

Five Reasons to Oppose House Bill 2020: Cap and Trade

Thank you for being willing to voice your opposition to a cap and trade law in Oregon. Lawmakers need to hear *your opinion* before they cast their vote.

Tell lawmakers that we can't afford HB 2020, the cap and trade law.

Below are five key reasons to oppose cap and trade: We can't afford it!

1. Oregon is already a national leader in renewable energy, green jobs and low carbon-emissions overall. House Bill 2020, the proposed cap and trade law, is all pain and no gain. It would cost your family more for gas, utilities and food but it won't make a difference in global climate change.
2. If Oregon passes the cap and trade law, the price of fuel would increase by at least 16 cents per gallon and according to AAA, Oregon will have the third-highest gas prices in America. Independent studies show that food, utilities and gas prices would increase up to \$1,500 per family
3. A cap and trade law would penalize companies that make or grow things in Oregon. Whether it's food and paper manufacturers or even flower growers, Oregon companies would pay higher energy and operating costs that would result in fewer blue-collar jobs, especially in rural areas.
4. The cap and trade law would raise \$550 million in new revenue for the state government with no accountability for how lawmakers and government employees would spend the money. It's not about helping the environment—it's about the money.
5. According to testimony from the Director of Oregon State University's Climate Change Research Institute, a cap and trade program in Oregon would do almost nothing to impact global climate change. We need to find a better solution that works for our families and the environment.

*****Tell the Politicians That We Can't Afford It*****

What Others Say: Highlights of Testimony Presented in Salem, February 2019

Ash Grove Cement Company in Durkee: In addition to job loss in Oregon, the unintended consequences of this policy will be a net increase rather than a decrease in global carbon dioxide emissions. Manufacturing cement requires a lot of electricity. The vast majority of Chinese electricity is generated from coal. Not so in Oregon. Shipping cement from China may be cheap, but not for the environment. Shipping one single ton of cement from China to Oregon results in almost 700 lbs. of CO₂. Every time a ton of Chinese cement is used in Oregon instead of Oregon-made cement, the environment sees roughly 760 lbs. of CO₂ that would not occur if that ton of cement were made in Oregon. If the manufacturing capacity at Durkee is lost to Chinese competition because of a cap and trade program, then, in addition to the loss of approximately 80 union jobs, global emissions of CO₂ will increase by more than 417,000 tons per year. We urge you to consider very carefully what you are trying to achieve and the net effect that proceeding with carbon regulation will have on energy intensive trade exposed industries in the state. A cap and trade program will serve to increase emissions in countries where emissions are not highly regulated, and it will destroy domestic jobs that sustain Oregon families and export those jobs to countries where worker safety is not protected and where workers lack the economic advantages that we offer in the United States.

- *Curtis Lesslie, VP Environmental Affairs, Ash Grove Cement Co.*

Oregon Cattlemen's Association: HB 2020 could drive up costs to deliver fuel, feed, fertilizer, and building supplies to farms and ranches while making it more expensive to process beef and get it to market. In fact, HB 2020 has the real potential to shift production to states and countries with less control over environmental regulation, carbon-neutral power supply like hydro, and fewer human rights and labor laws. The bill is especially harmful to young and beginning ranchers whose businesses must become profitable within the first few years of operation. Increasing input costs only places another hurdle in the way of our young ranchers who want to start their own businesses or keep Oregon lands working, meaning better maintenance and management to combat erosion, invasive species, soil and water quality, and fire suppression (Oregon's largest contributor to greenhouse gas).

- *Jerome Rosa, Executive Director*

Oregon Hop Growers Association: Hop farms using natural gas would realize a 40% increase for the cost of natural gas cost on the first day that the legislation goes into effect in 2021. This is simply an unacceptable increase because as a commodity, we have no way to pass our increased production costs on to our customers. Help us keep Oregon a state where family farms can survive. The hop industry is successful in large part because of Oregon's climate and we need to protect it. But we also need to balance protection with survivability. We ask that the bill include incentives, exemptions, and assistance so that hop growers are not damaged by the implementation of this bill.

- *Michelle Palacios, Secretary/Treasurer*

Jubitz Corporation: This bill is effectively a \$50-million-dollar annual tax on Oregonians. Specifically related to the transportation sector, this is at least a 16¢ tax on every gallon of fuel. Of the \$50-million, approximately 330 million dollars is going to be paid annually at the gas or diesel pump. Several large utilities get a 10-year reprieve because they are already reducing emissions under a 2016 bill. Unfortunately, that same consideration was not given to the transportation fuel sector, even though we are also already reducing emissions under the Clean Fuels Program. Jubitz started selling B-20 at our truck stop in 2007 and since 2017, we have been exclusively selling B-20. We have contributed to the success of the Clean Fuels Program. If HB 2020 passes as written, the trucks driving in NW Oregon and SW Washington will purchase dirty diesel in Washington vs. B-20 at Jubitz, increasing greenhouse gases.

- *Mark Gram*

Oregon Association of Nurseries: Oregon is responsible for .14% of the world's carbon emissions, so 99.86% of carbon comes from outside of our little slice of the Pacific Northwest. Oregon is abundant in natural resources – timber, food and nursery production reign and it is no accident that we have the potential to act as a key to open the door to resolving carbon issues. The debate over House Bill 2020 is one that the agricultural community needs to take seriously and be part of a solution – otherwise policies and cost could overwhelm an economic sector that is poised to make a difference. The spike in natural gas prices damaged the greenhouse industry in Alberta and should act as a cautionary tale to Oregon lawmakers.

- *Jeff Stone, Executive Director*

NW Natural Gas: The cost impact of the current proposal would be severe, though much more manageable if the emissions from natural gas customers are treated fairly. Residential natural gas customers would have a \$74 rate increase by 2021 and small business owners would have a \$338 increase by 2021. Under an alternate proposal, the residential customer rate would increase \$6 and the small business rate by \$29.

Oregon Family Farm Association: The price increases this bill will have on natural gas is also a concern of our members. Many hazelnut driers, hop driers, and mint stills rely on natural gas or propane to process raw agricultural products. It is estimated that small commercial natural gas rates will increase 13% in 2021, reaching a 44% increase midway through the program. These costs must be curbed if Oregon wants a thriving agricultural sector. We urge the Committee to adopt measures to alleviate natural gas price increases under HB 2020.

Oregon Trucking Associations Inc: The number one principle is to preserve Oregon's State Highway Trust Fund. Cap and trade revenues collected on on-highway fuels should be deposited in Oregon's Highway Trust Fund. Construction projects that reduce traffic congestion will also reduce carbon emissions. These projects can be funded with Highway Trust Fund dollars. Cap and trade HB 2020 would increase diesel fuel by 15 to 20 cents per gallon. Oregon truckers need to be able to compete with companies from other states. Oregon has the highest highway use taxes on heavy trucks in the nation. A typical truck operation in Oregon pays \$30,410 per year in Oregon and federal highway use taxes. California is a distant number at

\$23,030. In addition, during the 2017 session, the legislature passed HB 2017 increasing Oregon's weight mile tax on trucks by an astonishing 53 percent over 8 years.

- *Jana Jarvis, President*

Western Power Trading Forum: Electricity generated in the state and exported should not be exempted from the program. Small emission sources should be treated consistently. The Joint Committee should consider keeping critical implementation and enforcement functions at the Department of Environmental Quality initially.

- *Clare Breidenich, WPTF GHG Committee Director*

Wauna Mill Pulp: Georgia-Pacific's Wauna Mill is the only tissue mill on the West Coast, it is an integrated mill (pulping, paper-making and converting all on one site). If House Bill 2020 were to pass, the Wauna Mill would then be the only pulp mill operating under a cap and trade system in the west. While there are paper mills in California, there are no more pulp mills due to the last pulp mill shutting down after California passed their carbon tax. The Wauna mill ships products throughout the western United States and we must be competitive with paper mills in other states. Production can shift internally from mill to mill across the U.S. So if a mill decreases its production another mill outside of Oregon will pick up the work increasing their economic gain. They win Oregon losses plain and simple. The demand for paper will not change and is actually on a steady incline, shifting production to other states is actually counterproductive to our environment and potentially devastating to our Oregon economy!! I personally would rather be buying paper made in Oregon by Oregonians and supporting my Oregon economy. Oregon is almost certain to lose jobs to states that have lesser environmental regulations and legislation resulting in far higher emissions. A Steelworkers Economist has estimated that the total loss of jobs to my surrounding community could be as high as 2500 due to the rippling effect of lost revenue due to closing a mill our size. State and local government can expect a loss of 20 plus million in decreased revenues from their tax base, negatively effecting schools and other tax reliant entities

- *William Kerr, President United Steelworkers Local 1097 Georgia-Pacific Wauna Mill, Pulp and Paperworkers Resource Council Member*

An Affordable and Effective Cap & Trade Program

NW Natural agrees there is a climate imperative and a need to act collectively to address climate change. NW Natural can and will play an important role in helping our region move to a low-carbon, renewable energy future.

HB 2020 Should Treat All Oregonians Consistently

Any Cap and Trade program should provide consistent treatment of all utility sector emissions – and, consequently, all utility customers.

Emissions are emissions, whether they come from coal, oil or natural gas.

A Cap and Trade program should be administered so that natural gas customers are not asked to pay more than their fair share.

As currently envisioned, HB 2020 would violate that fundamental principle. Providing substantial customer allowances to electric customers but not to natural gas customers would result in some Oregonians paying for their emissions, while others would pay nothing and emit just as much.

\$ IMPACT ON HOUSEHOLDS

HOUSEHOLD #1

Both are average Oregon households and could be neighbors



Family of four, 2,000 sq ft home
\$75,000/year income

Uses Natural Gas for Heating

	Home Emissions	Cost of Emissions
2021	6.2MT*	\$77
2021-30	58MT	\$1,432

HOUSEHOLD #2



Family of four, 2,000 sq ft home
\$75,000/year income

Uses Electricity for Heating

	Home Emissions	Cost of Emissions
2021	6.4MT	\$0
2021-30	58MT	\$0

* MT = metric tons

Oregon Would be an Outlier

As currently conceived, Oregon's Cap and Trade program would be the only jurisdiction in the Western Climate Initiative to take an inconsistent approach in the utility sector.

JURISDICTION	ELECTRIC UTILITY TREATMENT	GAS UTILITY TREATMENT	COMPARATIVE TREATMENT OF UTILITY EMISSIONS
California	Substantial near term customer allowances	Substantial near term customer allowances	Consistent
Quebec	No customer allowances	No customer allowances	Consistent
Oregon	Substantial near term customer allowances	Very few near term customer allowances	Inconsistent

For a cap and trade program to be equitable for the 65% of Oregonians who are natural gas utility customers, we seek the following:

- The allocation of customer allowances** directly to natural gas customers (residential, small commercial and industrial sales) in a manner that treats all utility sector emissions consistently.
- For revenue generated through NW Natural's purchase of allowances **to be applied in the best interests of natural gas customers** – with a focus on bill assistance, low-income weatherization, and projects to decarbonize the energy we deliver to our customers (with oversight by regulators).
- Offsets as a low-cost emissions reduction option** with an eye on linking with the Western Climate Initiative. Oregon should match or exceed the offset cap in California (currently 8%).

- 4. Complementary measures that help reduce emissions. NW Natural supports independent legislation (SB 98) to create an **optional Renewable Natural Gas (RNG) procurement program** that would help decarbonize our pipeline.

Potential Customer Bill Impacts of Cap & Trade (HB 2020)

The cost impact of the current proposal would be severe, though much more manageable if the emissions from natural gas customers are treated fairly.

**Annual Cost on Direct Use Natural Gas Customers
HB 2020 vs. Alternative Proposal**

YEAR	RESIDENTIAL				SMALL COMMERCIAL				INDUSTRIAL SALES*	
	HB 2020		Alternative Proposal		HB 2020		Alternative Proposal		HB 2020	Alternative Proposal
	%	Cost	%	Cost	%	Cost	%	Cost	%	%
2021	11%	\$74	0%	\$6	13%	\$338	1%	\$29	28%	1%
2025	15%	\$109	3%	\$23	17%	\$511	4%	\$106	37%	6%
2030	23%	\$200	9%	\$81	27%	\$968	11%	\$390	54%	18%
2035	38%	\$361	22%	\$208	44%	\$1,814	25%	\$1,044	89%	42%
2040	53%	\$567	35%	\$375	60%	\$2,956	40%	\$1,951	117%	73%

*Cost not included due to variation in usage by industrials.

Considerations for Oregon

- In Oregon, infrastructure must be designed to ensure our energy needs can be met in the winter peak.
- NW Natural’s system delivers more energy to Oregonians than any other utility, but is a distant third in emissions contributions to the state. Sales to NW Natural’s residential and commercial customers represent about 5% of Oregon’s total greenhouse gas emissions.
- In a normal year, the average NW Natural residential customer pays roughly \$650 per year for natural gas use and programs that reduce emissions and support energy efficiency.
- 60% of our customers qualify as low or near low income.

Natural Gas Plays a Key Role in Oregon’s Low-Carbon Future

Multiple studies have examined different ways society can reach its deep decarbonization goals (**80% emissions reduction from 1990 levels by 2050**). A new report by E3 is largely consistent with other deep decarbonization studies, and takes into account Oregon-specific attributes such as when we use energy, our existing energy mix, and the infrastructure needed to meet our energy needs during cold snaps and heat waves. The E3 Study finds:

- All deep decarbonization pathways include natural gas use in 2050. In fact, in order to achieve the decarbonization goal, natural gas emissions represent a larger share of the emissions pie in 2050 than the coal, diesel, and gasoline mix we have today.
- In combination with energy efficiency and a reasonable blend of renewable natural gas, continuing to use natural gas to heat homes and businesses – even in 2050 – is likely the most affordable and reliable way to achieve deep decarbonization in Oregon.

QUESTIONS?
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Oregon Women for Agriculture



Columbia Gorge fruit growers



WVSSA

Willamette Valley Specialty Seed Association



House Bill 2020 Does Not Work for Oregon Agriculture

Oregon's agricultural sector is committed to natural resources stewardship and sustainability; we are part of the solution to atmospheric CO₂. Oregon already is a leader in building one of the cleanest economies in the country through the adoption of major renewable fuel and energy policies (i.e. Low Carbon Fuel Standard, Renewable Portfolio Standard, and Coal-to-Clean). Oregon's share of U.S. greenhouse gas emissions is less than one percent and on a clear downward trend. HB 2020 will not make a measurable change in global greenhouse gas (GHG) emissions;¹ however, the policy will reduce the competitiveness of Oregon's family farms and ranches.

HB 2020 imposes real costs on farmers and ranchers.

HB 2020 will levy cost increases on Oregon's farm and ranch families through the purchase of fuel and natural gas. As price-takers, farmers have a limited ability to recoup the increased costs associated with production. Farmers operate on thin margins, and these additional costs put Oregon's agriculture sector at an economic disadvantage compared to farmers in other states and countries. The impacts will be especially harmful to young and beginning farmers.

Fuel costs will increase.

During the 2018 interim, members of our coalition participated in an Agricultural Work Group hosted by the Governor's Carbon Policy Office. A key focus of the group was to mitigate cap-and-trade-related cost increases borne by farmers and ranchers. That work resulted in a December 2018 presentation to the Joint Committee on Carbon Reduction, recommending the exemption of off-road agricultural fuels from the cap.

We are disappointed to see that HB 2020 includes agricultural fuels under the carbon cap. This will increase fuel costs for farm and ranch families by thousands of dollars each year, beginning in the first year of the program. Farmers and ranchers have a farm vehicle registration available under ORS 805.300 to 805.410. The use of dyed diesel is not allowed in these vehicles as they can be used on public highways. In order to truly exempt farms and ranches from a cap-and-trade system, the on-road diesel used in farm vehicles must also be exempt from the cap in any version of the bill going forward.

Natural gas rates will climb.

We urge the Committee to adopt measures to alleviate natural gas price increases under HB 2020. Greenhouses, hop driers, and mint stills all rely on natural gas or propane to process raw agricultural products. It is estimated that small commercial natural gas rates will increase 13% in 2021, reaching a 44% increase midway through the program. Industrial facilities, such as food processors, will see even bigger rate spikes. These costs must be curbed if Oregon wants a thriving agricultural sector.

HB 2020 should create accessible incentive and offset programs.

During the 2018 interim, members of our coalition participated in the Work Group on Natural and Working Lands, hosted by the Governor's Carbon Policy Office. We appreciate the group's

¹ Richard Whitman, Director of ODEQ. Testimony before the House Committee on Energy and Environment and Senate Committee on Environment and Natural Resources, November 13, 2017.

acknowledgment that agriculture plays a key role in carbon sequestration. Through the work group process, we had the opportunity to work with state and federal agencies to develop incentive programs that leverage existing programs that farmers and ranchers are already familiar with. Our goal was to develop voluntary incentives that help Oregon agriculture remain competitive globally while sequestering carbon at the same time. That means they are accessible and affordable for farmers and ranchers across the state, regardless of geography, crop type, or production method.

HB 2020, Section 31 makes brief mention of the potential for investments on Oregon's working landscapes but includes no details to give producers certainty that these programs will be available to farm and ranch families. We ask that the Committee adopt recommendations made by the work group last year and ensure that voluntary incentives are accessible to producers across the state. As currently drafted, there is no certainty that voluntary incentives will be available to the broader agricultural community.

We also urge the Committee to revisit stringent and inaccessible offset requirements that are ill-suited to Oregon's dynamic agricultural landscape. Like California, the current criteria for offsets—real, additional, quantifiable, permanent, verifiable, and enforceable—will limit producer participation in the program and restrain the ability of offsets as a mechanism to reduce emissions.² HB 2020 should, instead, develop flexible protocols that expand and expedite the use of offsets and ensure that once an offset project is approved, it can continue to generate offsets throughout the intended life of the project.

As a final point, we believe that collaboration with Oregon's land grant university will be key to developing an accounting framework and methodology for a comprehensive inventory of GHG fluxes from Oregon's working lands. It is imperative that targets in this sector are done carefully, and we must first understand the long-term impact of various policy scenarios. HB 2020 should prioritize investments in research and independent economic analysis to better inform the development of voluntary incentive and offset programs.

HB 2020 lacks appropriate oversight.

HB 2020 turns the bulk of decision-making over to an unknown bureaucracy with few checks on the system. Section 21 directs the Carbon Policy Office to set "an auction floor price for 2021 and a schedule for the floor price to increase by a fixed percentage over inflation each calendar year" and a "set a hard price ceiling for 2021 and a schedule for the hard price ceiling to increase by a fixed percentage over inflation each calendar year." Policy decisions, such as allowance floor and ceiling prices, should not be left to the discretion of any state agency. Similarly, Sections 40 and 41 give the Environmental Justice Task Force the responsibility for reviewing and recommending investments of revenues derived from HB 2020. This body is neither elected nor organized to provide expertise with regard to sequestration practices on Oregon's farms and forests.

As a final point, Section 72 invests cap-and-trade revenue in a Governor-appointed task force whose primary focus has been farmworker safety and limiting the use of pesticides on Oregon's farms. HB 2020 should not be the vehicle that permanently funds this task force without a deeper look at the make-up of the task force and its objectives, which historically have not been climate-related.

Oregon agriculture opposes HB 2020, as drafted. The bill will levy unnecessary costs on Oregon's farmers, ranchers, and rural communities and fails to address significant work over the interim to remedy these concerns.

² Oregon Carbon Policy Office. *Offset Credits Under Oregon Climate Action Program*.
https://www.oregon.gov/gov/Documents/OffsetsExplainer_v1.pdf

- Oregon Business Report - <http://oregonbusinessreport.com> -

Carbon Tax increases small business utility bills by 28%

Posted By *adm*n On February 13, 2019 @ 6:21 am In Uncategorized | [No Comments](#)



[1]

By [Oregon Small Business Association](#) [2],

The carbon tax bill, HB 2020, also known as Carbon Cap-and-Trade would have a big price tag for Oregon small businesses and their customers.

Residential customers in Oregon who use natural gas are likely to see their rates increase by 11 percent—or \$74—in 2021, the first year Oregon’s new climate policy and cap and spend bill takes effect, and by 53 percent, or \$567, in 2040.

Those numbers appear in NW Natural’s study of how the proposed carbon tax, which has more support this year than in previous legislative sessions, is likely to affect its customers. The first year, small businesses would see increases of 13 percent and industrial customers 28 percent.

Natural gas utilities, businesses, and others are pushing back on the proposed cap and spend bill, saying it would lead to immediate and major rate increases, and only grow worse in the future. The legislation’s goal is to cut greenhouse emissions below 1990 levels by 45 percent by 2035 and 80 percent by 2050.

Under the measure, utilities, industrial businesses, and transportation fuel providers that emit more than 25,000 metric tons of greenhouse gases each year would be required to offset that pollution by purchasing emissions allowances from a state auction or secondary market.

The cost for allowances would increase each year as the numbers decrease, which is designed to force companies to reduce emissions.

People who purchase gas for their vehicles will pay a lot more at the pump, as the Department of Environmental Quality estimates gasoline and diesel suppliers would pay 60 percent of the \$550 million the auction would raise in 2021. That portion of the money would be allocated to highway projects.

Allowance prices would increase from \$16.77 to \$26 per ton while overall emissions would decline.

But, the legislation exempts specific utilities—such as the state’s two big electric utilities—until 2030 in recognition of their early efforts to eliminate coal-fired power and increase green uses such as wind and solar energy.

Giving preference to electric utilities over natural gas, coal, or oil companies is inconsistent and unfair, according to critics.

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[1] Image: <http://oregonbusinessreport.com/wp-content/uploads/2018/03/capitol-dawn.jpg>

[2] Oregon Small Business Association: <http://www.oregonsmallbusinessassociation.com/>

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How to Testify to a Committee

 oregonlegislature.gov/citizen_engagement/Pages/How-to-Testify.aspx

Giving public testimony before a legislative committee can be an exciting and fulfilling experience.

For reference assistance, questions about the legislature, legislative process, or other government agencies, please email help.leg@oregonlegislature.gov, or call 1-800-332-2313.

Committees, as the heart of Oregon's legislative process, allow legislators to study bills closely and hear testimony during public hearings in support of or in opposition to the bills.

Public testimony before a committee may influence the committee's action. Your testimony also becomes part of the public record and may be used in future research.

You can better prepare and succeed in giving testimony by following the suggestions below.

Know Your Audience

- Committee members are "citizen legislators," and they want to hear your comments.
- Be respectful of committee members as well as other people who come to testify.
- Do not scold or insult members or other witnesses, or accuse members of causing your issue. This may alienate members from your cause.

Know the Issue

- Draw from your own knowledge and experience.
- Support personal opinions with as many facts as possible.
- Be knowledgeable of the "other side of the story." You may be asked to discuss how and why your opinion differs from others.

Be Familiar with the Committee Process

- Know the location of the building and meeting room, and be sure of the meeting time.
- Agendas are posted outside the meeting room. Check the agenda to make sure the bill you are interested in has not been removed or rescheduled. Bills are not always heard in the order in which they appear on the agenda.
- If possible, attend a committee meeting before you testify to learn about the process. You can also watch videos of past meetings on OLIS.
- When you arrive at the public hearing, print your name legibly on the witness registration sheet for the appropriate bill. Witnesses may be called out of order. Do not sign up if you only wish to watch the meeting.
- Visit the legislative website (OLIS) at oregonlegislature.gov to learn more about committees.

Presenting Your Written Testimony

- Email your written testimony and any materials (reports, handouts, presentations) at least 24 hours in advance so it can be posted electronically to OLIS for the members and public to view. However, written testimony is not required.
- If you did not submit materials in advance, give your paper copies to committee staff—not directly to the members—after you are called and before you begin speaking.
- Address members formally (e.g., Senator Jones, Representative Brown). Respond to questions through the chair (e.g., 'Chair Jones and members of the committee...').
- State your name, city or county, and any other affiliation for the record, even if you've already been introduced or called upon by name.
- Clearly state whether you support or oppose the bill and briefly explain your reason.
- If you submitted written testimony, do not read it word-for-word to members. Make an outline and summarize the main points of the testimony.
- Keep in mind that many people testifying or a busy agenda may require you to summarize your testimony in two minutes.
- When finished, thank the members and offer to answer any questions.
- Members realize that the process may be intimidating; they do not expect perfect presentations.
- **Testifying as a group:** Select a few people to cover different topics so the testimony is not repetitive. Address the problem, possible solutions, and your group's solution. Check with

- committee staff to determine how much time will be allotted for testimony on the bill.
- Verbal testimony and written materials are public records available to the public on the Internet. Use discretion on what personal information to include.

Special Needs

If you require special accommodation to testify before a committee, contact committee staff 24 hours before the meeting. Contact staff 72 hours in advance if a sign language interpreter is needed.

Making a Difference - A Citizen's Guide on How to Testify

"Making a Difference - A Citizen's Guide on How to Testify" covers protocols and procedures of testifying before a Legislative Committee and offers important online resources.

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From: Rep Reschke <Rep.EWernerReschke@oregonlegislature.gov>
Sent: Thursday, February 21, 2019 8:02 AM
To: Bill Meyer
Subject: Here is that list of email addresses

Hi Bill,

Here are those email addresses.

To get your written testimony into the public record, email:

jccr.exhibits@oregonlegislature.gov

Note: Please use discretion with your personal information in written testimony (i.e., do not add personal information you do not want the public to see). All meeting materials, including your name and any personal information contained in the submitted documents, are posted to the Oregon Legislative Information System (OLIS) and are accessible to all major search engines, including Google, Bing, and Yahoo.

If you want to email committee members, then visit this web page with all their email addresses

<https://olis.leg.state.or.us/liz/2019R1/Committees/JCCR/Overview>

Good luck on Saturday. Thanks for all you do.

Best,
-Werner

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