

EXHIBIT A

36959



City of

PORTLAND, OREGON

Office of Mayor Sam Adams

Sam Adams, Mayor
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October 5, 2009

Jim Piro
President and CEO
Portland General Electric
121 SW Salmon
Portland, Oregon 97201

Dear Jim,

I consider PGE to be one of Portland's most valued community partners and I am proud that Portland General Electric is an independent Portland-based company.

I would especially like to thank PGE for working closely with the City on the Clean Energy Works Portland pilot program, an integrated partnership to create green jobs, reduce carbon emissions and achieve energy bill savings. With our Clean Energy Works partners, we are showing how the public and private sectors, alongside community organizations and labor, can achieve real social, economic and environmental equity.

I appreciate the opportunity for public comment on your draft Integrated Resource Plan (IRP). It is on our firm foundation of partnership that I submit my proposed changes to your draft IRP and offer my help to make it happen.

Upfront, I want to laud the strategies that seek to advance a cleaner, more sustainable energy future for the Portland region. I'm pleased that the plan reflects a commitment to acquire clean energy resources in implementing Oregon's Renewable Energy Standard; pursues peak energy demand reduction; and conveys PGE's overall willingness to seek out new opportunities in sustainable energy resources.

My primary concern, however, is that the draft IRP relies on coal-based energy production and not enough on energy efficiency and clean technology. It is striking to me that the draft IRP shows the share of PGE's electricity from coal actually increasing over time, from 24 percent in 2010 to 25 percent in 2015.

I believe such a coal-dependent IRP is a poor long-term resource strategy as carbon regulation and firm targets for reducing greenhouse gas emissions are implemented. PGE's own assumptions about the future of Boardman are based on a regulatory environment that is certain to change and make coal still less affordable. I strongly urge you to evaluate phasing out Boardman and the procurement of coal-produced electricity by 2020 at the latest.

We want to help. This month, Portland City Council will be asked to approve a long-range climate protection policy, the Climate Action Plan. The Plan establishes a goal of reducing carbon emissions to 80 percent below 1990 levels—a target based on the latest science from the Intergovernmental Panel on Climate Change—and lays out a roadmap to transition our entire community from fossil-fuel dependence to a thriving, prosperous, low-carbon society.

Energy efficiency offers compelling advantages as a high-certainty, low-cost, zero-carbon resource that alleviates transmission issues and brings a host of related benefits. It can also keep business costs low, making our firms more competitive and growing the local economy. McKinsey's recent "Pathways to a Low-Carbon Economy" study, for example, found that about 75 percent of the total carbon-reduction potential in the building sector produces net economic benefits.¹

I also note that the recent Sixth Power Plan from the Northwest Power and Conservation Council anticipates that energy efficiency can meet 85 percent of the increased need for electricity over the next 20 years for the entire region, considerably higher than PGE's own forecast of meeting half its demand growth with efficiency.² Recent experience suggests the Power Council's targets are realistic: The region has achieved 762 average megawatts of efficiency over the last four years, for example, already exceeding the five-year conservation target of 700 average megawatts adopted in the Fifth Power Plan in 2004.³

I see many opportunities to work together with PGE to dramatically ramp up energy efficiency, keeping costs low both for the utility and for Portland businesses and residents. The Clean Energy Works Portland program is just one example of how we can work together to scale up energy efficiency. Portland is currently seeking outside private and federal resources that can help lower the costs of acquiring efficiency still further, and the IRP should consider how these leveraged resources can help reduce PGE's overall resource-acquisition costs.

By shifting more of your focus to energy efficiency and clean technology, you also will help to better position the Portland region as the hub of the nation's clean technology industry, a key objective in our new Economic Development Strategy.⁴

¹ "Pathways to a Low-Carbon Economy," McKinsey & Co., 2009. URL:

www.mckinsey.com/client-service/ccsi/pathways_low_carbon_economy.asp

² "Draft Sixth Power Plan," Northwest Power and Conservation Council, September 2009. URL: <http://www.nwcouncil.org/energy/powerplan/6/default.htm>.

³ "Draft Northwest Power Plan recommends mostly energy efficiency to meet future demand for electricity and reduce risk of future electricity shortages and high prices," Northwest Power and Conservation Council, September 3, 2009. URL: <http://www.nwcouncil.org/library/releases/2009/0903.htm>.

⁴ <http://pdxeconomicdevelopment.com/>

Again thank you for being one of the City's most valued organizations. I support elements of the draft Integrated Resource Plan that seek to advance a cleaner, more sustainable energy future for the Portland region.

I welcome further discussion on these points. PGE's resource decisions have never been more important, and I look forward to participating in the formal IRP proceeding at the Public Utility Commission.

Sincerely,



Sam Adams

EXHIBIT B

36959



OFFICE OF MAYOR SAM ADAMS
CITY OF PORTLAND

May 2, 2012

The Honorable John McHugh
Secretary of the Army
1400 Defense Pentagon
Washington, D.C. 20301-1400

The Honorable Ken Salazar
Secretary of the Interior
U.S. Department of the Interior
1849 C Street, NW, Room 5665
Washington, D.C. 20240

Major General Meredith W.B. (Bo) Temple
Headquarters
U.S. Army Corps of Engineers
1849 C Street NW, Room 5665
Washington, D.C. 20314-1000

Mr. Robert Abbey, Director
Bureau of Land Management
U.S. Department of the Interior
441 G Street NW
Washington, D.C. 20240

Brig. Gen. John McMahon
Commander and Division Engineer
U.S. Army Corps of Engineers
Northwestern Division
P.O. Box 2870
Portland, OR 97208-2870

Dear Sirs:

I am writing to urge you to undertake a programmatic and comprehensive review of the numerous coal-export facilities currently proposed in the Pacific Northwest. These facilities present potentially serious human and environmental health impacts in Portland and throughout Oregon.

To date, coal-export facilities have applied for permits and initiated the review process individually, yet it is their collective impact that poses the real concern. To adequately evaluate the risks to human and environmental health, I strongly urge you to view these various permit applications in context. While the impacts of any single facility alone are likely significant, the impacts collectively could be catastrophic.

The Portland region was the first in the United States to adopt a Metro Export Initiative, and we are committed to the President's goal of doubling exports over the next five years. However, we believe that long term export growth will come from innovation and advanced manufacturing, and not from continued use of outdated technologies and the export of raw materials that pose significant risks.

Coal to and from several of these export facilities will be transported through Portland by rail or by barge and have the potential for major local impacts on human and environmental health. Of greatest concern are coal dust emissions from uncovered rail cars, which can significantly degrade local air quality. These impacts are compounded by a second wave of effects when the coal is eventually combusted, primarily in Asia, and prevailing winds carry the resulting air pollution to the Pacific Northwest. These impacts are not trivial: In the Columbia River basin more than 80 percent of the mercury pollution, a potent neurotoxin, is from overseas sources.

Prior to permitting any further facilities, I respectfully request that the Army Corps of Engineers evaluate the cumulative impacts of the various coal terminals in a single comprehensive Programmatic Environmental Impact Statement under the National Environmental Policy Act.

These facilities will be with us for decades, and I urge you to review these applications thoroughly and in context prior to reaching a decision.

Thank you for considering my request.

Sincerely,



Sam Adams, Mayor

cc: The Honorable Ron Wyden
The Honorable Jeff Merkley
The Honorable Suzanne Bonamici
The Honorable Earl Blumenauer
The Honorable Peter DeFazio
The Honorable Kurt Schrader
Governor John Kitzhaber
Steve Gagnon, U.S. Army Corps of Engineers (re: No. NWP-2012-56)

EXHIBIT C

JEFF MERKLEY
OREGON

United States Senate

WASHINGTON, DC 20510

COMMITTEES:
ENVIRONMENT AND
PUBLIC WORKS
HEALTH, EDUCATION,
LABOR, AND PENSIONS
BANKING, HOUSING,
AND URBAN AFFAIRS
BUDGET

July 18, 2012

36959

The Honorable John McHugh
Secretary of the Army
1400 Defense Pentagon
Washington, D.C. 20301-1400

The Honorable Ken Salazar
Secretary of the Interior
U.S. Department of the Interior
1849 C Street, NW, Room 5665
Washington, D.C. 20240

Dear Secretary McHugh and Secretary Salazar,

I have been talking with Oregonians in town hall meetings across the state, and have heard a great deal of input about the proposed coal export facilities in Oregon and Washington. These comments reflect a broad spectrum of opinions and some deep differences of opinion within and among communities that would be affected. Like many of the Oregonians I have heard from, I am supportive of efforts to increase exports of American products, especially through Oregon's ports. I recognize and appreciate that these projects would create much-needed jobs and economic development for local communities. Yet I also recognize and appreciate that many Oregonians have serious concerns relating to local and global impacts of these projects.

I am, therefore, writing to request that the Army Corps and the Bureau of Land Management conduct a comprehensive, expedited programmatic Environmental Impact Statement (EIS) for the proposed coal export facilities in Oregon and Washington.

The proposed export projects are a major undertaking but there has been significant uncertainty about the proposed facilities and communities are divided about the benefits and consequences of exporting coal. For that reason, I believe it is imperative that we do all we can to ensure there is full public disclosure of information about, and analysis of, the proposed facilities. A programmatic EIS would help put more information before the public and enable more comprehensive and informed public discourse. At the same time, the programmatic EIS should be conducted on the fastest timeline possible, preferably within one year, so as to not unnecessarily delay the decision-making process.

Some local communities see significant economic development opportunities and jobs in the potential coal export facilities. The potential benefits include the construction of coal transport infrastructure, jobs on trains and barges and at ports, and improvements to our region's rail and shipping infrastructure. In addition, it is likely that additional jobs for manufacturing and

operating barges would be created in Oregon. Permanent, family-wage jobs would be created through preliminary labor agreements between unions and the companies proposing the exports. At a time when we need to be doing everything possible to promote economic development and get Oregonians back to work, the proposals could have benefits for our state.

Some local communities have also expressed deep concerns about the impact of the proposed facilities. These include the impact of coal dust on public health or on local businesses, and the effects of increased rail congestion. Some residents have described their worry that small towns could essentially be divided in half by very lengthy coal trains for long periods of time.

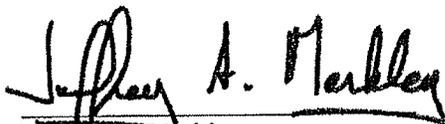
Many people are concerned about larger-scale impacts. Conservation organizations have expressed concern that the proposed projects would offer developing Asian economies a significant new source of coal that they would otherwise not be able to access. They assert that this access, and the resulting effect on coal prices and demand, could change the fundamental economics of coal in Asia, increasing dependence on coal and slowing growth in the use of cleaner energy sources. Some are also concerned that further dependence on coal in Asia will lead the amount exported from the U.S. to increase significantly in the future. These developments could have a significant impact on climate change.

A programmatic EIS, or any type of EIS the Army Corps conducts, must be comprehensive in nature, and consider both local and global issues raised by the public. Relatively localized issues to be studied should include potential impacts on public health from coal dust and diesel pollution; effects on water quality; effects on listed species such as Chinook Salmon and steelhead in the Columbia and Willamette rivers; effects on other critical habitat and aquatic resources; effects on cultural resources and historic sites; and the effects of mining activity on public lands. In addition, the EIS should assess the impacts of increased vessel traffic on the Columbia River, including effects on navigational and maritime safety concerns; and the impacts of increased rail traffic, including noise and traffic delays for events such as emergency vehicles at rail crossings.

Global impacts of coal exports to be studied must include effects on climate change (including cumulative additions to global greenhouse gas emissions), global energy markets, energy security, and the clean energy economy. The changing climate is already altering our environment, and will have particularly significant negative impacts on our state, including sea level rise, ocean acidification, and an increase in the frequency and intensity of extreme weather events like storms, floods, and summer droughts.

These issues are complex and have major implications. They raise questions about whether global environmental and energy policy should be decided based on project-by-project applications or whether other policy forums should be engaged. A programmatic EIS would be one step toward ensuring more comprehensive analysis and informed decision-making. We should not make public policy decisions that could constitute significant moves toward a more coal-dependent future without gathering and publicly disclosing the best possible information and engaging in the appropriate analysis. I support an expedited programmatic EIS for that reason: it would enable a full and thorough examination of the issues to best inform public policy decisions for Oregon and for the nation.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey A. Merkley". The signature is written in a cursive style with a horizontal line underneath the name.

Jeffrey A. Merkley
United States Senator

Cc:
The Honorable Nancy Sutley
Chair, Council on Environmental Quality
Executive Office of the President
Washington, DC 20500

Major General Merdith W.B. (Bo) Temple
Headquarters
U.S. Army Corps of Engineers
441 G Street NW
Washington, D.C. 20314-1000

Mr. Robert Abbey, Director
Bureau of Land Management
U.S. Department of the Interior
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