

February 22, 2015

Jim Mischel
619 S. Bridge St.
Sheridan, Or. 97378

The Honorable Representative David Gomberg
District: 10
900 Court St NE, H-471, Salem, OR 97301

Cc: The House Committee On Energy and Environment:

Beth Patrino, Committee Administrator

Representative Cliff Bentz
Representative Deborah Boone
Representative Dallas Heard
Representative Ken Helm
Representative Paul Holvey
Representative Mark Johnson, Vice-Chair
Representative Jeff Reardon, Vice-Chair
Representative Jessica Vega Pederson
Representative Jim Weidner

Subject: Opposition to SB 324, Low Carbon Fuel Standards.

Dear Representative Gomberg,
I would like voice my adamant opposition to this bill and request your no vote on this bill should it come to the floor for a vote. Due to a family medical problem, I will not be able to attend the February 24th committee hearing.

There has been much testimony on this bill. The Oregon Chamber of Commerce as well as every single community level Chamber I have seen, opposes this bill. Farmers, ranchers, loggers, transportation firms and many many individuals oppose this bill. I have seen where several have written in or testified that Oregon businesses support this bill, and without fail, I see where 99% of those are businesses that would reap financial gain for production or promotion of alternative fuels at the expense of others.

The science is just not providing the confirmation for this type of drama, drastic action and expense to the tax payers you are supposed to be representing. In fact, a 2014 Federal EPA study shows a 47% decline in CO2 emissions over a 39 year sample period. Oregon DEQ and Lane Regional Air Pollution Authority have both noted and documented marvelous improvements in air quality since 1985. Numerous studies have shown this to be a bill in search of a problem.

Most, if any jobs, this bill creates would be out of state jobs. The state's efforts at promoting ethanol production have resulted in bankruptcy, in at least one case. How is the battery plant in Portland doing these days?

The taxes this bill generates seems to be up in the air. No one knows how much it will or will not cost. It reminds me of a Federal Legislature's statement not so long ago that "we have to pass the bill to see what's in it!" Well, ladies and gentlemen, last year you assured me that the

cost of living was not going to be increasing when you reduced the COLA on my pension. Now you are doing everything you can think of to increase my cost of living.

I will not go on with quotes, reference studies, etcetera. Many others have already provided this during the Senate hearing, and all of that information is available to you. I would urge you to look at how many Oregonians are against this bill. Just because California passed it doesn't mean it is good for Oregon. I hate to use the old cliché, but if you want California, you want to live like California, you want to be taxed like California, I would suggest moving to California. I was born in Oregon. I have not left Oregon because I want to live in Oregon. I don't want to do things like California and I don't want to live in Orefornia.

I would also ask, just how much pollution the production of batteries for electric cars producing? (One of these facilities was or still is on the Superfund cleanup list.) How much pollution is the generation of alternative fuels (ethanol) producing? How much is it going to cost to replace all of those electric cars or the batteries in them? It's interesting that when those were on display at the state fair, the State Employee I talked to refused to say anything except how much gas they would save. Just like all of the birds the wind farms are killing and maiming every year, the High Desert scenery that has been destroyed, the reality of what we are doing is easily ignored when a personal and political agenda is being pushed.

On a personal note, I have just found that I have a problem with a vehicle I own. This problem is going to cost between \$800 and \$1100 to fix depending on which mechanic you talk to, and believe it or not the Ford dealership was the cheapest. The one thing all three agree on, including the Ford OEM people, is that the diesel I am now forced to use as fuel is the culprit due to a lack of lubricity. This is fuel related damage, even though I have religiously added a lubricant and additive to the fuel. I do not suppose there is a state agency, perhaps the Legislature I can send the bill to for this damage? Perhaps a state agency would be willing to give me \$55,000.00 to replace my existing pickup with a comparable replacement that has an engine more suitable to the current fuels, which apparently would have to once again change under this bill.

We have a boat sitting out at the farm that has a very expensive 125HP motor on it with a fuel system destroyed by ethanol. Who do I send that bill to? That damage was done before the ethanol free liquid gold became readily available, (yes liquid gold – have you seen the price of it compared to regular gas?). Adding to the expense is that it is roughly a 40 mile round trip to the nearest facility that sells ethanol free gas, which adds additional expense.

I won't even go into the Kitzhaber / Hayes / a \$118,000 fellowship for Hayes via The Clean Economy Development Center or the Non Profit Energy Foundation. This partisan bill is an undue and over reaching burden on Oregonians.

The bill is poisoned –tainted, is not at all justified and I urge your no vote(s).

Respectfully Submitted,
Jim Mischel

PS. *SECTION 5. This 2015 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2015 Act takes effect on its passage.*

Is this a joke? Are we going to die tomorrow? Please explain why it is necessary for the "immediate preservation of the public peace, health and safety"?

Re: Senate Exhibits from Public Hearing on SB 324

http://www.oregonlive.com/opinion/index.ssf/2015/02/peter_courtneys_moment_of_trut.html

Please see the editorial attachment. You may find it interesting to go to the Oregonlive web site editorial and see the comments people are leaving.