

Protest: Rally was organized by the No LNG Exports Coalition

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The debate comes just as the Oregon Legislature is debating the state's role in preventing climate change.

Today, the House Rules Committee will vote on HB 3470, which would phase in statewide carbon dioxide emissions limits and allow the Environmental Quality Commission to set a price on carbon.

David Dunham attended the rally with his friend Christopher Mathas, who wore a giant likeness of Sen. Ron Wyden, D-Ore., who has supported the Jordan Cove project.

Both Eagle Creek residents own property that the Warrenton pipeline would run through, Dunham said.

Participants marched from the Capitol to the Oregon Department of State Lands, which has legal authority to block LNG terminals and pipelines.

They are asking state agencies to use their authority to deny permits for the terminals, and for



Photo courtesy of Mary Ekorn-Jackson

Astorian Carol Newman, center, and hundreds of others gathered at the Oregon Capitol Tuesday to protest two proposed LNG export terminals in Coos Bay and Warrenton.

the governor to challenge likely federal approval for the facilities.

The rally was organized by the No LNG Exports Coalition. Members include the Sierra Club, Center for Biologic Diversity, Columbia Riverkeeper, Northwest Environmental Defense Center and more.

OReGO: 'You pay for what you use'

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their vehicles. Participants will pay 1.5 cents per mile and get refunds for the 30-cent-per-gallon tax they pay at the pumps.

"It's about fairness," Godfrey said. "You pay for what you use."

So far, 1,600 drivers have signed up at the OReGO website to participate in the experiment and Godfrey expects that number to double shortly. The still-voluntary program kicks off July 1.

Many drivers won't like the math, at least initially. Twenty miles per gallon is the break-even point. A calculator on the website shows how much more or less you would pay. An average Prius owner would pay almost \$200 more a year, while the F-150 driver would save about \$20.

Oregon would be the first state in the nation to adopt such a road-usage charge.

Pendleton driver Tammy Dennee participated in one of two earlier pilots of the program. She plugged a data capture unit into her Ford Explorer and started driving.

"Everything was technology driven," she said. "No fuss. No muss."

Dennee, who recently moved to Salem to become assistant director of the Dairy Farmers Association, served for five years on the task force that looked into the feasibility of the road-usage program. While the program is fairly straightforward, she said, people wrestle with the concept.



E.J. HARRIS — EO Media Group

The Oregon Department of Transportation is asking for volunteers for its new gas tax program. The program, called OReGo, would tax participants 1.5 cents per mile and is a test study as a potential replacement for the state's fuel tax system.

"There are no easy answers when it comes to taxes," she said. "It's never an easy conversation."

Yet, she said, Oregon's transportation infrastructure is deteriorating.

"We expect the same quality of roadways and bridges, but Department of Transportation dollars aren't there," Dennee said. "It's become a fairness discussion."

States are looking for ways to retool the gas tax, Godfrey said. When Oregon pioneered the nation's first fuel tax in 1919, Godfrey said "consumption was the perfect proxy for how much you use the road. That's not the case now."

Critics protest that smaller

vehicles don't damage roads as much as larger vehicles and should therefore pay less. Godfrey shakes her head.

"ODOT has researched this for many, many years and has determined time and time again that vehicles that are 10,000 pounds and less impact the roadway about the same," she said. "There is a perception that a light car does so much less damage, but it's not really the case."

Godfrey also rejects concerns the program would discourage people from buying hybrids or electric vehicles.

"You save so much more in overall driving costs that there's still a very strong incentive to purchase an EV or hybrid," she

said. "Overall (in the F-150 and Prius comparison) you're still saving about \$800 a year by driving a Prius."

Participants may eventually choose from a menu of services made possible by the pay-per-mile technology. The list includes such things as vehicle diagnostics, DEQ emissions testing on the fly, pay-as-you-go insurance and a geo-fence for parents with teen drivers in the family.

"These are all things that are in development," Godfrey said.

ODOT contracts with the private sector for technology and services.

For more information about the program, visit www.myorego.org.

Cybersecurity: State's administrative agency also wants to improve oversight

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to lawmakers working on the next two-year budget. The agency asked for \$13.5 million to implement the findings of audits of state cybersecurity and IT operations, and nearly \$3.4 million to hire a dozen new state IT employees to better manage IT projects.

"(The Administrative Services technology staff) is responsible for the management of over 2,300 UNIX, Windows and Linux servers, a mainframe computer which is larger than that used by the New York Stock Exchange, over 3600 networking devices

and firewalls, and enough data storage capacity for 700 copies of the Library of Congress," the agency wrote in its security-related budget request. "These devices are not only located in the (state data center) facility but at over 600 statewide agency locations. In addition, (the division) is responsible for the software that runs agency applications on each of these computing platforms."

The agency has been slow to fix problems identified by state auditors, including in the last audit in 2012.

The agency also wants to improve oversight after the

failure of Cover Oregon and other major projects in recent years. State auditors have described Cover Oregon's failure to launch as planned in October 2013 as "arguably the worst computer development failure in state history."

"Technology has one of the greatest impacts on the state's ability to deliver services to Oregonians," staff wrote in their funding request to the Legislature. The agency also explained "Oregon has historically lacked a functional, modern" system of oversight.

Shelby said the Department of Administrative Services has already started to work on im-

proving oversight through a pilot program using employees temporarily loaned by other state agencies. An audit released by the Oregon Secretary of State's Office in March found that effort was understaffed and incomplete.

Administrative Services spokesman Matt Shelby said five of the employees would be strategic technology officers who would serve as "broker, traffic cop (and) enforcement officer" to make sure IT projects meet the state's needs and comply with state policies.

Larger state agencies have individual IT departments, while smaller agencies are more like-

ly to rely upon the chief information office. But all agencies must comply with the state's policies on management of IT projects.

"It's just a tighter connection between central IT services that we provide and policies we enforce, and ... all state agencies," Shelby said.

The additional employees would also work to improve coordination and efficiency of state IT spending, so that individual agencies do not purchase each purchase separate software when they could all use the same system. For example, Shelby said the state has already transitioned to a

single payroll program and could eliminate duplication in other areas.

"We have something like 30-some odd different email systems across Oregon state government," Shelby said. Approximately one-third of state employees use a Microsoft Outlook system maintained by Administrative Services.

It might also make sense for the state to centralize more of its cybersecurity work, Shelby said.

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