



133 SW 2<sup>nd</sup> Ave, Suite 201 • Portland, OR 97204 • (503) 497-1000 • [www.friends.org](http://www.friends.org)

Southern Oregon Office • PO Box 2442 • Grants Pass, OR 97528 • (541) 474-1155

Willamette Valley • 494 Willamette St, Suite 213 • Eugene, OR 97401 • (503) 497-1000 x8

January 12, 2020

Senate Interim Committee on Environment & Natural Resources  
State Capitol  
Salem, OR 97301

Re: Oregon Greenhouse Gas Initiative (LC 19)

---

Thank you for the opportunity to provide testimony on LC 19. 1000 Friends of Oregon is a nonprofit, membership organization that works with Oregonians to support livable urban and rural communities; protect family farms, forests and natural areas; and provide transportation and housing choice. Our supporters come from across Oregon, from every county in the state.

We have followed closely the development of LC 19 and appreciate the efforts to craft a bill that will reduce greenhouse gas emissions to meet Oregon's 2050 target; support transition to clean energy; invest in Oregon's working lands; and invest in rural and marginalized communities that have been impacted most by greenhouse gas pollutants. Therefore, we support key elements of the investments proposed in LC 19; these fall into two major categories.

### **Sections 33-36**

1000 Friends of Oregon supports allocating funds from the Transportation Decarbonization Investments Account as described in Sections 33-36 of LC 19.

Almost 40% of Oregon's current greenhouse gas emissions come from the transportation sector, specifically from the driving automobiles and light trucks. And the majority of those emissions are generated from the state's 8 major urban areas.<sup>1</sup> Many studies have shown that the most effective, long-term way to achieve multiple livability bottom lines - reduce greenhouse gas emissions, support and grow walkable communities, and provide affordable ways for everyone to get around - is to invest in transportation that reduce the need to drive or to drive as far. That means investing in transit, walking, and bicycling infrastructure and planning for communities where most daily needs – school, work, play, places of worship, and retail needs – can be accessed by using these.

Investing in other ways to get around is increasingly critical not just to reduce climate pollution, but because over 25% of Oregonians do not or cannot drive: they are too old, too young, have a condition that precludes driving, or cannot afford a car (or a second car for a family). As

---

<sup>1</sup> Portland Metro, Salem/Keizer. Albany, Corvallis, Eugene/Springfield, Medford/Ashland, Grants Pass, Bend.

Oregonians age, the need to provide other ways for seniors to get around everyday is even more imperative to reduce the isolation, and adverse health and social consequences, that can result.

Sections 33-36 direct funds from the Transportation Decarbonization Investments Account to be directed to those metropolitan areas that have adopted a climate plan<sup>2</sup> that meets greenhouse gas reduction targets. It also provides that cities and counties outside of metropolitan areas are eligible for these funds if they adopt a climate plan.<sup>3</sup>

These funds would go directly to implementation projects, including but not limited to enhancing roadway drainage, improving slope stability, investing in safe routes to schools; retrofitting/ replacing diesel engines; bike, pedestrian, and other multimodal improvements; and increasing the resiliency of transportation infrastructure and evacuation routes to earthquakes and other hazards.<sup>4</sup>

### **Sections 38-39**

1000 Friends of Oregon also supports the investments of the Climate Investment Fund, as described in Sections 38-39. Specifically, we support directing 10% of the Climate Investment Fund to Oregon tribes;<sup>5</sup> 25% to working lands and natural areas;<sup>6</sup> and 25% for wildfire mitigation.<sup>7</sup> Many of Oregon's farmers, ranchers, and foresters have demonstrated their concern for land, air, and water stewardship by voluntarily taking actions to reduce their use of carbon-based fuels and products, and this should be recognized and invested in further. Working lands and natural areas also have capacity to sequester carbon, and these should also be expanded and invested in.

Thank you for the opportunity to provide comments on LC 19. While there are other provisions of the bill we hope to see improved, we believe the sections described above are essential to the economic and environmental sustainability of Oregon and Oregonians.

Sincerely,



Mary Kyle McCurdy  
Deputy Director

---

<sup>2</sup> Section 33(4)(a), (b).

<sup>3</sup> Section 33(4)(c).

<sup>4</sup> Section 34(6)(a), (b).

<sup>5</sup> Section 39(3)(a).

<sup>6</sup> Section 39(3)(b), which would go to the Oregon Water Enhancement Board for distribution.

<sup>7</sup> Section, 39(3)(c) which would go to the Oregon Department of Forestry for distribution.