them a list of talking points, many of which were not based on facts, but which scared his listeners into thinks HB 2020 would place onerous taxes and incredible increases in energy costs on business & individuals most of whom are barely getting by in today's economy.

As a result of Meyer's efforts and those of other prominent opponents of HB 2020 a clear majority of folks in the audience came to the hearing in a very angry mood and wanting to "get government off our backs."

Many opponents who spoke at the hearing said the HB 2020 would impose a an unfair tax on them & their businesses. If they were talking about a direct tax, such as an income tax or sales tax, the measure contains no such thing. Some said that HB 2020 would increase fuel costs by 16 cents per gallon as if that figure were written into the bill. Of course, it is not. No one can predict with certainty whether or how much fuel prices will be affected by passage of HB 2020.

I have read that after California's Cap & Trade climate law went into effect in 2010, gasoline prices actually fell. Gasoline & diesel prices are governed by a wide array of influences and most experts doubt the this bill will be a critical factor in the price of fuel if it passes.

Likewise, electricity prices in nine eastern states that are part of the Regional Greenhouse Gas Initiative have fallen by 6 percent since that Cap & Trade agreement was imposed while prices have risen by a like number in adjacent states that chose not to participate.

I urge committee members to read and heed the submissions of Professor Alan Journet & Kathy Conway, co-facilitators of Southern Oregon Climate Action Now, for more information about the alleged energy price rises predicted by opponents.

In my opinion there is no more important piece of legislation pending in the Oregon Legislature than HB 2020.

Human-caused global warming is a fact and each individual, each city, county, state and nation needs to recognize their responsibility for helping to reduce greenhouse gas emissions and transforming our economy from one that is powered by fossil fuels to one powered by renewable sources of energy.

Just as we don't excuse a company or individual who is caught pouring dangerous chemicals into a river on grounds that Oregon doesn't have many people who do that, Oregon shouldn't neglect it's duty to reduce its share of greenhouse gas emission on grounds that its emissions are a small percentage of the U.S. and world totals.

This Cap, Trade & Invest bill, if passed, won't drive people out of business or cause people to lose their homes. What it will do is put lots more people to work in new green industries: retrofitting homes to be more energy efficient, installing solar panels on roofs, building wind generators and engaging in any number of creative new jobs that haven't even been invented yet. This bill will be a blessing, not a curse, and your grandchildren will thank you for passing it.

Thank you!