

CAP-AND-TRADE: SIGNIFICANT COSTS, IMPERCEPTIBLE ENVIRONMENTAL “BENEFIT”

**THE DAILY
ASTORIAN**

“The proposed carbon fees will cost jobs in this state, because they will put our industries at major competitive disadvantages with other states.”

“The bill’s proponents expect working-class Oregonians to eat the costs of the legislation for the greater good.”

“HB 2020 is exhibit A in just how good intentions can quickly become convoluted and dense.”

EAST OREGONIAN

The Register-Guard

“Yet even if they pass this bill, the net reduction in global greenhouse gas emissions would be negligible. Oregon’s economy and its residents would pay for no real gain.”

“Rural and low-income communities would feel the sting worst...Family farms could be squeezed out of existence.”

PLEASE VOTE NO ON HB 2020B

- Cap-and-trade will increase the price of gasoline by 21 cents per gallon in the first year of the program alone and up to \$3 per gallon by 2050. Proposed rebate programs will do little to protect financially vulnerable Oregonians and will not mitigate cost increases for Oregon farmers and businesses.
- Natural gas rates for residential consumers will see significant increases in the first year and could rise by as much as 53% in 2040. Industrial users could be forced to pay a more than 100% increase under the program. Propane users would also see significant rate increases.
- HB 2020B hands unprecedented authority over Oregon’s economy to unelected employees. Cap-and trade would also raise almost a billion dollars a year with little guarantee for how the funds would be spent.
- The cap-and-trade program envisioned in HB 2020B would jeopardize the financial viability of the Highway Trust Fund, destroying our state’s ability to invest in the maintenance of existing roads and the funding of future infrastructure projects.

OPPONENTS OF HB 2020B INCLUDE:

