



May 17, 2019

Senator Michael Dembrow (Co-Chair)  
Representative Karin Power (Co-Chair)  
Joint Committee on Carbon Reduction  
Oregon State Capitol  
900 Court St. NE  
Salem, Oregon 97301

Re: House Bill 2020

Dear Co-Chairs and Members of the Joint Committee on Carbon Reduction:

Climate change is one of the most important challenges of our time. According to the Intergovernmental Panel on Climate Change (IPCC), unprecedented reductions in greenhouse gases are needed to avoid catastrophic climate impacts, requiring rapid and far-reaching transitions in energy, transportation and industry. It is past time to get serious about this threat to our very existence.

Oregon is recognized as a leader in environmental initiatives. As a leader in regional transportation, the Port of Portland has long supported the state's climate initiatives, including the Low Carbon Fuels Program and Zero Emission Vehicle goals. We have made significant investments to reduce greenhouse gas (GHG) emissions associated with our own operations, including purchasing 100% renewable power for PDX, repowering the Dredge Oregon, providing ground power at all jet bridges that allows aircraft to shut down their engines, converting our shuttle bus fleet to cleaner fuels, installing EV charging stations for PDX travelers and employees and using B20 biodiesel for PDX airport operations. Overall, the Port's carbon emissions in 2018 were 67% below 1990 emissions levels.

Unfortunately, Oregon is not on track to meet its GHG reductions goals. Getting back on track requires a sustained commitment to employing the best policy tools available to maximize investments in clean technologies and fuels in the future. Cap and trade is just such a policy tool. It has been tested around the world, is based on fundamental economic behavior and offers the promise of generating revenues needed to invest in cleaner technologies and fuels, as well as natural solutions that increase resilience and decrease emissions over time.

HB2020-84 will send a strong market signal that the state is committed to doing its part to reduce greenhouse gases to levels needed to avert the most severe climate impacts. It also will secure the state's commitment to the Paris Agreement under the U.S. Climate Alliance.

HB2020-84 strongly aligns with the Port's guiding principles around sustainability—providing environmental, social and economic certainty.

**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.

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**Environmental** – the program is designed to provide emissions reduction certainty by establishing specific GHG reduction goals and placing emissions limits to ensure those goals are met. The program provides rigor around emissions reporting and verification, essential for any climate policy to preserve integrity.

**Social** – the proposal includes extensive provisions to address disadvantaged populations. The amendments include labor standards and contracting preferences for projects funded by the cap and trade revenues. They include baseline wage and benefits standards, as well as preferences for products and commodities made in Oregon and the United States. The amendments include significant funding mechanisms to mitigate or reduce the impacts to disadvantaged communities.

**Economic** – HB2020-84 provides regulation at the broadest level, which creates consistency and avoids local or regional competitive disadvantages. It will provide the Port and our business partners a level playing field and a clear roadmap for securing investments in cleaner energy and a more sustainable future.

A cap-and-trade system will generate significant revenues needed to enable Oregon to rapidly transition to cleaner forms of energy and clean technologies. Since California's cap-and-trade system took effect, the state has received nearly half of all clean tech investment dollars.

HB2020-84 provides Oregon with a practical approach to achieving significant greenhouse gas reductions, while accounting for social and economic objectives. I applaud this kind of bold leadership on climate change for which Oregon is known.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis Robinhold". The signature is fluid and cursive, with a large initial "C" and "R".

Curtis Robinhold  
Executive Director