

23

CLIMATE ACTION PLAN

IF YOU WISH TO SPEAK TO CITY COUNCIL, PRINT YOUR NAME, ADDRESS, AND EMAIL.

| NAME (print)                                | ADDRESS AND ZIP CODE               | Email                       |
|---|------------------------------------|-----------------------------|
| ✓ <del>TERRY PARKER</del>                   | P.O. Box 12503 97213               | perker2012@gmail.com        |
| ✓ LOWEN BERMAN                              | 5908 NE 32 Ave PDX 97211           | KALMKALN@MSN.COM            |
| ✓ <del>Bob Sallinger</del><br>Bob Sallinger | 4927 NE Rodney 97211               | mmeskel@audubonportland.org |
| ✓ Raihana Ansary                            | PBA- 200 SW Market, PDX, OR 97201  | _____                       |
| ✓ Tom Sincic                                | 3967 NE Cesar E. Chavez Blvd 97212 | sincict@g.com               |
| ✓ Mac McKinlay                              | 4613 NE Killingsworth St, #2 97218 | maemekinlay@comcast.net     |
| left ✓ Emily Herbert                        | 2120 NE 21st #29 97232             | ewh1960@gmail.com           |
| ✓ DANIEL WILKIN                             | 1432 SE 22nd Ave 97214             | Thom@HOTUPSPRINT.COM        |
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| ✓ Elyse Cogburn                             | 3834 NE 22nd Ave 97214             | en.cogburn@gmail.com        |

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|                        |   |                          |
|------------------------|---|--------------------------|
| left ✓ Ann Littlewood  | 2915 NE 21st Ave PDX 97212                  | annlittlewood3@gmail.com |
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| ✓ Richard Tennant      | 8836 N. Haven Ave                           | Climate                  |
| ✓ Susan Tennant        | 8836 N. Haven Ave                           | equity climate           |
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| ✓ Tim Miller           | 1733 NE 7th Ave 97212                       | tim.miller@cewo.org      |
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|      |                  |                                   |                                |
|------|------------------|-----------------------------------|--------------------------------|
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| ✓    | Alex Anderson    | 2811 NE Holman St. 97211          | luaman@gmail.com               |
| left | JERE GRIMM       | 1734 NW Asper 97210               | jeregrax@spirox.com            |
| NO   | Fraser Rasmussen | 45 Eaglecrest Dr #368, L.O. 97035 | rasmussenfraser@gmail.com      |
| ✓    | Gordon Fulks     | 28812 E Woodard Trl               | gordonfulks@kotmail            |
|      | Jill Denney      | Portland Nursery 50 + Stark       |                                |
| ✓    | Katherine Hylton | Texas Tech University             |                                |
| left | Mary Vogel       | 1220 SW 12th Ave 97205            | mary@plantgreen.net            |
| NO   | Steve Gutmann    | 1823 SE 33rd 97214                | gutmann.steve@gmail.com        |

CLIMATE ACTION PLAN

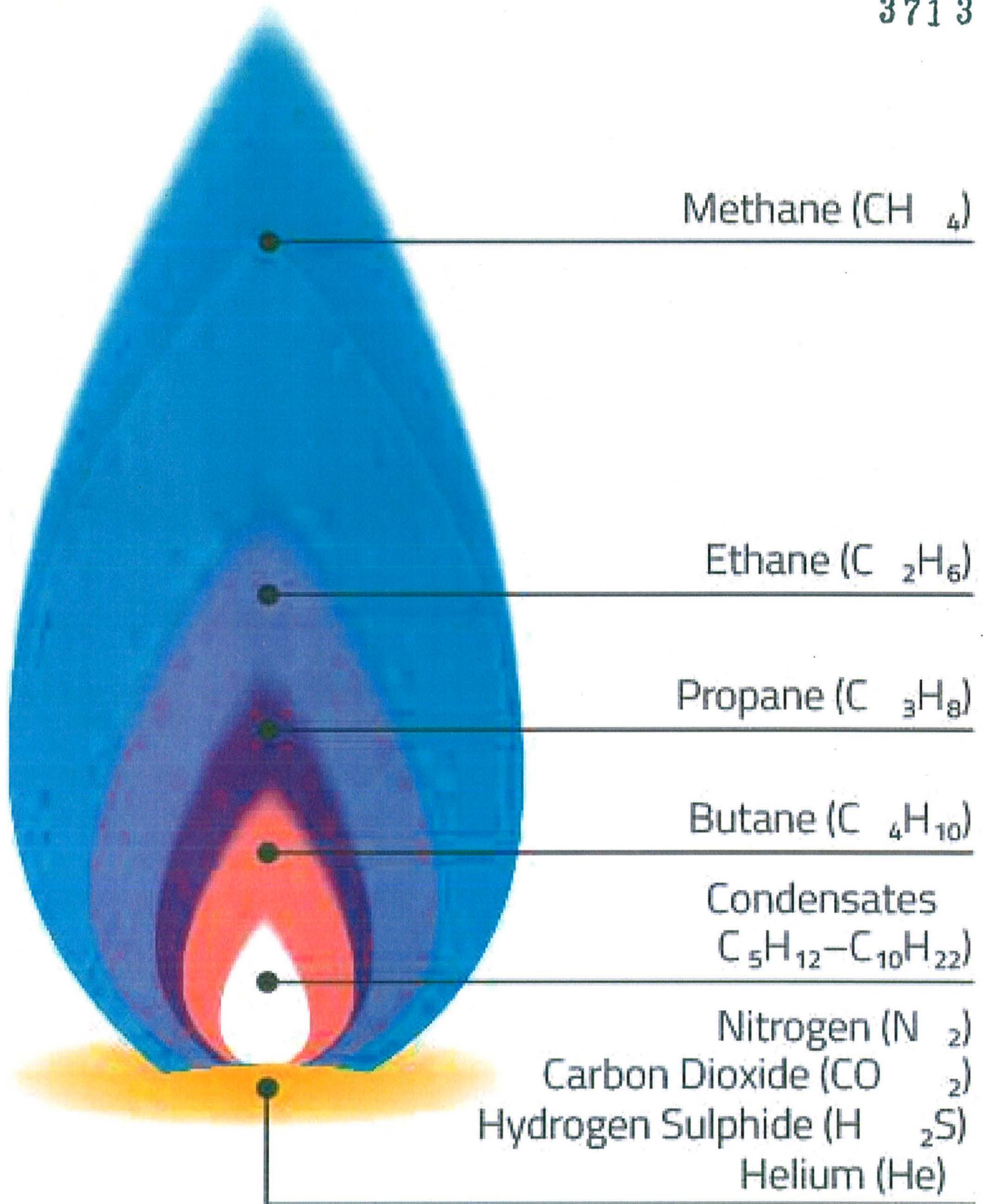
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| NAME (print)   | ADDRESS AND ZIP CODE  | Email                            |
|----------------|---|----------------------------------|
| Rose High Bear | Wisdom of the Elders, Inc<br>3203 SE <del>100</del> 109th (97266) | rosehbears@wisdomoftheelders.org |
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Submitted by  
Alex Anderson  
June 24 2015

37135



## Carbon Dioxide Emissions Coefficients by Fuel

| Carbon Dioxide (CO2)<br>Factors:                    | Pounds CO2<br>Per Unit of<br>Volume or Mass | Kilograms<br>CO2<br>Volume or<br>Mass | Pounds<br>CO2<br>Million<br>Btu | Kilograms CO2<br>Per Million Btu |
|---|---|---------------------------------------|---------------------------------|----------------------------------|
| <b>For homes and businesses</b>                     |   |                                       |                                 |                                  |
| Propane   | 12.7 gallon                                 | 5.8 gallon                            | 139.0                           | 63.1                             |
| Butane  | 14.8 gallon                                 | 6.7 gallon                            | 143.2                           | 65.0                             |
| Butane/Propane Mix                                  | 13.7 gallon                                 | 6.2 gallon                            | 141.1                           | 64.0                             |
| Home Heating and Diesel<br>Fuel                     | 22.4 gallon                                 | 10.2 gallon                           | 161.3                           | 73.2                             |
| Kerosene  | 21.5 gallon                                 | 9.8 gallon                            | 159.4                           | 72.3                             |
| Coal (All types)                                    | 4,631.5 short ton                           | 2,100.8 short ton                     | 210.2                           | 95.3                             |
| Natural Gas   | 119.9 thousand cubic<br>feet                | 54.4 thousand<br>cubic feet           | 117.0                           | 53.1                             |
| Gasoline  | 19.6 gallon                                 | 8.9 gallon                            | 157.2                           | 71.3                             |
| Residual Heating Fuel<br>(Businesses only)          | 26 gallon                                   | 11.8 gallon                           | 173.7                           | 78.8                             |
| <b>Other transportation fuels</b>                   |   |                                       |                                 |                                  |
| Jet Fuel  | 21.1 gallon                                 | 9.6 gallon                            | 156.3                           | 70.9                             |
| Aviation Gas  | 18.4 gallon                                 | 8.3 gallon                            | 152.6                           | 69.2                             |
| <b>Industrial fuels and others not listed above</b> |   |                                       |                                 |                                  |
| Flared natural gas                                  | 128.4 thousand cubic<br>feet                | 58.2 thousand<br>cubic feet           | 120.6                           | 54.7                             |
| Petroleum coke                                      | 32.4 gallon                                 | 14.7 gallon                           | 225.1                           | 102.1                            |
| Other petroleum &<br>miscellaneous                  | 22.1 gallon                                 | 10.0 gallon                           | 160.1                           | 72.6                             |
| <b>Nonfuel uses</b>                                 |   |                                       |                                 |                                  |
| Asphalt and Road Oil                                | 26.3 gallon                                 | 11.9 gallon                           | 166.7                           | 75.6                             |
| Lubricants  | 23.6 gallon                                 | 10.7 gallon                           | 163.6                           | 74.2                             |
| Petrochemical Feedstocks                            | 24.7 gallon                                 | 11.2 gallon                           | 156.6                           | 71.0                             |
| Special Naphthas (solvents)                         | 20.1 gallon                                 | 9.1 gallon                            | 160.5                           | 72.8                             |
| Waxes   | 21.1 gallon                                 | 9.6 gallon                            | 160.1                           | 72.6                             |
| <b>Coals by type</b>                                |   |                                       |                                 |                                  |
| Anthracite  | 5,685.0 short ton                           | 2,578.7 short ton                     | 228.6                           | 103.7                            |
| Bituminous  | 4,931.3 short ton                           | 2,236.8 short ton                     | 205.7                           | 93.3                             |
| Subbituminous                                       | 3,715.9 short ton                           | 1,685.5 short ton                     | 214.3                           | 97.2                             |
| Lignite   | 2,791.6 short ton                           | 1,266.2 short ton                     | 215.4                           | 97.7                             |
| Coke  | 6,239.7 short ton                           | 2,830.3 short ton                     | 251.6                           | 114.1                            |

Source: U.S. Energy Information Administration estimates.

Note: To convert to carbon equivalents multiply by 12/44.

Coefficients can vary slightly, depending upon estimation method.

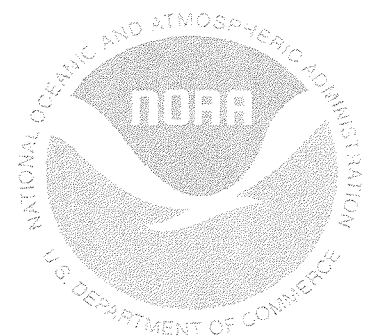
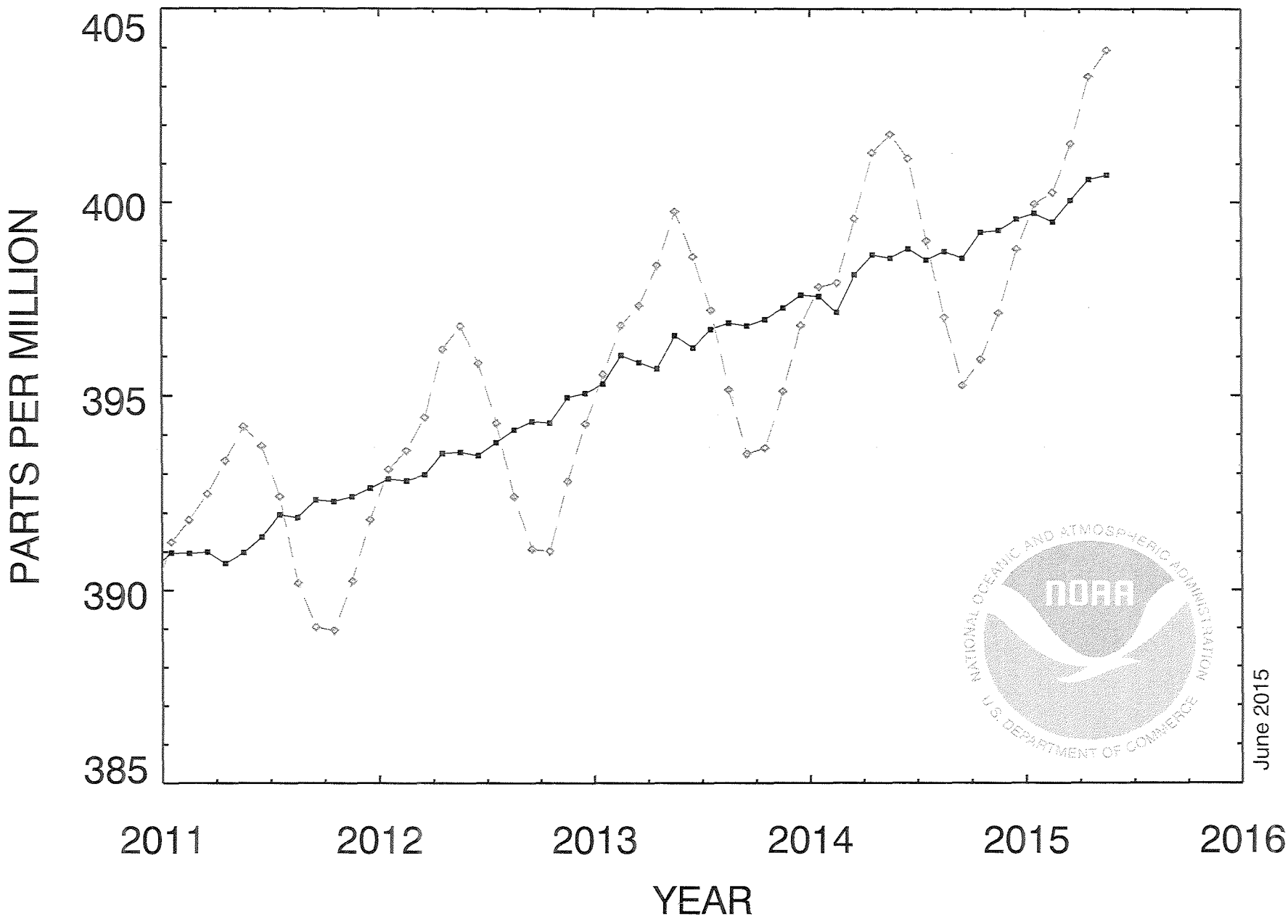
Detailed factors from the Voluntary Reporting Program

<http://www.eia.gov/oiaf/1605/coefficients.html>

(discontinued)

Annual factors from the EIA Greenhouse Gas Inventory (discontinued)

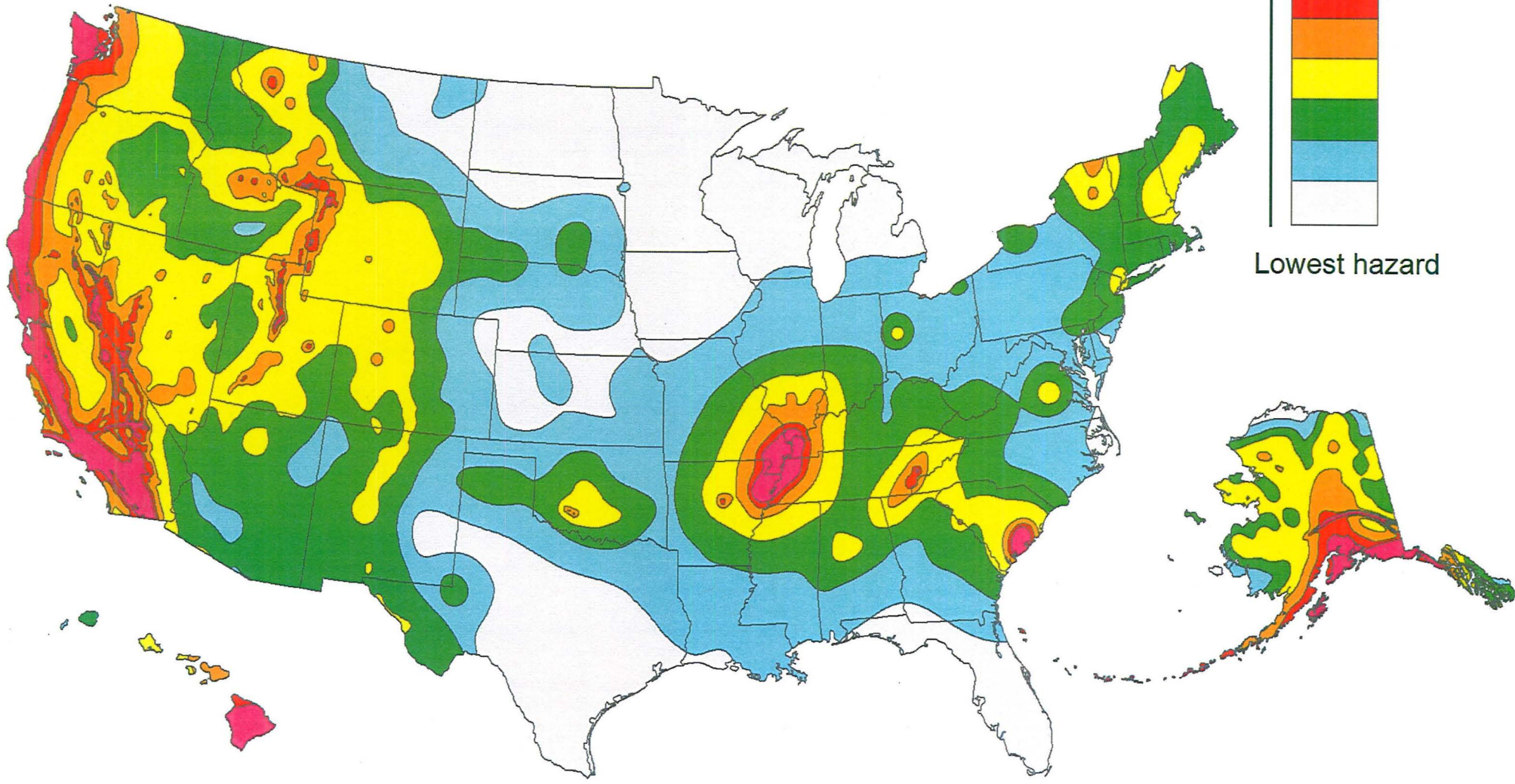
# RECENT MONTHLY MEAN CO<sub>2</sub> AT MAUNA LOA



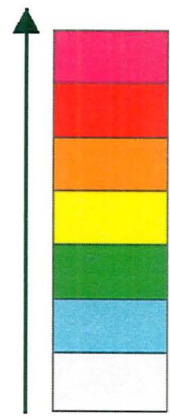
June 2015



371 35



Highest hazard



Lowest hazard

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PNSN > Earthquakes > PNSN Recent Events

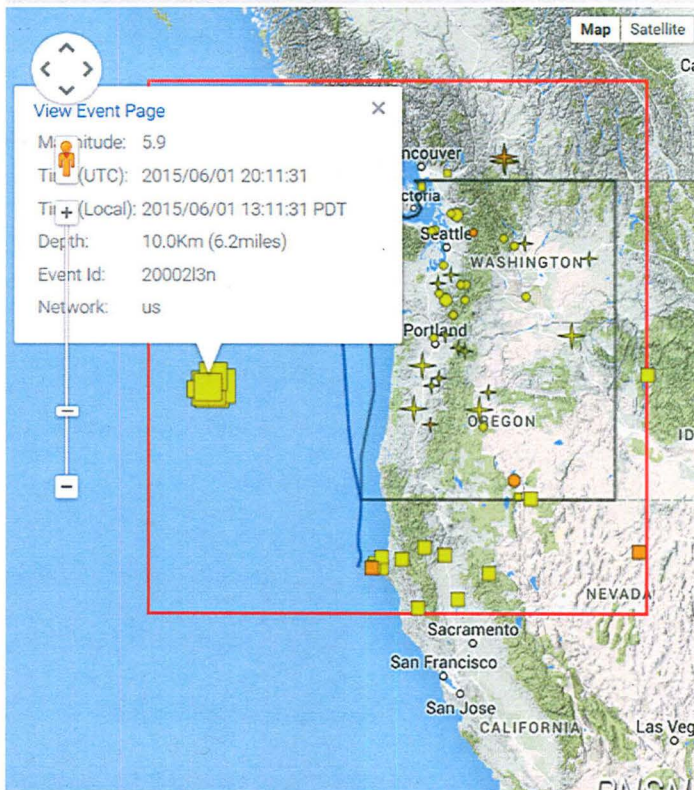
## PNSN Recent Events

Map of earthquakes in the last two weeks in Washington, Oregon, and neighboring regions. Big events are mapped within minutes, smaller events may take half a day to show up.

[View Recent Earthquakes List](#)

[View Full Width Map](#)

Total: 125 | Largest: 5.9 | Smallest: -0.4 | Latest 2015/6/9 | Earliest: 2015/5/27



### Control Panel ?

Show all magnitudes > 1



- Time
- Depth
- Display boundaries ?
- Display faults ?

[Analyze](#) ?

Reset All

### Events on map

|     | <a href="#">View UTC</a> | <a href="#">View miles</a> |
|-----|--------------------------|----------------------------|
| Mag | Time (Local)             | Depth (Km)                 |
| 2.5 | 2015/06/08 15:58:29 PDT  | 20.7                       |
| 2.2 | 2015/06/08 14:20:03 PDT  | 0.0                        |
| 2.7 | 2015/06/08 14:03:20 PDT  | 5.0                        |
| 1.0 | 2015/06/08 11:23:02 PDT  | 0.0                        |
| 2.1 | 2015/06/07 20:57:32 PDT  | 9.5                        |
| 1.1 | 2015/06/07 20:40:36 PDT  | 7.5                        |
| 2.2 | 2015/06/07 20:04:05 PDT  | 22.9                       |





June 23, 2015

Mayor Charlie Hales  
Portland City Council Members  
Portland City Hall  
Portland, OR 97204

**Re: 2015 Climate Action Plan**

Dear Mayor Hales and City Council Members,

We write in strong support for the 2015 Climate Action Plan, its commitment to equity, and the City's resolution calling on the state of Oregon to establish a carbon price. Climate Solutions is a regional non-profit working to accelerate practical and profitable solutions to global warming. For more than 15 years, Climate Solutions has been working to implement energy efficiency, renewable energy, and carbon reduction policies that demonstrate that clean energy and broadly shared economic prosperity go hand-in-hand. The 2015 Climate Action Plan reflects the bold leadership and thoughtful attention to fair and effective solutions we believe in.

The 2015 Climate Action Plan builds on Portland's 20 plus year legacy of climate leadership by providing a roadmap for the community to achieve an 80 percent reduction in global warming emissions by 2050, with an interim goal of a 40 percent reduction by 2030. These reduction targets reflect the scientific consensus for what is necessary to minimize the severest risks of global warming. They are consistent with the state of Oregon's legislated greenhouse gas reduction goals and demonstrate the metropolitan region's commitment to doing its fair share to address climate change.

Two central tenets of the 2015 Climate Action Plan stand out. The Plan articulates a broader vision for the region's future premised on social equity, ecological sustainability, economic progress, and community resiliency. Achieving this vision requires integrated solutions that shift patterns of urban development, transportation, buildings, and consumption. The Plan embraces these challenges as new opportunities to invest locally, strengthen the regional economy, and enhance the livability of the region's neighborhoods. The Plan acknowledges that the transition from fossil fuels involves the creation of new jobs and economic development, particularly in energy management, renewable energy, and low carbon products and services. Many Portland businesses are already thriving by producing products and services that address climate change. The Plan positions them for further growth in a world that is now responding to climate change.

1 of 2

[ClimateSolutions.org](http://ClimateSolutions.org)

**Seattle**

1402 Third Avenue, Ste 1305  
Seattle, WA 98101  
tel 206.443.9570  
fax 206.624.2022

**Olympia**

219 Legion Way SW, Ste 201  
Olympia, WA 98501  
tel 360.352.1763  
fax 360.943.4977

**Portland**

610 SW Broadway, Ste 306  
Portland, OR 97209  
tel 503.332.9893



The Plan is also notable for its commitment to equity, insuring that measures to address climate change address other underlying social and economic inequities in our region. This includes prioritizing investments that create jobs and benefit low-income populations and communities of color. It means involving communities in the development of climate-related programs. And it means establishing goals for every resident to have access to affordable housing, transportation, walkable and bikeable neighborhoods, retail, schools, and parks. The climate-equity metrics the Plan will develop to assess how well equity is integrated in decision-making processes and implementation of the Plan will serve as a working model for other cities and regions across the country.

The 2015 Climate Action Plan notes two important areas demanding of further attention. The first relates to fossil fuel export, and how the City can proactively respond to proposals to transport fossil fuel for export through the region. Climate Solutions supports the City's opposition to coal exports, and looks forward to working with the City on how to address other proposed fossil fuel related export infrastructure. The second relates to the need to account for the costs of carbon pollution, and level the playing field for the clean energy solutions outlined in the Plan. We join the City in calling for a statewide carbon price, implemented through either a carbon cap or tax.

Climate Solutions strongly supports the 2015 Climate Action Plan its historic, positive vision for our region's future.

Sincerely,



Kristen Sheeran, Ph.D.  
Oregon Director  
Climate Solutions



Carrie Hearne  
Oregon Business Partnerships Manager  
Climate Solutions

**Seattle**

**Olympia**

**Portland**

**Testimony of Deane Funk, Manager, Local Government Affairs**  
**Portland General Electric**  
**Regarding the Portland-Multnomah County Climate Action Plan**  
**June 24, 2015**

Mayor Hales/Commissioners- My name is Deane Funk, Manager, Local Government Affairs for PGE.

The Portland-Multnomah County 2015 Climate Action Plan is an impressive vision of inclusionary action, both collectively and individually. Congratulations to BPS on an exceptionally thoughtful and graphically effective work product.

PGE serves more than 842,000 customers in the Willamette Valley, a major chunk of those in Portland and Multnomah County.

PGE has been on a parallel path—often intersecting-- with Portland in advocating and taking action to create a cleaner, greener energy system. We believe that our company and our customers have been integral to that effort through the actions we've taken during the last 25 years.

We're proud of our track record. Via groundbreaking legislation in Oregon dating back to 1997, and through a variety of programs initiated by PGE and our customers, tens of millions of tons of avoided CO<sub>2</sub> have resulted. In 2000, PGE's carbon intensity was 924 pounds of CO<sub>2</sub>/MWh, a metric that is on track to reach 589 pounds in 2025 due to policies and practices we have already adopted.

As we continue to make progress we're working hard to continue transition to a low carbon future in ways that hold down customer costs—avoid rate shock that damages the economy,

and increases costs on people who are already struggling-- we don't want to hurt our customers.

With just 2-3 minutes, I don't have time to articulate specific questions, comments, or concerns we have, but there are many. Suffice to say, our company and our business touches on many of the components of the Climate Action Plan, from equity to economy to transportation and the natural environment, and more.

Our main message to you today: PGE has a level of technical expertise and a record of accomplishment on carbon reduction that few other organizations can match, and we are asking you to take advantage of our experience and knowledge as you consider implementation strategies.

My request today is to ask that Susan Anderson and Michael Armstrong meet with us soon to review this plan in greater detail.

I'll commit to establishing regular meetings with your climate action team in an effort to strengthen our longstanding partnership

We know that electricification of the economy is integral to achieving the goals for the low carbon future in the Climate Action plan. That's is truly an exciting place for PGE to be.

Let's be bold — but let's also be smart about how to implement cleaner energy solutions into the energy system that help the most people at the least cost. We can help with that.

Thanks for the opportunity to comment.



Mayor Hales & Council members:

It was with great pride that we read of our mayor's invitation to meet, along with mayors from around the world, ~~to meet~~ with Pope Francis in July of this year.

The Pope's encyclical released <sup>last week</sup> ~~yesterday~~ conveys the seriousness and urgency we all feel when facing the reality of the earth's desperate neediness as we pour carbon into the upper atmosphere. Half measures & tinkering on the edges are an outrage at this point and ~~time~~ A structural, systemic and foundational change is what's needed and needed now.

One of those systemic changes is putting a price on carbon . It builds into our very free market system a mechanism to require that the polluters pay for the havoc they are wreaking on our earth & our human & societal health - a cost of billions that we each have borne directly and indirectly for the past 100 years.

Pricing carbon is supported by James Hansen, former director of NASA, by conservative & progressive alike from Henry Paulsen to Bill McKibbons ;by the World Bank, the European Union and 73 different countries including China!

We urge Council today to back the resolution supporting carbon pricing as part of the Climate Action Plan.

Jere Grimm  
1734 NW Aspen  
Portland, OR 97210

June 24, 2015

TERRY PARKER  
P.O. BOX 13503  
PORTLAND, OREGON 97213-0503

37135

**Subject: Comments to the Portland City Council on the 2015 Climate Action Plan, June 24, 2015.**

Much of what this plan represents is a bias anti-automobile/car-hater mindset. As an example, transit use is promoted even though public transit on average uses more energy per passenger mile as measured in BTUs, and creates more emissions per passenger mile as measured in Co2, than driving a modern fuel efficient car. Road diets and buses stopping for passengers in travel lanes intensify emissions.

Nearly ten percent of the jobs in the US are tied to the auto industry. History clearly demonstrates higher rates of personal mobility (such as driving) significantly contributes to greater economic productivity which in turn generates more family wage and better paying jobs.

Attempting to thwart driving is a class separating attack on the economy. Efforts to dictate travel modes is deceptive, short-sighted and financially irresponsible. "Equity" requires that public transit must become more finically self-sustainable, and with over \$800M of bicycle infrastructure in the TSP, adult bicyclists must start paying their own way. Any price tag assessed on carbon must also apply to TriMet.

If the city follows through with the attempt to inhibit driving by the public, the city must set the example by eliminating the entire City of Portland auto fleet - including cars used by elected officials. All local work related travel by public officials and employees must then adhere to the three B's: backpacks, bicycles and bus passes.

Likewise, since individual airline miles have about the same carbon footprint as driving a fuel efficient car, air travel by public officials must be severely restricted and the number of flights in and out of PDX capped.

To limit just blowing hot air and reduce energy consumption in the home, financial disincentives must be implemented for the purchase and use of mechanical clothes dryers. Incentives and new building codes are necessary to promote clothes lines and the drip dry method.

Any plan also must mandate that any single family home demolition be replaced by deconstruction. Mechanical demolition wastes re-usable resources, fills up landfills, and spews dust, dirt and hazardous materials into residential neighborhoods..

Finally, totally absent and missing is managing the elephant in the room - the reality that overpopulation of the humans poses the greatest threat to the environment and climate change. Without advocating for smaller families by promoting contraception and no more that two biological children, everything else is just a band-aid. Dealing with the elephant is an absolute must!

Respectfully submitted,

Terry Parker  
Northeast Portland

Adam L. Brunelle  
1635 NE Couch St.

CAP testimony  
371/35

When I testified in this room during council session just two weeks ago, I implored the city to prioritize anti-displacement strategies as a primary method to build climate resilience. This means more affordable housing, living wages, job training for the new economy, and a just transportation system for all. Low income residents across our communities will feel the worst effects of climate change in the Northwest—from heat waves and drought to food scarcity and rising energy prices when no alternative energy is built up. We are facing twin crises: on the one hand, we must build a sustainable city that can weather a changing climate—and on the other hand, we have an obligation to confront the fact that many Portlanders do not make a living wage, cannot afford skyrocketing housing prices, and are being pushed out of their communities. The city plays no small role in this process, in particular through urban renewal and density & growth policies. I often worry that the city will finally achieve its equity goals, but only after the vast majority of low-income residents have been pushed entirely outside the city boundary.

I want to commend the equity work done by the city & county through CAP. The BPS staffers we met with seemed genuinely invested in the process. The words themselves are impressive—but they are words we've all seen before. We must endeavor to make them more than just words. There has been no shortage of process when it comes to city equity policy—from the Albina Community Plan through the East Portland Action Plan and the ever-present Comp Plan—but we have seen very little in terms of outcomes. Though heralded at the time and filled with big promises, the Albina Community Plan couldn't stop massive gentrification in N/NE Portland from giving Portland the title of fastest gentrifying city of the 21<sup>st</sup> century. The writing is on the wall for East Portlanders as a wave of displacement pushes eastward rapidly from the city center. Portland should grow, but it needs to grow responsibly and in a way that can sustain all of its residents irrespective of income or race. We must ensure that CAP implementation has a strong citizen role that can hold the city and county accountable when it comes to implementation and results. Portland has incredible capacity in the grassroots advocacy and the city and county should make good on their promise for better and more consistent citizen engagement.

The city should establish a citizen advisory committee with the power to recommend and study climate resilience strategies that are promising for addressing the twin crises of poverty and climate change, ultimately implementing those that hold promise. The resolution presented today is proposing a Green Ribbon Committee to work closely with businesses on the Climate Action Plan. I see nothing of the sort for the wider community. The city and county should lay out a specific plan to establish a citizen involvement committee that empowers the wider community to implement and help oversee the CAP, particularly focused on equity goals and climate resilience strategies to achieve them. The city in particular should harness the vast energies of its community organizations to tackle these challenges, rather than work against our best interests with ill-conceived propane terminals, homeless sweeps, and unchecked urban renewal policies that lack any semblance of real public process.

Please remove me from testimony list.

- Adam Bravelle

(page 2 I think)





825 N.E. Multnomah, Suite 800  
Portland, OR 97232

*Let's turn the answers on.*

June 18, 2015

Susan Anderson  
City of Portland  
Bureau of Planning and Sustainability  
1900 SW 4<sup>th</sup> Avenue, Suite 7100  
Portland, OR 97201

Dear Ms. Anderson:

Thank you for the opportunity to comment on the City of Portland's Climate Action Plan (CAP). Pacific Power proudly serves over 74,000 electricity customers in North and Northeast Portland and over 560,000 customers across Oregon. Our core mission is to provide safe, affordable and reliable electric service to our customers and we strive to go above and beyond every day. In addition to being an electrical provider, we are also an active community member. We provide assistance to our communities through economic development opportunities by connecting industries together as well as offering grants and sponsorships to communities and small businesses. We also work with our low-income populations by offering bill assistance and weatherization programs. When our communities thrive, we thrive. We live and work in the communities we serve and appreciate the City of Portland's commitment to making Portland a great place to live.

Our comments will focus on the energy-related sections of the CAP but we commend the contributors for looking beyond energy and into other vital components like transportation, equity and diversity for a more comprehensive climate plan.

The CAP appropriately highlights the significant work the region has already done to be an environmental steward. As reported in the CAP, the metro area has reduced its emissions by 14% since 1990, despite a 30% population increase.<sup>1</sup> To that end, the City's electric utilities have continually supported programs to help further the environmental goals of our customers. Both electric utilities in the metro area, Pacific Power and Portland General Electric (PGE), have national award winning green power programs. Pacific Power's Blue Sky program has won numerous national awards for its participation levels and innovation.<sup>2</sup> Additionally, Pacific Power is transitioning our energy mix to more diverse and lower carbon-emitting resources; we have taken a proactive approach to supporting renewable energy in an effort to best serve our customers with an affordable product that is also in line with their energy objectives. We have increased our wind capacity more than 40 times since 2004. Meanwhile, in that same time frame, we have decreased our coal generation by nearly 20% with future plans to significantly decrease coal in our portfolio including plant closures like the Carbon Plant which closed in April 2015. We actively promote

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<sup>1</sup> Page 9 of the *Climate Action Plan*.

<sup>2</sup> Blue Sky website: <https://www.pacificpower.net/env/bsre.html>



*Let's turn the answers on.*

restoration and conservation on our owned and managed lands. Lastly, at the legislature, Pacific Power has supported forward-thinking policies such as the Renewable Portfolio Standard, the Emissions Performance Standard, energy storage and community solar. Each of the policies and programs mentioned align well with the direction of the CAP and help to underscore how we, as a region and as a state, have already made impressive progress toward a cleaner future.

One of our key business pillars is environmental respect. As mentioned, we plan to significantly decrease the amount of coal in our generation portfolio by 2032, with significant closures of 10 units totaling 2800 MW by 2029. We are meeting new demand with more efficient uses of our system such as the California Independent System Operator (CAISO) Energy Imbalance Market<sup>3</sup> and through energy efficiency. We are also committed to bringing on more renewable energy; for example, we recently announced that we will buy the output from the state's largest solar facility being built in Bly, Oregon.<sup>4</sup> Our customers will be served from this facility by the end of 2015. We are leaning on innovation to better manage and integrate renewables into the grid. We began participating in the CAISO Energy Imbalance Market in November 2014. In its first two months of operation, there was an estimated benefit of \$5.97M; the annual benefits are estimated to range from \$21M up to \$129M.<sup>5</sup> We support energy efficiency through coordinated programs with the Energy Trust of Oregon; in their last full annual report in 2013,<sup>6</sup> ETO achieved 133% of targeted energy savings in our service territory. For 2014, our estimates show a savings of 553,200 megawatt-hours of electricity through energy efficiency measures; this amount of energy could power nearly 59,000 homes for a year. In reviewing the CAP's future objectives for energy and weatherization, we support increased commercial and residential efficiency measures. We recently launched a pilot with OPower, a software program that helps customers better understand their usage and provides guidance on behavioral change leading to energy savings. All of these efforts speak to the future of our company and how our business plan aligns with the energy aspirations outlined in the CAP.

While it is clear that the City understands the significance and complexity of the goals and objectives listed in the CAP, we would recommend further consideration of the following issues. We continually strive to balance affordability and reliability while providing our customers with the service they need. This requires methodical consideration of investments and future planning. We would caution the City on implementing local policies that are really only effective when implemented at a national level. For example, the federal government will soon be releasing full rules to govern existing power plants; these rules will require reducing greenhouse gas emissions and will change how our company designs and operates its portfolio of power plants that serve Portland customers. A local carbon pricing mechanism would be an additive cost to the carbon reduction measures that result from complying with the federal Clean Power Plan and could harm Portland's economic competitiveness and its low-income and vulnerable populations. Our region has continually been forward-thinking on energy policy which has resulted in one of the lowest carbon emitting systems in the country, any new local policies should complement what we have already in place.

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<sup>3</sup> Pacific Power Energy Imbalance Market Information: <http://www.pacificcorp.com/about/eim.html>

<sup>4</sup> <https://www.pacificpower.net/about/nr/nr2015/bly-oregon-solar-facility.html>

<sup>5</sup> Ibid.

<sup>6</sup> <http://energytrustannualreport.org/2013/#performance>





*Let's turn the answers on.*

We appreciate the opportunity to comment on the draft CAP and look forward to working with the City, our customers and other community partners to achieve mutual goals. We look forward to reading the final CAP. In the meantime, if there are any questions or concerns about the comments provided in this letter please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Sheila Holden". The signature is written in a cursive style with a long, sweeping underline.

Sheila Holden  
Regional Community Manager

Testimony on Portland Climate Action Plan June 24, 2015  
Emily Herbert 541-408-1516  
2120 NE Halsey #29 ewh1960@gmail.com  
Portland 97232

I am testifying today because my father stopped the car when my sister threw a tissue out the car window in 1950. Carolyn had to walk back and attempt to find it. We Herbert kids all learned that the earth is a treasure and littering is not respectful or allowed. We learned that the treasures of creation are ours to steward, not exploit. Each generation must be taught the value of life on our planet and how our lives are inextricably bound to the purity of the water, air and soil used by all.

Just last week attending the Prayer Vigil at Bethel AME Church for the victims of the racist massacre in Charleston SC I heard again that important lesson. The Rev LeRoy Haynes, Chair of the Albina Ministerial Assn said, In each generation we need to teach our children that we are one people, irrespective of our differences, we are each precious children of God. To harm one is to harm all.

We haven't yet learned that about how we treat people who are different from us nor about Creation, that to harm one is to harm all, to exploit and extract and consume and grow without end will destroy our life support. Because of our addiction to fossil fuels the end of a livable planet is upon us. We've had 50 years of knowing and still have not "got it right".

But Portland was ahead of most cities with the first Climate Action Plan in the nation. I moved to Portland five years ago to become part of a progressive community. I love this City, you Councilors her dedicated servants and the amazing volunteers at the Portland Sustainability Commission. But we can do better than this plan. Brain storming with Councilor Novick a few weeks ago, we envisioned a truly equitable city with free public transportation. And those of us committed to climate justice think we could persuade the people to pay the taxes to make it happen. Is that step too grand?

One simple step I recommend to you today is joining Benton Co, Corvallis, Ashland, Eugene and Milwaukee in urging the State Legislature to move on pricing or capping carbon emissions to signal a serious shift in the state off our drug of choice. As found in British Columbia, with a predictable, increasing cost of pollution, gains are made without harm to employment. This is one ask in the plan that Portland definitely should embrace. Falling behind the city of Milwaukee in climate action is just not like us in Portland.

Gregg S. Kantor  
 President & CEO  
 Tel: 503.220.2425  
 Fax: 503.220.2584  
 Toll Free: 1.800.422.4012  
 E-mail: gsk@nwnatural.com



June 24, 2015

Mayor Charlie Hales and Members of Portland City Council  
 1221 SW 4th Avenue  
 Portland, OR 97204

Mayor Hales and Members of City Council,

NW Natural appreciates the opportunity to offer testimony regarding the proposed Climate Action Plan before the Council.

Founded in 1859 just prior to Oregon's statehood, NW Natural is among Portland's oldest companies. Since its inception, NW Natural proudly invested in the Portland community and, to this day, NW Natural and its employees donate close to one million dollars annually to the Portland Metro area. Beyond money and in-kind donations, NW Natural celebrates a long tradition of active engagement on city task forces, committees and advisory councils in order to contribute meaningfully to policy discussions that affect our community.

It was in this spirit that NW Natural happily participated in the Climate Action Plan (CAP) Steering Committee. The group met frequently over two years and NW Natural was the lone utility representative, responsible for clarifying the complex energy world. We were particularly well-positioned to engage on the plan's new equity lens, since we care deeply about providing excellent service to underserved populations and have created weatherization and efficiency programs specifically designed for low income customers.

NW Natural offered thoughtful commentary after each draft was released and was satisfied with the robust stakeholder process led by the Bureau of Planning and Sustainability (BPS). We were impressed with the scope of the plan and we found agreement on many issues, such as the inclusion of a consumption based metric for GHG calculations. However, BPS included some significant last minute changes that create challenges for NW Natural and for the plan in general.

### **A Nuanced Energy Policy**

NW Natural requested that the plan disaggregate natural gas from "fossil fuel" since natural gas has proven greenhouse gas (GHG) benefits and a price point that helps mitigate energy costs for underserved populations. In fact, the penultimate CAP draft offered language that recognized the benefits of direct use of natural gas as both as a greenhouse gas reduction tool and as a low-carbon/low-cost way to provide energy to underserved populations, distinguishing it from more carbon-intensive fossil fuels. Unfortunately, the final draft dismissed these crucial benefits of natural gas by, for the most part, lumping all fossil fuels together. In doing so, the final draft drastically reduced its focus on equity and removed one of the essential tools to reduce GHGs.



**Accurate Information on Methane Leakage**

The final draft also includes new language on the GHG impacts of upstream methane leakage that was not vetted prior to its inclusion in the CAP. If the Steering Committee had an opportunity to discuss this issue, NW Natural's representative would have informed city officials of the important work the Company is doing around this issue and could have helped position Portland as a leader in natural gas pipeline integrity.

It's true that methane leakage is a problem in areas of the country with older pipeline systems. In a recent study by Washington State University and funded by the Environmental Defense Fund, some of the highest methane emission rates were found to be in pipelines made of cast iron pipes and uncoated steel. Thanks to early work with our regulators and consumer groups, NW Natural took an aggressive approach to modernizing its system. The company removed all cast iron pipe by 2000 and this year will complete the removal of all of our bare steel pipe. Additionally, NW Natural's overall annual emissions are approximately 90% lower than the EPA's current estimates for other gas companies. Finally, NW Natural is working closely with a large national nonprofit organization to better understand and reduce upstream emissions associated with natural gas production.

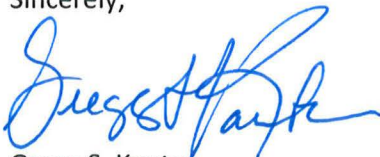
In the future, we look forward to working with BPS and the City to communicate the important and groundbreaking work NW Natural is doing locally and nationally. Indeed, NW Natural and Portland can provide meaningful leadership in this regard.

**Thoughtful Investment Strategies**

The final draft also encourages divestment from all fossil fuel companies – a provocative policy which was never discussed during the two years of stakeholder meetings. Obviously, NW Natural cannot support a document that encourages divestment by its shareholders. Moreover, NW Natural would have advocated for a more detailed investment strategy: as the city report points out there is a documented role for natural gas in reducing GHG emissions and other pollutants by displacing more carbon-intensive fossil fuels like gasoline, diesel, and coal. Additionally, trailblazing companies like NW Natural are creating and implementing visionary strategies for a low-carbon economy; divesting from them is financially irresponsible and strategically ill-advised and short-sighted.

NW Natural strongly supports the City's efforts to create a long-term climate plan vast in scope and comprehensive in detail. The plan accurately tackles many complex challenges with alacrity and precision. But, at the very end, the plan wasted an opportunity to chart a path towards a low-cost/low-carbon energy policy and abruptly included language designed to placate a constituency uneducated or uninterested in the complexity of finance, investment and energy. These two issues disappointed us and force us to withhold support from the plan.

Sincerely,



Gregg S. Kantor

Cassidy Jones  
Portland City Council Meeting  
June 24, 2014

Hello and thank you to the Mayor Charlie Hales and the Portland City Council. My name is Cassidy Jones and I am proud to say that I was born and raised in Oregon. For the summer, I am a fellow with Oregon Climate, a statewide campaign for fair and effective climate policy, as well as a farm education intern for the Sauvie Island Center. This fall, I will enter my senior of college at Knox College, not far from Chicago. Despite leaving the Pacific Northwest for my education, it is my hope and desire to return to the City of Roses this time next year when I have completed my degree in International Relations and Environmental Studies.

As a young person entering the job search, my home of Portland is high on the list for many reasons. Aside from being incredibly livable, close to my family, and a quick drive to all the outdoor recreation my heart could desire; the City of Portland also cares about the impact it has on the environment. I must commend and relay my support for the comprehensive Climate Action Plan, as it is a tangible plan that will address many challenges that climate change imposes. This plan shows strong leadership from the City of Portland and will encourage others to follow suit in building strong and thorough blueprints for combating climate change, as well the many social, health, and economic concerns it poses. Specifically, I would like to express my gratitude for including putting a price on carbon in the five-year priorities within the Buildings and Energy section on page 19. By urging legislators in Salem to take action and price carbon now, Portland can and will strongly influence the rest of the Willamette Valley and even the state.

If I may, I'd like to take the opportunity to point out some aspects of revenue distribution options in relation to carbon pricing. At Oregon Climate, we are advocating for the dividend option. This dividend is best described as a check distributed to all Oregonians, despite income level, where you live, etc. The dividend option would bring anywhere between \$500-\$1500 dollars to Oregonians, and -- as the Portland State University study proved -- would have a negligible impact on the economy (in fact, national studies have shown that the dividend could lead to significant job growth). Why this option over using the money to fund important things such as education or healthcare? If we redistribute this money from carbon pricing back to everyone, it is a lasting and equitable program. Eventually, the idea is that an energy transition will occur, making purchasing carbon permits obsolete. This does mean that the carbon dividend would dry up, making it especially important that we not rely on this income to fund things as important and detrimental to our state such as education and healthcare. By redistributing these funds equally to all Oregonians, we can create a strong and lasting program that is simple, straightforward, and the lower ⅓ of Oregonians would come out on top.

Thank you again for your time and leadership, I couldn't be more proud to call Portland my home.

To the Portland City Council  
Re: Carbon Action Plan  
June 24, 2015

Mayor Hales and Members of the City Council, my name is Tom Sincic, a Family Nurse Practitioner with 33 years of advancing Public Health as a main component of keeping the families I work with and the community I live in healthy.

Today, at this time of global climate disruption, we have a critical opportunity and obligation to prevent the many health catastrophes that are quickly descending on this and the next generation and will decimate future generations and our earthly home we must care for. The Climate Action Plan recognizes that carbon emissions are the problem and must be reduced. In order to do this, serious and immediate policy actions are needed not just by this City, but by the State of Oregon, and the US government. While the Climate Action Plan is laudable the timetable may turn out to be too late.

While we are already paying the price for carbon emissions with forest fires, drought, seriously reduced to no snow pack, and a warming Columbia River, no one is paying for the carbon. Paying the true price for carbon with carbon pricing is a clear pathway to force the reducing of carbon emissions. In conjunction with that, the redistribution to all Oregon households of the dollars generated creates an equitable and lasting policy.

**So I have take the time out of my day to ride my bike to do my civic duty to strongly support the Portland City Council joining other cities across the state (Eugene, Hood River, Corvallis, Milwaukie, and Ashland) in calling on the state to price carbon. And ask that it be attached to an equitable dividend back to all of Oregon's households.**

Will this weekend set a new record high? The time to act is now.

Tom Sincic  
3967 NE Cesar E Chavez Blvd  
Portland, Oregon 97212.

## United States Senate

WASHINGTON, DC 20510

June 24, 2015

Dear Portland City Council,

Congratulations to the City of Portland on being a national leader in addressing climate change issues that threaten our communities. Thanks to your hard work, carbon emissions have decreased, clean energy industries have grown, and our city is home to a nationally recognized robust public transit system.

The city's hard work and dedication to lowering carbon emissions and producing new sources of clean energy serves as an example to the nation. As the City Council prepares to consider major updates to Portland's Climate Action Plan, I want to issue my support for your efforts to reach the goal of reducing emissions to 80% below 1990 levels by 2050. This is an ambitious goal but one that is so important to health of our local community, our state and world.

As a nation we cannot continue standing on the sidelines and waiting to address climate change, we must take action now. That's why I'm proud that my home city is leading the charge.

Thank you for your efforts to update the Climate Action Plan and please let my office know if we can be of assistance in any way.

All my best,

Handwritten signature of Jeffrey A. Merkley in blue ink.

Jeff Merkley



**Parsons, Susan**

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**From:** Sara Ori <sarao@portlandnursery.com>  
**Sent:** Friday, June 19, 2015 10:28 AM  
**To:** Council Clerk – Testimony  
**Subject:** Written Testimony  
**Attachments:** Climate Change City Council.docx

Hi,

Attached is our written testimony for the June 24<sup>th</sup> City Council meeting about climate change.

Thank you!  
Sara Ori

**Sara Ori**  
**Portland Nursery**  
*Office: 503-231-5050 ext: 140*  
*Email: sarao@portlandnursery.com*

Portland Nursery  
50<sup>th</sup> & Stark, 90<sup>th</sup> & Division  
Portland, Oregon

6/17/2015

Dear Members of City Council:

We are writing because we understand the significance that climate change plays in our future. Our greatest struggle over the last 108 years has come from the City's de-emphasis of the importance of garden supply within city limits.

We are thankful to have a City Council that prioritizes the environmental health of our community. Please consider the ways we contribute to our response to climate change when making decision about the Comprehensive Plan Update.

**Our Contributions to Biodiversity and Tree Canopy:**

- Offer a Diverse Selection of Trees, Reducing Risk of Plant Disease
- Portland's Most Successful Treebate Program Partner
- Integrate Natural Environment into Cityscape

**In 2014 Portland Nursery Provided Inner-Portland With:**

- 11,972 Trees
- 14,822 Native Plants
- 63,681 Shrubs
- 173,333 Seed Packets
- 311,877 Veggie and Herb Starts

**Reduces Carbon Footprint:**

- Accessible by Bike, Walking, and Public Transit
- Limit Need to Travel Outside of City Limits to Purchase Plants
- Decrease Waste by Encouraging Composting and Backyard Gardens
- Provide Privately Owned Open Green Space
- Lower Energy Bills - Strategically Planted Shade Trees Can Decrease Energy Bills by 30%

**Education:**

- Offer 220 Free Gardening Classes Per Year
- Donate to Over 400 Local Schools, Non-Profits and Food Based Programs Per Year
- Empower People to Be Successful, Leading to Continued Dedication to Gardening
- Supplement Education Where State Extension Services Funding Has Been Cut

**Local Economy:**

- Plant Material Sourced Within 100 Mile Radius
- Over 100 Full-Time Jobs (With Good Benefits)

We want to show our support, and feel we have an important role to play in reducing Portland's carbon footprint for generations to come.

Thank you for your consideration,

The Portland Nursery Family  
Jon Denney, Carol Finney, Sara Ori and Jill Denney



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

## Portland Planning and Sustainability Commission

André Baugh, Chair

Katherine Schultz, Vice Chair  
Karen Gray  
Don Hanson  
Mike Houck  
Gary Oxman

Howard Shapiro, Vice Chair  
Michelle Rudd  
Chris Smith  
Teresa St. Martin  
Margaret Tallmadge

June 12, 2015

Portland City Council  
Portland City Hall  
1211 SW 4th Ave  
Portland, OR 97204

Dear Mayor Hales and City Council Members:

The PSC unanimously supports the adoption of the proposed joint City of Portland and Multnomah County 2015 Climate Action Plan and recommends that City Council pass the associated resolutions being considered on June 24, 2015.

The PSC was particularly pleased with the meaningful integration of equity into all aspects of the climate planning process and final products. Achieving our carbon goals will not be possible without advancing equitable outcomes through our climate work.

The PSC also applauds the robust focus on preparing for the economic, social and environmental impacts of a changing climate, including heat waves and flooding. The 2015 Climate Action Plan effectively integrates the key findings from the adopted Climate Change Preparation Strategy, thereby forging strong linkages between needed adaptation efforts and actions to reduce carbon emissions.

The development of the inventory of global carbon emissions from the goods and services that Multnomah County residents consume is one of the first of its kind. The analysis provided in the proposed plan offers meaningful insights into the underlying causes of global carbon emissions and therefore the local opportunities to make reductions.

The PSC is pleased to see Portland retain its national and international leadership role in addressing climate change. The PSC would like particular and quick attention be put into developing a fossil fuel export policy as a priority once the Plan is adopted. The proposed Plan provides a good roadmap for creating a prosperous, connected, healthy, resilient and equitable low-carbon community.

Thank you for your consideration of our recommendation.

Sincerely,

Andre' Baugh  
Chair  
Portland Planning and Sustainability Commission



City of Portland, Oregon | Bureau of Planning and Sustainability | [www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)  
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

## Parsons, Susan

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**From:** mvogelpnw@gmail.com on behalf of Mary Vogel <mary@plangreen.net>  
**Sent:** Wednesday, June 24, 2015 4:18 PM  
**To:** Hales, Mayor; Fritz, Amanda; Commissioner Fish; Saltzman, Dan; Novick, Steve; Moore-Love, Karla  
**Subject:** 687 Mary Vogel's Testimony on the CAP 6-24-15  
**Attachments:** CAP Testimony 6-24-15.docx

Attached is my brief testimony on the Climate Action Plan. The attached is a slight update on the paper copies I handed out.

Thanks,

Mary Vogel

PS I need to leave by 4:45, so I may not get to give this.

### Mary Vogel, CNU-A



Bringing services nature provides to community design & planning

A Woman Business Enterprise/Emerging Small Business in Oregon

503-245-7858

[mary@plangreen.net](mailto:mary@plangreen.net)

<http://plangreen.net>

Blog: [Gretchen Kafoury Memorial Street Trees Proposal](#)

Contribute to the [Gretchen Fund](#)



There is a great deal to like in this Climate Action Plan and I applaud it. But one of the things that I don't see it doing is **evaluating existing land use policies for impact on climate change**. Perhaps something could be squeezed in on p. 80, Urban Form and Transportation under either Decision-Making or Planning Scenarios Evaluation.

E.g., we need a change in a policy that:

Promotes private automobile use

Leads to less community interaction



Makes our sidewalks less safe and useable for pedestrians

Displaces on-street parking spaces that make pedestrians feel safer

Disrupts the look and feel of the neighborhood

Displaces garden space that could be used to grow food

Displaces street trees



**That is the requirement for off-street parking for every new house more than 500' from a transit stop. Please make sure that a review of this policy and other existing policies is part of the Climate Action Plan.**

**Mary Vogel**

## Parsons, Susan

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**From:** Glancy, Lise <Lise.Glancy@portofportland.com>  
**Sent:** Thursday, June 25, 2015 12:15 PM  
**To:** Moore-Love, Karla  
**Subject:** 687 RE: testimony  
**Attachments:** 6-24-15 Port Climate Action letter.pdf; 6-24-15 Port Climate Action letter attachment.pdf

Karla

My email to you bounced back. I had a bad address – was transmitting from my Iphone

Here is our letter and attachment for the record.

Thanks for your followup.

*Lise B. Glancy*  
*Manager of Strategic Partnerships and Special Projects*  
*Commercial Division*  
Port of Portland  
503/415-6519 work  
503/961-5123 cell  
lise.glancy@portofportland.com

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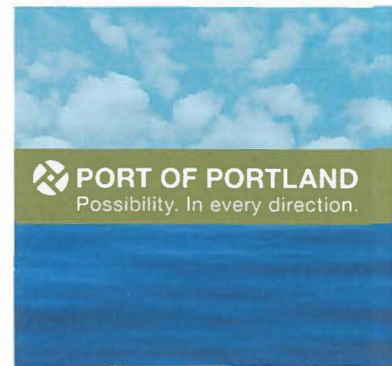
**From:** Moore-Love, Karla [mailto:Karla.Moore-Love@portlandoregon.gov]  
**Sent:** Thursday, June 25, 2015 11:58 AM  
**To:** Glancy, Lise  
**Subject:** testimony

Hi Lise,

Sorry, I do not see the testimony you said you emailed for the Climate Action Plan.

Thank you,  
Karla

Karla Moore-Love | Council Clerk  
City of Portland | Office of the City Auditor  
1221 SW 4th Ave Rm 130  
Portland OR 97204-1900  
email: [Karla.Moore-Love@portlandoregon.gov](mailto:Karla.Moore-Love@portlandoregon.gov)  
NEW Testimony Email: [cctestimony@portlandoregon.gov](mailto:cctestimony@portlandoregon.gov)  
phone: 503.823.4086  
Clerk's Webpage: [www.portlandoregon.gov/auditor/councilclerk](http://www.portlandoregon.gov/auditor/councilclerk)



June 24, 2015

Mayor Charlie Hales  
Portland City Hall  
1221 SW Fourth Avenue, Room 340  
Portland, Oregon 97204

Dear Mayor Hales and City Commissioners:

Thank you for the opportunity to comment on the draft 2015 City of Portland and Multnomah County Climate Action Plan. The Port of Portland (Port) recognizes the significance of climate change and the importance of climate initiatives like the Climate Action Plan. We support the City's strategy to put Portland and Multnomah County on a path to achieve a 40 percent reduction in carbon emissions by 2030 and an 80 percent reduction by 2050 (compared to 1990 levels). We agree that climate change cannot be solved by government in isolation. Partnership with residents and business interests are critical. We all have roles to play. The Port, like other government entities, is reducing the impact of our operational footprint. We are actively working with our customers, tenants and stakeholders to assist them in doing the same.

In the area of climate action, the Port has placed a great deal of emphasis in decreasing our own carbon footprint in support of our air quality policies and priorities (see attachment). The Port's policies and priorities tied to sustainability and climate change are grounded in a business process approach based on accountability, goal setting, assessment, revision and celebration of success. In both programs, we strive for measurable initiatives with quantifiable and realistic outcomes. For example, by 2013, we reduced Port-controlled diesel particulate emissions by 73 percent from 2000 baseline levels. We also reduced Port-controlled greenhouse gas emissions by 65 percent from 1990 baseline levels.

After 14 years with an Environmental Management System (EMS) in place, now certified to International Organization for Standardization (ISO) 14001 requirements, what we do as an organization is framed by how we identify and manage our impacts on the environment. An EMS is centered on the principle of continuous improvement. This system complements our business process approach to sustainability and climate action.

**Mission:** To enhance the region's economy and quality of life  
by providing efficient cargo and air passenger access  
to national and global markets, and by promoting industrial development.

7200 NE Airport Way Portland OR 97218  
Box 3529 Portland OR 97208  
503 415 6000



## **OUR STRATEGIC PLAN**

The Port is charged with promoting the region's aviation, maritime, and commercial and industrial interests. We accomplish this by developing and implementing a long range strategic plan.

The Port's strategic plan posits that we will be successful if we reduce the environmental impact of Port operations and promote responsible environmental stewardship, while meeting the region's demands for access to markets and economic growth. This tenet is reflective of the interests of the Port and the people who live and work in the region.

The Port's recently completed five-year Strategic Plan identified four areas of focus. They are:

- Drive regional prosperity
- Connect people and businesses to markets
- Deliver an outstanding PDX passenger experience
- Promote excellence in organizational effectiveness

Our specific comments on the City and County Climate Action Plan implementation are linked to the impact of the objectives and actions on two of the Port's areas of focus: Drive regional prosperity, and connect people and businesses to markets. Along with the City and County's ongoing work on the Climate Action Plan, we invite the City, County, Metro and other agencies, as appropriate, to participate in ongoing meetings to identify challenges and opportunities in implementing strategies to support efficient and cleaner freight and passenger movement in our region.

## **SPECIFIC COMMENTS**

### **Greenhouse Gas (GHG) Emissions**

Measurement of GHG emissions should be accurate, consistent and transparent to allow like-for-like comparisons across sectors. The Port recommends using the ISO 14064-1 (The Climate Registry or Greenhouse Gas Protocol) standard for this purpose. This will enable the City and County and other agencies to effectively gauge progress across multiple objectives and action items through an independent and credibly verified process.

### **Fuels**

Proposed action 3G Fossil Fuel Exports calls for development of a fossil fuel export policy. Low-carbon fuels such as natural gas (Liquid Natural Gas and Compressed Natural Gas) and propane play a critical role in reducing greenhouse gasses and hazardous air pollutants. Propane has better lifecycle emissions than displaced fuels and is important internationally as a transition fuel. We encourage the City and County to think regionally and globally in supporting the transition to alternative cleaner fossil fuels. GHG and air toxics emissions are global

environmental and environmental justice issues. Consistent language within the plan to address the important role of low-carbon fuels would clarify and prevent conflict between proposed objectives.

### **Transportation Network**

We may find that relying on vehicle miles traveled (VMT) is an inadequate proxy for vehicle GHGs, especially for areas in Portland that have a high level of congestion. Improvements in fuel economy by addressing congestion will do far more to reduce GHGs and air toxics than can be achieved from VMT policies. As congestion increases so does fuel consumption; as fuel economy drops, emissions increase. To increase efficiency, it is necessary to eliminate bottlenecks and establish system speed harmonization. Because there is a positive relationship between personal mobility and economic performance, a reduction in congestion would produce a net social benefit, particularly for low-income workers who rely on mobility for access to jobs.

## **EXPORTS, TRANSPORTATION AND URBAN FORM**

### **2030 Objective 1**

Proposed objective 1II should add consideration of carbon pricing impacts on business and all others in the City who would be impacted by such a tax.

### **2030 Objective 3**

Proposed objective 3G states, in part, "Establish a local fossil fuel export policy..." At a minimum, any such policy should clarify that transloading of fuels destined for locations domestically is supported, since Portland serves as a gateway for fuel distribution for the rest of the state and parts of the West Coast. We also believe that prior to considering such a policy; a rigorous legal analysis should be conducted to clarify the limits of the City's ability to regulate commodities in transit or limit exports and other types of fuel movement. The policy should be considered against other policy initiatives like the Greater Portland Export Initiative. Finally, we encourage the City to avoid including any fuels in the policy that are on the EPA's Clean Fuels list, which would create disincentives for further reduction of carbon intensity in global fuel supplies. Portland should avoid punishing lower carbon fuels with carbon-related fees which might put them at an economic disadvantage in markets where higher carbon fuels do not face any carbon-related fees. With this in mind, we would suggest adding to or modifying 3G to include:

- Acknowledge the important role Portland plays in distributing energy products across the region.
- Work with partners at the state and local level to develop an incentive program for transitioning to low carbon fuels.

Mayor Charlie Hales  
June 24, 2015  
Page 4

#### **2030 Objective 4**

The proposed objectives within this section are strongly supported by the Port. We would suggest adding:

- 4DD
  - a - Continue the efforts of Industrial Smart Growth within the City and County
  - b - Reinforce industrial sanctuary policies to maintain an adequate supply of industrial land in close proximity to labor force and existing infrastructure opportunities.
  - c - Support continued industrial development near key transportation corridors to reduce industrial sprawl, out of direction travel, and better access to freight modal connections.

#### **2030 Objective 5**

The Port is very supportive of the proposed Freight Objective 5 and its action items. We suggest adding:

- 5A
  - b - Increase intermodal connections to industrial sites to provide fuel efficient freight transportation options for market access.
- 5C
  - b - Remove bottlenecks in the freight network to reduce freight congestion and associated air emissions.

Thank you for the opportunity to comment on the Climate Action Plan. We look forward to working in partnership with the City and County to continue the effort and results to date.

Sincerely,

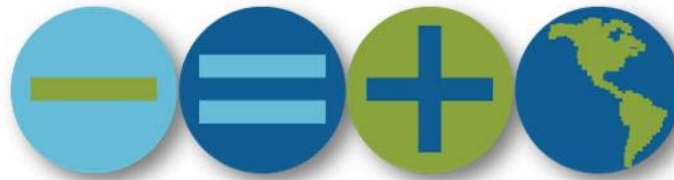
  
Bill Wyatt  
Executive Director

Attachment



# Port of Portland Air Quality and Climate Initiatives

June 2015



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## Port of Portland Mission and Vision

Charged with promoting the region's aviation, maritime and commercial and industrial interests, the Port's mission is ...

... to enhance the region's economy and quality of life by providing efficient cargo and air passenger access to national and global markets.

Supporting its mission, the Port's vision is ...

... to be a prominent, innovative economic development engine while stewarding the region's community and environmental best interests.

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# Environmental Policy

**The Port will:** achieve its mission through responsible environmental stewardship and the implementation of proactive environmental programs.

**The Port will:** integrate environmental considerations into all aspects of its strategic planning and business decision-making.



Port of Portland will achieve its mission through responsible environmental stewardship and the implementation of proactive environmental programs. The Port will integrate environmental considerations into all aspects of its strategic planning and business decision-making. The Port will actively seek resolutions to environmental issues by endeavoring to achieve the following goals:

- Compliance:** Comply fully and promptly with all applicable environmental laws, regulations, and Port policies.
- Planning:** Integrate environmental costs, risks, impacts, and public concerns into operating decisions and facility development planning processes.
- Natural Resources:** Minimize impacts and seek opportunities to enhance natural resources while carrying out Port projects.
- Pollution Prevention:** Minimize pollution and waste through source reduction, reuse, or recycling.
- Management Commitment:** Communicate this policy and its requirements and deliver the training, tools, and resources required to implement this policy.
- Government Relations:** Develop cooperative working relationships with agencies and promote development of sound environmental legislation and regulation.
- Community Relations:** Provide community outreach and leadership on environmental issues and respond in a timely fashion to inquiries or expressions of concern regarding environmental issues related to Port and tenant activities.
- Performance:** Improve the Port's environmental performance through regular monitoring and evaluations.
- Quality:** Achieve superior environmental performance and work product.
- Continuous Improvement:** Continuously improve the effectiveness of the Port's environmental program.

*Implementation of this policy is the responsibility of all employees.*

Policy 6.5.1.1  
The Port Commission adopted the Port of Portland Environmental Policy February 9, 2000 as the cornerstone of the Port's Environmental Management System.



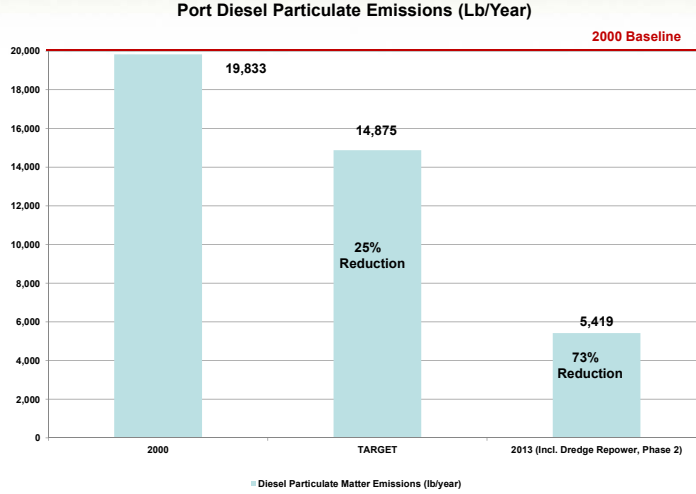
# Port Air Quality Policy and Priorities

- **The Port will:** go beyond what the law requires; and actively seek opportunities to reduce emissions from its direct operations and support efforts to reduce emissions from marine and aviation transportation sources to the extent these efforts are economically feasible and consistent with the Port's authority and mission.
- **Priorities**
  - Air Toxics (including diesel particulate matter)
  - Criteria Air Pollutants
  - Greenhouse Gases
  - Aesthetics (including nuisance odors & haze in the Gorge)



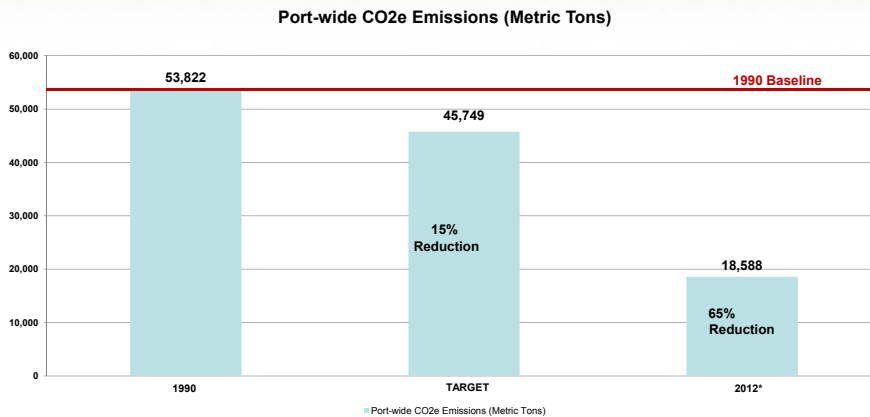
## Air Quality Program - Reduce Diesel Emissions

TARGET: Reduce Port-controlled Diesel Particulatates by 25% from 2000 baseline levels by 2015  
 ACHEIVED: Reduced emissions by 73% by 2013



## Air Quality Program – Reduce Greenhouse Gas Emissions

TARGET: Reduce Port-controlled GHG emissions by 15% below 1990 baseline levels by 2020  
 ACHEIVED: Reduced emissions by 65% by 2012



## DEQ Portland Air Toxics Solutions (PATS)

- Established aspirational goals for 52 air toxics
- Modeled 19 air toxics for 2017
- Model showed 15 above benchmarks
- Identified 5 top priority sources for focus
  - Residential wood combustion
  - Light duty vehicles (mostly gasoline powered)
  - Heavy duty vehicles (mostly diesel powered)
  - Construction equipment (mostly diesel powered)
  - Industrial metals facilities

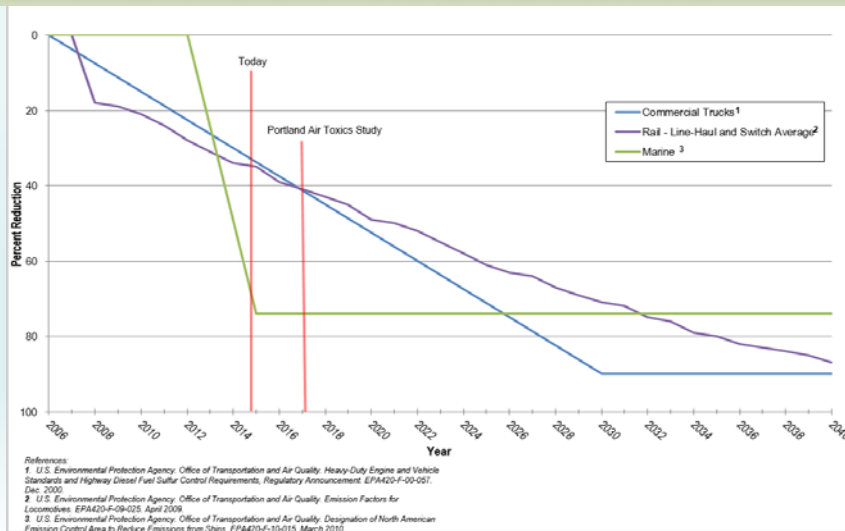


## Primary Sources of Diesel Particulate Matter

| <b>Most Significant Sources of Diesel PM</b> |            |                  |
|--|------------|------------------|
| <u>Source</u>                                | <u>TPY</u> | <u>% of Poll</u> |
| <b>Area</b>                                  |            |                  |
| 1. Industrial Fuel Use                       | 24.7       | 5                |
| 2. Commercial Fuel Use                       | 14.1       | 3                |
| 3. Residential Heating                       | 8.8        | 2                |
| <b>Non-road</b>                              |            |                  |
| 1. Non-road Diesel                           | 344.8      | 65               |
| 2. Rail                                      | 38.8       | 7                |
| 3. Boats – Commercial                        | 7.5        | 1                |
| <b>On-road</b>                               |            |                  |
| 1. On-road Diesel                            | 81.7       | 15               |
| <b>Point - &lt;1% of Pollutant</b>           |            |                  |



## Significant Diesel Emission Reductions from Regulatory Measures



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## Air Quality Program - Reducing Emissions

TARGET: Reduce Port-controlled Diesel Particulates by 25% from 2000 baseline levels by 2015

ACHEIVED: Reduced emissions by 73% by 2013

CNG Shuttle Buses



The Dredge Oregon



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## Port Climate Change Strategy

- Climate Change in Port 2010-15 Strategic Plan
  - GHG emission reductions through energy management
  - Adaptation for climate change through risk management and planning
- Engagement
  - Oregon Global Warming Commission
  - Statewide Transportation Strategy – 2050
  - Other: Regional/National/International



## City of Portland/Multnomah County Climate Action Plan 2009 and 2015 *draft*

1. Buildings and Energy
2. Urban Form and Mobility
3. Consumption and Solid Waste
4. Urban Forestry, Natural Systems and Carbon Sequestration
5. Food and Agriculture
6. Community Engagement
7. Climate Change Preparation
8. Local Government Operations



# 1

## BUILDINGS AND ENERGY

2030 OBJECTIVES

### Port Headquarters



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# 2

## URBAN FORM AND MOBILITY

2030 OBJECTIVES

### Troutdale Reynolds Industrial Park Brownfield Redevelopment



### PDX Bicycle and Pedestrian Plan



TriMet at PDX




### T-6 Automated Truck Gates



### PDX Quick Pay



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**3** CONSUMPTION AND SOLID WASTE  
2030 OBJECTIVES

**5** FOOD AND AGRICULTURE  
2030 OBJECTIVES

**Waste Minimization Program**  
Zero Waste Challenge – Rethinking Resource Management



Repurpose



Recycle



Reuse



Reduce



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**4** URBAN FORESTRY AND NATURAL SYSTEMS  
2030 OBJECTIVES

Porous Pavement



Friends of Trees



Riverine Island Ecosystem



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# 6

## COMMUNITY ENGAGEMENT

2030 OBJECTIVES

PDX Community Advisory Committee



PDX Electric Vehicle Charging Stations



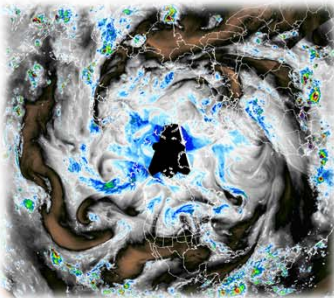
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# 7

## CLIMATE CHANGE PREPARATION

2030 OBJECTIVES

National Academy of Sciences: Climate Change Adaptation Planning - Risk Assessment for Airports



Integration of Climate Change into Stormwater Master Plan



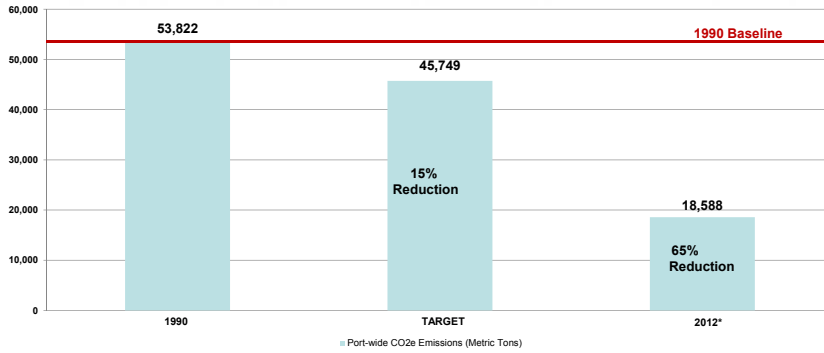
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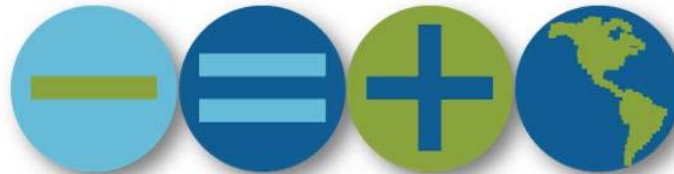
# 8

## LOCAL GOVERNMENT OPERATIONS 2030 OBJECTIVES

Port-wide CO<sub>2</sub>e Emissions (Metric Tons)



## Port of Portland Air Quality and Climate Initiatives



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