

Chair _____ and members of the Committee. Good Afternoon.

My name is Rod Runyon. (I live at 2019 West Scenic Drive The Dalles) I am a past Wasco County Commissioner and twice the Chair. Also a former Commissioner of the Port of The Dalles and currently an elected Councilor At Large to the City of The Dalles. I speak for myself alone.

I want to thank you for bringing this issue to the citizens around the State. One thing that I know as a former County Commissioner... when you have seen one County....you have seen one County. To that end one size does not fit all. I know full well from my time on committees in Salem that lumping all Oregonians from east to west and north to south into one bucket does not move Oregon forward.

In rural Oregon our distances are longer and our market opportunities are often less.

There are significant new laws in Oregon already on the books designed to reduce greenhouse gases that haven't even taken effect yet. Companies are already making costly changes. We should give these previous Legislative commitments a chance to work.

State statistics show that 39 percent of Oregon's greenhouse gas emissions come from transportation. Oregon's lawmakers enacted a new Low Carbon Fuel Standard to address these emissions – a policy already scheduled that may add 15 cents to a gallon of gas as early as next year.

It is my belief that this Cap and Trade bill will drive up the cost of living for Oregonians, particularly those in rural areas who drive longer distances and have less access to transit. Companies forced to pay for Cap and Trade will simply pass along the cost to consumers in the form of higher prices. Economic estimates that I have seen show that the average Oregon

household will pay between \$500 and \$1,500 more per year depending on where they live in Oregon.

Cap & Trade seems destined to reduce the number of living wage manufacturing jobs, which are so important to providing opportunity in rural communities. This will only deepen the economic division between large metro areas like Portland and those in rural Oregon.

Rural Oregonians rely more on their personal vehicles, meaning they'll be disproportionately impacted by the increase in gas costs. Gasoline will increase immediately by an estimated 16 cents per gallon and then increase more over time as the cost of carbon increases.

Oregon Lawmakers recently adopted a 10 cent per gallon gas tax increase. That's on top of costs associated with the low carbon fuel standard previously enacted which has also significantly increased gas prices. These cost increases combined with the 16 cent increase associated with this Cap and Trade Legislation would leave Oregonians paying the third highest gas prices in the country

The research is showing that the greenhouse gas reduction through this legislation is miniscule. In fact one fire like we had recently in Wasco and Sherman County in a weeks time does more to the atmosphere than years of the reductions associated with this Legislation.

Oregon is already a leader on the Green Road. We cannot solve the entire Nations issue and for that matter the Worlds issue. We are already the leader. This bill seems more about producing revenue to the State and once the revenue is created it leaves the hands of the legislature and gives power to a new bureaucratic Agency that can raise prices by impacting businesses without a vote of the Legislature.

This is feel good Legislation that does little to fulfill the intended goal. No matter what the political philosophy and as someone who has made policy decisions locally, it is your role on something as broad and far reaching as this to consider what is best for all of Oregon no matter the politics.

Thank you again for coming here and I ask that you listen not just with your ears but also with your heart.