



## OREGON HOUSE REPUBLICAN OFFICE

### *What They Are Saying*

#### **“Supporters of SB 324 should be prepared for some hard conversations with constituents”**

#### *House Republicans’ Call To Halt Program And Prioritize Transportation Package Garners Support From Across The State*

**The Albany Democrat-Herald:** “The initiative means well, but it never has been clear that it would have more than a symbolic impact on greenhouse gas emissions...The delay could help the way for something that should be a higher priority for the Legislature: Getting the bipartisan support that will be required for a wide-ranging transportation package.” (“House should derail clean-fuels program,” [Albany Democrat-Herald](#), 3/2/15)

**The Oregonian:** “Shaving a tiny slice of Oregon’s emissions will have no discernible effect on the climate, yet the cost to Oregonians will be significant.” (“Will House Democrats find low-carbon courage?: Editorial,” [The Oregonian](#), 2/25/15)

**The Register-Guard:** “Republicans oppose SB 324 on grounds that it would lead to higher prices for gasoline and diesel fuel. Some of the estimated increases are scary – up to 19 cents per gallon, according to DEQ. Oregonians would be hurt by price increase of that magnitude...” (“Editorial: Defer clean fuel standard,” [The Register-Guard](#), 2/22/15)

**The Statesman Journal:** “...of all the ways to reduce greenhouse emissions in Oregon, is the low-carbon fuel standard the most cost-efficient and effective?” (“Oregon must address reality, not theory, of fuel change,” [The Statesman Journal](#), 2/22/2015)

**The Albany Democrat-Herald:** “In addition, the clean fuels program is exactly the sort of consulting that Kitzhaber’s fiancée, Cylvia Hayes, was tackling...You would think the scandal would give lawmakers ample reason to steer clear, for the time being, of anything that might have Hayes’ fingerprints on it.” (“Editorial: House should kill clean fuels program,” [The Albany Democrat-Herald](#), 2/19/2015)

**The Oregonian:** “Despite the cost and complexity of the fuel standard, removing the 2015 sunset date has continued to be a priority of the environmental left, Kitzhaber and a nonprofit that sent tens of thousands of dollars fiancée Cylvia Hayes’ way...there’s no question that the policy encoded in SB 324 is enveloped thoroughly by the ethical fog generated by Oregon’s outgoing first couple.” (“Peter Courtney’s moment of transportation truth: Editorial,” [The Oregonian](#), 2/16/2015)

**The Oregonian:** “Supported tainted legislation that effected good policy would be bad enough. Supporting tainted legislation that creates bad policy and hinders the pursuit of good policy would be inexplicable. Supporters of SB 324 should be prepared for some hard conversations with constituents.” (“Conflict-tainted bill advances, to Kitzhaber’s tweet relief: Editorial,” [The Oregonian](#), 2/5/2015)

**The Portland Tribune:** “It has become impossible to separate Kitzhaber’s push for reduced-carbon standards from Hayes’ paid work on behalf of advocates of those standards.” (“Our Opinion: Hayes flap clouds Kitzhaber initiatives,” [The Portland Tribune](#), 2/5/15)

**The Statesman Journal:** “If SB 324 is as worthwhile as supporters contend, there is no need to rush it in the Legislature...There will be time for its potential effects to be validated by reputable, independent, disinterested analysts who have no political, ideological or financial interests in the outcome. ...legislators should have learned from the Cover Oregon debacle that trying to be a national leader without doing the proper homework and supervision can backfire badly.” (“Slow down, Oregon legislators, on greenhouse-gas bill,” [The Statesman Journal](#), 2/4/2015)

**The Bulletin:** “If this reminds you of the state’s Business Energy Tax Credit program at its worst, it should. You are likely to drive at some disputed additional cost, and that money will, in turn, be given to alternate fuel producers. The cost will fall directly on every car, truck and lawnmower owner in Oregon.” (“Editorial: Let fuel standard law die,” [The Bulletin](#), 11/6/2014)

**The Oregonian:** “...most Oregonians will pay more at the pump in order to subsidize such environmental champions as a utility that provides charging stations for the Tesla crowd...The program is supposed to shield Oregonians from dramatic spikes in fuel prices, but the trigger for scrutiny is 5 percent of the rail price of fuel – about 18 cents for \$3.50 gas. And even then, the state is obligated to take immediate and cost-saving action. You can bet it won’t.” (“Buckle up for an Oregon driving-tax blowout: Editorial,” [The Oregonian](#), 11/6/2014)

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