

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

March 1, 2017

Senator Michael Dembrow, Chair
Senate Committee on Environment and Natural Resources
900 Court Street, NE, Hearing Room C
Salem, OR 97301

RE: SB 557 and SB 748

Dear Senator Dembrow and Members of the Committee:

Thank you for taking action to address climate change through SB 557 and SB 748. The City of Portland strongly supports reducing carbon emissions, and bold statewide legislative action is essential for Oregon to make progress toward its climate protection goals.

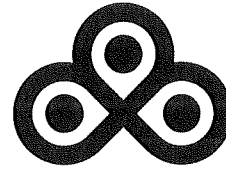
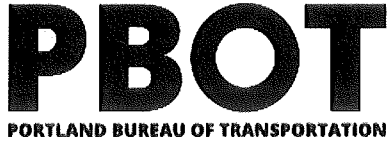
The City of Portland supports both bills and offers suggestions for amendment to reflect and fund a science-based approach to transportation carbon pollution reduction, including the "Climate Smart Strategy" transportation plan adopted by the Portland Metro region, as mandated by the 2009 legislature.

In 1993, Portland became the first city in the United States to create a local action plan for cutting carbon. In 2001, Multnomah County joined the City of Portland in updating the plan and pursuing actions to put Portland and Multnomah County on track to achieve a 40 percent reduction in carbon emissions by 2030 and an 80 percent reduction by 2050, compared to 1990 levels. Portland and Multnomah County updated their Climate Action Plan in 2015 to incorporate new research, plan for adaptation, adopt ambitious new policies, and reflect the City's commitment to advancing equity. As of 2014, emissions of carbon pollution from Multnomah County were 20 percent below 1990 levels, even while we have experienced surging population and economic growth.

The 2009 legislature required the Portland Metro region to adopt a plan to reduce climate pollution from cars and light trucks. After extensive analysis, partnership, and outreach, regional leaders adopted the Climate Smart Strategy in 2014. The 2010 legislature required ODOT to develop a Statewide Transportation Strategy to reduce climate pollution, which was "accepted" by the Oregon Transportation Commission in 2013.

A carbon pollution permit program could move us toward reducing climate pollution, if linked to science-based strategies evaluated and adopted by state, regional, and local governments and vetted with the public and with private sector partners.

The City of Portland supports the bills while offering up a few ideas for amendment.



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland suggestions for changes to the bill are focused on the transportation sections of the bill:

- Portland participated in an analysis of transportation strategies to reduce climate pollution, producing our 2014 Climate Smart Communities plan. The plan was endorsed by local government representatives, community representatives, and Metro Council. Transportation-related funds raised by a carbon permit in regions with a local plan like our Climate Smart Communities plan should be allocated by the regional governments that have adopted the plans, and spent consistent with the priority investments in those adopted plans. Transportation-related carbon permit funds should not be allocated wholly to ODOT.
- Additionally, the City of Portland would like to see a committee of state, regional, and local government representatives to develop and adopt a statewide transportation climate pollution reduction strategy that takes into account local and regional plans and strategies underway to meet adopted goals. The bill would also benefit from guidance or criteria for using science-based approaches to evaluating the climate benefits and impacts of various transportation strategies, particularly in relation to or in competition with other transportation strategies.

To meet the reductions needed to place Oregon on a path to effectively addressing climate change, comprehensive and statewide climate policies must be enacted. SB 557 and SB 748 represent significant and important policy decisions. The City of Portland is supportive and ready to assist the efforts, particularly if changes can be made in the measures to ensure the program has the flexibility to link to local efforts to curb climate change pollution via transportation planning.

The City of Portland supports statewide legislation to reduce carbon pollution and mitigate the impacts of climate change. Thank you for your leadership on SB 557 and SB 748.

Thank you for consideration of these comments.

Sincerely,

Director Susan Anderson
Bureau of Planning and Sustainability

Director Leah Treat
Portland Bureau of Transportation