



American Planning Association
Oregon Chapter

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Making Great Communities Happen

February 28, 2019

Senator Michael Dembrow, Co-Chair
Representative Karin Power, Co-Chair
Joint Committee On Carbon Reduction
Oregon State Legislature
900 Court Street NE
Salem, OR 97301
jccr.exhibits@oregonlegislature.gov

RE: Testimony from the Oregon Chapter of the American Planning Association on HB 2020

Dear Co-Chairs Dembrow and Power and Members of the Committee:

This letter provides testimony from the Oregon Chapter of the American Planning Association (OAPA) on HB 2020. OAPA is an independent, statewide, not-for-profit membership organization of over 950 planners from across the state working for cities, counties, special districts, state agencies, community-based organizations, and private firms. OAPA provides leadership in the development of vital communities by advocating excellence in community planning, promoting education and resident empowerment, and by providing the tools and support necessary to meet the challenges of growth and change.

OAPA appreciates that the State Legislature is taking action to address climate change and the work that has gone into a carbon pricing and investment initiative for Oregon. Our Legislative and Policy Affairs Committee (LPAC) has been tracking HB 2020's development, submitting testimony in late 2018 and in prior years, and continues to closely review progress. In the continuing absence of federal progress, we are hopeful that Oregon will join other states in taking significant actions to curb greenhouse gas (GHG) emissions, reduce climate change impacts, and invest in a more sustainable future.

Overall OAPA supports HB 2020, including the establishment of the Carbon Policy Office, Joint Committee on Climate Action, and the Oregon Climate Action Program, as well as modified GHG emissions reduction goals. For the Committee's consideration, we have some suggestions related to land use and transportation; economic development and a just transition; and monitoring, measurement, and accountability.

1. Land Use and Transportation. Oregon's transportation GHG emissions have risen during each of the past three years and have grown from 35% of the statewide total in 2014 to 39% in 2016¹. OAPA offers the following refinements for addressing GHG emissions from the transportation sector:

- **Build off of previous investments.** Fund and implement work initiated by the 2010 Legislature to reduce GHG emissions from the transportation sector. Oregon's Statewide Transportation Strategy, adopted by the Oregon Transportation Commission and associated rules adopted by

¹ Oregon Global Warming Commission, 2018 Biennial Report to the Legislature For the 2019 Legislative Session, December 2018.

the Land Conservation and Development Commission, were developed to guide the necessary reductions in GHG emissions in the metropolitan regions of Oregon. The Statewide Transportation Strategy vision, if on track, would achieve a 60 percent total reduction in greenhouse gases by 2050². Unfortunately, we are not on track to meet this goal and much more work is needed. Additional funds for implementation will leverage the millions of dollars the State has already invested in GHG reduction from the land use and transportation sectors since 2010.

- **Earmark, rather than enable, planning and implementation funds** for metropolitan planning organizations (MPOs) to comply with GHG reduction targets. Sixty-five (65%) percent of the state's population lives in one of the state's eight metropolitan areas³, and these are areas that are capable of the most significant reductions in GHG emissions through more efficient land use and transportation patterns. Oregon needs to provide sufficient State funds and technical assistance from Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) in 2019-21 to assure that all MPOs can complete, update, or adjust regional scenario planning in the next Biennium. Regional scenario planning provides necessary guidance for MPOs and their local governments to create plans and programs that achieve adopted regional targets.
- **Ensure implementation funding based on plans.** Require cities and counties within metropolitan areas to adopt a scenario plan consistent with ODOT/DLCD Scenario Planning Guidelines⁴, initiated by ORS 184.893 and 184.899, that identifies land use and transportation strategies to meet their GHG target in order to be eligible for mitigation funds from the cap on carbon. While we think that it is certainly in the best interest of all of the cities and counties of the state to act on their own to do whatever they can to reduce the effects of climate change, we recognize that because of the urgency involved this effort calls for more financial resources than many of them can redirect from existing resources. For that reason, we suggest that the required actions by local governments and MPOs be tied to the allocation of state money for this purpose. It is critical that all metropolitan regions in Oregon use their established regional GHG reduction targets as a performance measure against which to build their scenario plans to access implementation funds. Additionally, MPOs need to be held to an established standard regarding monitoring and evaluation, especially related to implementation, using a supportive, not punitive, approach.

Specifically, OAPA supports the requirement in Section 33 (b) that land use and transportation scenarios be required to be adopted by metropolitan planning organizations and approved by the Land Conservation and Development Commission (LCDC) prior to receiving implementation funding allocations. OAPA strongly urges the Committee to amend Section 33 (c) to also require locally adopted and LCDC-approved land use and transportation scenarios prior to receiving funding. ORS 184.893 provides voluntary guidelines, they are not binding and do not ensure accountability.

² Oregon Department of Transportation Statewide Transportation Strategy Monitoring Report, 2018.

³ Center for Population Research and Census, Portland State University 2015 Annual Population Estimates for Oregon Metropolitan Planning Organizations.

⁴ ODOT/DLCD Scenario Planning Guidelines, Volume 1.1, Oregon Sustainable Transportation Initiative (OSTI), August 2017; available at <https://www.oregon.gov/ODOT/Planning/Documents/Oregon-Scenario-Planning-Guidelines.pdf>.

- **Ensure that investments from Oregon Climate Action Program auctions will have a net positive impact on the reduction of transportation and land use related GHG.** OAPA notes the breadth of projects that may receive funding via the Climate Investment Fund (Section 31), and encourages the prioritization of funds to transit operations, transportation electrification, and other much-needed transportation options programs and non-right of way projects that cannot be funded via the Transportation Decarbonization Investments Account. This includes funding to support planning and implementation by local governments and MPOs related to reducing GHG emissions and developing and implementing adaption and resilience strategies.

2. Economic development, just transition, and environmental justice. We urge the Committee to maintain all elements of the bill and Climate Action Program that support a just transition and environmental justice, prioritizing efforts that address diversity, equity, and inclusion. These are important values to OAPA's members, with one of our 2018 Strategic Plan goals being to:

“Actively promote and increase diversity and cultural awareness within the planning profession and OAPA activities, and provide effective leadership in advocacy of equity and inclusiveness in planning policies and regulations reflective of Oregon’s diverse people and places. Build the capacity of planners to practice inclusive, culturally competent, and equitable planning practices.”

OAPA supports investments that prioritize projects that benefit and elevate impacted communities and low income households, support low carbon and local economic development, create living wage jobs, and ease transition to a low carbon economy.

- **Prioritize investments that support and leverage other public and private investments** in building energy efficiency and energy conservation, low-income weatherization, and affordable housing near transit or employment centers, as well as investments in Oregon’s natural and working lands to strengthen ecological and economic resilience. (Climate Investment Fund, Section 31.) These investments would have multiple benefits for Oregonians across the state and the ecosystems we all depend on.
- **Amend Section 29 (e) to read** “Promote low carbon **and renewable energy** economic development opportunities and the creation of jobs that sustain living wages.” Prioritizing investment in small scale, distributed, community owned renewable energy systems would increase economic, social, and environmental resilience while reducing emissions.
- **The creation of a Just Transition Fund is an important element of HB 2020.** Supporting economic diversification, job creation, job training and other employment services, will be key for Oregon’s low income, historically marginalized, and rural communities likely to be disproportionately impacted in the short term as the state transitions to a low carbon economy.
- **Consider applying public contracting requirements for state agencies, outlined in Section 34, to all public agencies** receiving moneys allocated from the Climate Investments Fund or the Transportation Decarbonization Investments Account.

3. Monitoring, Measurement, and Accountability. Lastly, OAPA recommends the Joint Committee on Climate Action and Carbon Policy Office build off existing plans and programs aimed at meeting the State’s GHG emissions reduction targets, and advance the work of the Oregon Global Warming Commission, which has laid a strong, sector-based framework, including monitoring and enforcement, for achieving the state’s climate change goals. Specifically:

- **Assign responsibilities to agencies to meet and report on the sector-based strategies** identified

in *Roadmap 2020*, with principal responsibility for meeting state-adopted GHG reduction goals assigned to the relevant agencies. The Carbon Policy Office should have the responsibility to negotiate with these agencies to establish progress benchmarks and a reporting process on established benchmarks – whether they are meeting the benchmarks or not, and if not, why not, with associated recommended corrective solutions.

Thank you for your time and attention to our testimony.

Sincerely,

A handwritten signature in black ink that reads "Kirsten Tilleman". The signature is written in a cursive, flowing style.

Kirsten Tilleman, President
Board of Directors

A handwritten signature in black ink that reads "Damian Syrnyk". The signature is written in a cursive, flowing style.

Damian Syrnyk, Chair
Legislative and Policy Affairs Committee