

March 1, 2019

HB 2020 CARBON REDUCTION TESTIMONY

TO:

Co-Chair Senator Michael Dembrow

Co-Vice Chair Senator Cliff Bentz

Co-Vice Chair Representative David Brock Smith

Member Senator Lee Beyer

Member Senator Fred Girod

Member Senator Jeff Golden

Member Senator Alan Olsen

Member Senator Kathleen Taylor

Member Representative Daniel Bonham

Member Representative Shelly Boshart Davis

Member Representative Ken Helm

Member Representative John Lively

Member Representative Pam Marsh

I do not consent to the Oregon 2019 HB 2020

My Family's Personal Experience:

My family and I are from Klamath Falls, Oregon. I left Klamath Falls and for 40+ years lived and worked in California. In 2012, I was able to move back to Oregon and settle in Jackson County. For the last seven years, I have witnessed Oregon's Democrat Party's' corruption, disdain for the citizens, arrogance, and violation of the U.S. Constitution, Oath of Office and the Fiduciary Responsibility of Oregon's' elected officials. The latest of egregious legislation is HB 2020 with it's intent to further destroy the lives of Oregon citizens.

My family lived and suffered through the financial devastation of the Democrats' destruction of Oregon's Forest Industry. As a result, 30 years later, there remains a darkness over Klamath, Jackson and Josephine counties that emanate poverty, homelessness, drugs and hopelessness.

In a few areas of Jackson and Josephine County, some semblance of growth has surfaced from the darkness. In three “key” cities (Medford, Ashland, and Grants Pass), there are small pockets of industries that include wineries, quaint and popular small family farms, larger endeavors such as Harry and David, and ranches and farms providing a significant income and economy to the area. A significant trucking industry currently exists and provides substantial support to our economy.

The tourist and recreation businesses have been “smoked-out” and continue to decline/shutdown because of Democrat and Governor Brown’s “Let it Burn” policy. Darkness prevails in the smaller communities of these three counties. Democrat cohorts of the two Southern Oregon elected officials have lost their businesses due to smoke.

Klamath County must rely solely on Crater Lake, the major rivers and local lakes/forests for their economy. The only reason Klamath Falls exists is to support the old and the ill with its hospital, and the city exists to serve the above tourist sites via Fred Meyers for food and supplies, the Auto/RV stores for repairs, and inter-state trucking for delivering good. Darkness Prevails in Klamath County.

The Last Seven Years:

Since I moved here in 2012, I have personally seen the devastation and destruction of families and persons who were run out of business because as one Woman from the green agenda machine stated: **“I personally want to break the back and will of Southern Oregonians”**, by forcing them to adapt to bicycles and “natural gas” RVTD transportation, despite our terrain, remote geography, severe weather and “ROAD DIETS” through Phoenix.

I have seen two outdoor businesses close down because they were “smoked-out” due to the Democrat policy of “Let It Burn”.

I have seen millions of beautiful wildlands and forests acres burn. Oregon’s Democratic Party, nor their democratic constituents have expressed an ounce of concern regarding the millions of elk, bears, wolves, deer and smaller wild life **writhing in pain and screaming while being burned alive, or, fish suffocating to death from ash and sludge**. Yet look at the accompanying devastation of everything the Democrat party espouse to protect, starting with the spotted owl.

Not one Democrat politician has expressed “any” concern regarding the massive **Wildfire’s smoke impact** on their precious environment.

<https://www.politifact.com/california/statements/2018/aug/29/kevin-mccarthy/wildfires-or-cars-which-produces-more-emissions/>

"PM 2.5 emissions are greater than what we see from cars, and that’s typical, not just of California during the wildfire season," he said, "but even if you look overall at the nation for an entire year, there will be more emissions from particles from wildfires than there will be from motor vehicles."

https://www.nsf.gov/news/news_summ.jsp?cntn_id=110580

Large-scale fires in western and southeastern states can pump as much carbon dioxide into the atmosphere in a few weeks as the states' entire motor vehicle traffic in a year, according to newly published research by scientists at the National Center for Atmospheric Research (NCAR) and the University of Colorado at Boulder.

Her preliminary estimates indicate that the fires emitted 7.9 million metric tons of carbon dioxide in just the one-week period of October 19-26--equivalent to 25 percent of the monthly emissions from all fossil fuel burning throughout California.

Overall, the study estimates that U.S. fires release about 290 million metric tons of carbon dioxide a year, the equivalent of 4 to 6 percent of the nation's carbon dioxide emissions from fossil fuel burning.

"A striking implication of very large wildfires is that a severe fire season lasting only one or two months can release as much carbon as the annual emissions from the entire transportation or energy sector of an individual state," the paper states.

Fires contribute a higher proportion of carbon dioxide in several western and southeastern states, especially Alaska, Idaho, Oregon, Montana, Washington, Arkansas, Mississippi and Arizona. Particularly large fires can release enormous pulses of carbon dioxide rapidly into the atmosphere.

"Enormous fires pump a large amount of carbon dioxide quickly into the atmosphere," Wiedinmyer says. "This can complicate efforts to understand our carbon budget and ultimately fight global warming."

Carbon dioxide emissions from fires pose a significant challenge as policymakers focus on limiting greenhouse gases because of concerns over climate change.

Despite the above Wildfire Death and Destruction, Oregon's Democrat Governor and Senators have allowed wildland and forest fuels to grow exponentially to a catastrophic level. **You, the Democratic Party own the "let it burn policy", and the catastrophic destruction of timber, wildlife, human life and property**

The Democrat Party in Oregon since the 1980s have continued to depress the lives of Oregon citizens.

From: 2015 City Data: <http://www.city-data.com/forum/oregon/2287442-why-oregons-economy-so-bad.html>

Here are three examples that support my life experience of Oregon for the last 40 years:

(1)

I've been living in Oregon 3 years now. It seems to me that the economy is particularly bad. It's the worst of any state I've lived in which includes Texas, South Carolina, Arizona and Massachusetts.

It's very hard to get decent jobs in Oregon and what jobs there are seem to pay less than equivalent jobs in other states even when taking into account living costs. Ie: a friend of mine was offered a job in Salem but didn't take it because he was offered the exact same type of job in Little Rock, Arkansas that offered \$10K more per year - and living costs are less there.

Oregon's unemployment is one of the worst in the country - at #41 out of 51 (50 states + DC) currently. From my observations Portland metro is below average for a city its size in terms of its job market and unemployment, although acceptable at 5.8%, but....

The rest of the state is abysmal with some counties --- like Curry and Crook --- at double digit unemployment still. The rest of the state's metro areas have unemployment in the 8% range like Lane, Linn or Marion counties. Eastern Oregon is also in bad shape which seems strange because the counties right across the border in Idaho are not so bad.

What the heck is wrong? I hesitate to say it's political, but are state politics to blame? I don't think it's a red vs. blue issue because like I said I lived in Massachusetts, more liberal than Oregon, and its economy was stronger. Is it some aspect of the culture? Are there structural problems?

(2)

Oregon's economy has always lagged the US in general. Outside the Portland/Willamette Valley cities, Oregon is an agricultural/timber-based state without a lot of job diversity. By area, the state is rural and lightly populated. Unlike a lot of states, there is relatively little Federal spending and what there is tends to be in the management/employee end rather than the project end - the most recent study I could find (from 2005) showed that Oregon is 45th on the list of states for Federal funding dollars and about 30th for return from the Fed on taxes.

Jobs in the Portland area don't pay well because they don't have to pay well - compared to the rest of the west coast, Oregon is more affordable (well, has been historically more affordable) and there is a strong supply of employees for many categories of jobs.

(3)

Oregon rural unemployment has been a disaster for 30 years. First we had the Reagan recession in 1980-1982, then Reagan tried to jump start the housing industry by giving away free federal timber. This depressed lumber prices so far that most mills could not survive and the rest had to automate their payroll almost out of existence. Then Judge Dwyer started the never-ending deluge of environmental lawsuits that have virtually shut down timber production in Oregon. Even the mills that could survive ended up importing logs from Russia and Canada while Oregon forests burned. The big difference between the states you mention and Oregon is

that 2/3 of this state is off limits to human beings and treated like political spoils for whichever party is in power.

The dinky remainder of the state that is in private ownership does not produce enough to support a vital urban environment.

Your committee will receive reams of evidence **that HB 2020 will have the most-miniscule impact on the GLOBAL warming.** Oregon is already in the top three states for clean and environmental impact. So, exactly what are you achieving with this bill? In fact, most of Oregon's pollution emanates from Portland and Salem (no pun intended).

What you will be achieving with this bill is PRE-DETERMINED.

Oregon ranks 17 with the highest poverty rate in the United States.

From: https://www.capitalpress.com/opinion/columns/cap-and-trade-would-hurt-rural-oregon/article_960613bb-344d-59f0-88a0-8fbfa726ddcc.html

Rural communities will bear the brunt of the cost if cap and trade becomes law. The biggest windfall from the tax will come from of an increase in gasoline prices. It's likely that a gallon will increase immediately by \$0.16 and then go up from there. For rural residents who have to drive longer distances to get to work or shop and have no transit options, this gas price increase will hit us disproportionately. But the tax will also find you at home through an increase in electricity and natural gas prices. A recent economic analysis estimated that the average Oregon family of four would pay \$500 to \$1,500 more per year under cap and trade.

From: <https://www.roadsnacks.net/poorest-places-in-oregon/>, these are ten poorest cities in Oregon:

Ontario, Madras, Prineville, Sweet Home, Klamath Falls, Umatilla, Talent Cottage Grove, Florence, Coos Bay

Some of the most concerning FACTS include:

Gasoline prices: *Oregon, which added 10 cents to its per-gallon gasoline tax in 2017 as part of a transportation bill, already has some of the highest motor fuel prices in the nation. The Oregon Department of Environmental Quality (DEQ) estimates that a cap-and-trade **system initially would add at least 16 cents per gallon to the cost of gasoline.** That increase would make Oregon the third most expensive state in the nation in which to purchase gasoline,*

Natural gas prices: *Some of the most staggering price increases would be incurred by the 65 percent of Oregonians who are natural gas customers. NW Natural estimates that prices would initially jump 11 percent for residential customers and 28 percent for industrial customers and*

by 2040 would be 53 percent higher for residential customers and 117 percent higher for industrial customers.

Food prices: *Though cap-and-trade would not directly tax food, price increases would be all but certain. Consider the different ways that the proposed bill would raise costs for food producers, processors and distributors. The estimated 15- to 20-cent a gallon increase in diesel prices comes on top of a 53 percent (over eight years) increase in weight-mile taxes on trucks that was part of the 2017 transportation bill. Farmers would be hard hit by increases in both natural gas and motor-fuel prices, putting pressure on them to raise prices where possible. Food processors would face the same increased energy costs. With higher costs at each level of the food chain, a combination of higher prices and lost jobs would be inevitable unless adequate allowances and offsets are added to HB 2020.*

The U.S. Energy Information Agency estimated that in 2015, **31 percent of U.S. households “faced a challenge” in meeting their energy needs.** For financially challenged households, paying utility bills often involves a tradeoff with money spent on food, which typically requires about 15 of the income of families in the bottom 20 percent of household income.

What will Oregonians receive in exchange for these higher prices? Not much. David Roland-Hoist, who led the Berkeley Economic Advising and Research team that developed an assessment of Oregon’s cap-and-trade program, acknowledged HB 2020 will do little, if anything, to reduce global emissions. Instead, he touted the health benefits of reducing local emissions. But being able to afford food, heating fuel and gasoline to get to your job – if you still have one – have an immediate impact on health.

The Democrat Party is the Party of Death

Assisted Suicide

Abortion of fetus

Murder of new born babies

Denial of medical aid to the old

The Democrat Party is the Party of Destruction

Burning of Forests and Wildlands

Burning ALIVE wildlife

Destruction of Farming and Ranching through denial of water, removing dams

Killing of wildlife through the introduction of coyotes

Destroying the economy through wealth redistribution and punitive taxation on the masses

Punitively destroying quality of life, economically, quality/comfort of life and right to life, liberty and the pursuit of justice.

Purposefully with intent to violate the U.S. Constitution, the Oath of Office, and your fiduciary responsibility.

Cap and trade is a scheme that levies a tax on Oregonians based on their greenhouse gas emissions. It does not require you to reduce emissions; it simply taxes you on them. The money raised — up to \$700 million annually in a recent version of the bill — will go to fund a wide range of politicians' pet projects. The tax itself will be set by unelected bureaucrats who can raise it at any time without a vote of the legislature. Cap and trade amounts to a big, complicated government program designed to raise money under the guise of combating climate change.

CALIFORNIA'S AB 32: AN EXAMPLE OF ELECTED/ADMINISTRATIVE OFFICIALS' IGNORANCE or ILLEGALITY:

From Real Clear Politics, March 29, 2016 The Legislative Analyst's Office (LAO) estimates that auction revenues could total as much as \$45 billion by 2020. And the Governor and legislators are all too eager to spend it. Already 60% of the funds are appropriated, on a recurring basis, to the Highspeed Rail, to affordable housing, and to intercity rail projects with the other 40% available for annual appropriation at the discretion of the State Legislature. But according to state law, these funds must reduce California's emission footprint; the problem, though, is that 1) the Governor and State Legislature have applied this stipulation very loosely and 2) there are no metrics in place to assess a program or project's effectiveness in reducing emissions. Take the Highspeed Rail, for example. For **one**, as the project is being constructed it will increase emissions in the state. **Two**, the project isn't even slated to be completed until at least 2025, five years after AB 32's 2020 deadline. And **third**, it isn't even certain the project will reduce emissions once it's completed - if it's actually completed. More broadly, the LAO has determined that "there is significant uncertainty regarding the degree to which each investment proposed for funding with achieve [greenhouse gas] reduction."

AND THE REAL JOKE? 2/12/18 SACRAMENTO (CBS SF) — Governor Gavin Newsom dropped a bombshell early in his State of the State address Tuesday, announcing that California would abandon the state's plan for a high-speed rail connection between San Francisco and Los Angeles.

BTW – WHO GOT THE HIGH-SPEED RAIL CONTRACT? Senator Feinstein's husband's firm.

ALEXA REMOVE THE OREGON DEMOCRATIC PARTY TO VENEZUELA AND SHOW THEM THE FRUIT OF THEIR AGENDA.

Kate Foley

711 Medford Center #428

Medford, Or 97504

