

Introduction to the Oregon Conservation Network and the 2019 Legislative Session

The Oregon Conservation Network, a program of the Oregon League of Conservation Voters, is comprised of the following organizations:

1000 Friends of Oregon, Association of Oregon Recyclers, Audubon Society of Portland, Beyond Toxics, Cascadia Wildlands, Center for Biological Diversity, Climate Solutions, Defenders of Wildlife, Engineers for a Sustainable Future Environment Oregon, Friends of Mount Hood, Friends of the Columbia Gorge, Greater Hells Canyon Council, League of Women Voters of Oregon, Native Fish Society, Neighbors for Clean Air, Oregon Coast Alliance, Oregon Environmental Council, Oregon Land and Water Alliance, Oregon League of Conservation Voters, Oregon Natural Desert Association, Oregon Physicians for Social Responsibility, Oregon Shores Conservation Coalition, Oregon Wild, Pew Charitable Trusts, Recycling Advocates, Renewable Northwest, Rogue Riverkeeper, Sierra Club Oregon Chapter, Street Trust, Surfrider Foundation, Tualatin Riverkeepers, WaterWatch of Oregon, Wild Salmon Center

Relevant Committees

House - E&E (6-2)

- Ken Helm, Chair
- Sheri Schouten, Vice Chair
- E. Werner Reschke, Vice Chair
- Lynn Findley
- Andrea Salinas
- Janeen Sollman
- Marty Wilde
- Anna Williams
- Jack Zika

House - Nat Resources (4-3)

- Brad Witt, Chair
- Chris Gorsek, Vice Chair
- Sherrie Sprenger, Vice Chair
- Greg Barreto
- Caddy McKeown
- Jeff Reardon
- David Brock Smith

House - Ag & Land (4-3)

- Brian Clem, Chair
- Susan McLain, Vice Chair
- Bill Post, Vice Chair
- Shelly Boshart Davis
- Ken Helm
- David Brock Smith
- Anna Williams

Senate - SENR (3-2)

- Sen. Michael Dembrow, Chair
- Sen. Alan Olsen, Vice Chair
- Sen. Cliff Bentz
- Sen. Floyd Prozanski
- Sen. Arnie Roblan

Joint - Climate (8-6)

- Rep. Karin Power, Co-Chair
- Sen. Michael Dembrow, Co-Chair

- Sen. Cliff Bentz, Co-Vice-Chair
- Rep. David Brock Smith, Co-Vice Chair
- Rep. Daniel Bonham
- Rep. Shelly Boshart Davis
- Rep. Ken Helm
- Rep. John Lively
- Rep. Pam Marsh
- Sen. Lee Beyer
- Sen. Fred Girod
- Sen. Kathleen Taylor
- Sen. Alan Olsen
- Sen. Jeff Golden

Joint - WM Full (13-8)

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- Sen. Elizabeth Steiner Hayward, Co-Chair
- Sen. Jackie Winters, Co-Vice Chair
- Rep. Dan Rayfield, Co-Chair

- Rep. David Gomberg, Co-Vice Chair
- Rep. Greg Smith, Co-Vice Chair
- Rep. Paul Holvey
- Rep. Susan McLain
- Rep. Mike McLane
- Rep. Rob Nosse
- Rep. Carla Piluso
- Rep. Duane Stark

- Sen. Dallas Heard
- Sen. Lew Frederick
- Sen. Fred Girod
- Sen. Bill Hansell
- Sen. James Manning Jr.
- Sen. Lee Beyer
- Sen. Arnie Roblan
- Sen. Chuck Thomsen
- Sen. Rob Wagner

Joint - WM Sub (5-3)

- Rep. Jeff Reardon, Co-Chair
- Sen. Kathleen Taylor, Co-Chair
- Sen. Fred Girod
- Sen. Lew Frederick
- Rep. Cedric Hayden
- Rep. Paul Holvey
- Rep. Courtney Neron
- Rep. David Brock Smith

The High Price of Dirty Diesel

2019 is the time to invest in a cleaner, healthier future for all Oregonians

Diesel exhaust: Uniquely toxic pollution

Diesel exhaust from heavy-duty engines is uniquely toxic and is one of Oregon's worst toxic air pollution problems.

All Oregonians—particularly children, elders, and people with health challenges—are susceptible to the effects of diesel exhaust on heart, lung, and brain health. Diesel pollution costs Oregonians billions each year in health care, lost work days, and lost lives.

Average diesel pollution in 19 counties across Oregon exceed the state's health benchmark. Diesel also adds to ozone (smog), fine particulates, toxic gases and climate pollution: all of Oregon's top air quality problems.

Oregon has fallen behind neighboring states—both California and Washington—that have invested millions in helping engine owners transition to clean trucks, buses and construction equipment. Now is the time to take action.

Oregon has a rare chance to clean up

Due to a recent \$72 million legal settlement, the 2019 Oregon Legislature has the opportunity to invest significant funds into diesel clean-up. OEC and partners advocated for \$18 million to be dedicated to school bus upgrades in 2017. The remaining \$52 million has yet to be allocated.

Simply distributing the money for new engines will not solve our diesel problem. To truly protect Oregonians' health, we must set a firm timeline to retire old engines and renew our diesel fleet. Once that timeline is set, we need strong policy to ensure that funds are used wisely to ease the transition for engine owners.

And during the transition, we must do all we can to protect people—especially those most vulnerable—from exposure to diesel pollution.



An Oregon state bill in 2019 would:

- Put a stop to buying the dirtiest engines
- Set a timeline for retiring or cleaning up old commercial truck and bus engines
- Require clean construction equipment in state-funded projects
- Apply settlement funds and secure additional funding to help engine owners meet the timeline and to clean up non-road engines (including construction equipment)
- Ensure that women and minority-owned businesses are supported to meet the timeline
- Ensure that communities most at risk are given priority in clean-up
- Give local jurisdictions the authority to restrict engine idling



Oregon's current diesel programs

Without a timeline for retiring old engines, the modest efforts to address diesel pollution are not enough to protect the health of all Oregonians.

School buses: In 2017, Oregon dedicated \$18 million to replace 450 school buses so that the entire fleet is on track to meet strong standards by 2025.

Federal incentives to retire engines:

Oregon receives modest federal funds for an incentive program to retire old engines. The amount of funds available varies from year to year. Since 2008, the program has retired about 66 trucks and 69 construction equipment engines.

Construction equipment: Portland-area jurisdictions are adopting clean construction standard for engines used on locally-funded projects. A state bill should do the same for state-funded projects.

Non-road (construction) inventory:

Oregon knows a lot about how trucks and buses run: the time, location, speed and number of engines. But we don't have that information for construction and other non-road engines. Oregon is in the process of making an inventory. Oregon should then adopt a registration system to ensure that we can track progress.

What we need for a healthier future

A renewed diesel fleet: By modernizing Oregon's bus, truck, and transit fleets with cleaner engines (including the cleanest of all: electric), we can move freight more efficiently while delivering benefits to public health and our climate. Incentives can help with upfront costs of new engines that operate with lower maintenance costs and down-time than old engines.

Big benefits for air quality: Old heavy-duty diesel vehicles aren't the only source of traffic pollution—but they are the dirtiest. Although old heavy-duty diesel vehicles make up a small portion of road traffic, they contribute the majority of particulates and NOx pollution from traffic.

Immediate benefits for climate: Black carbon, making up about 70% of the particulate emissions from diesel engines, causes powerful short term and local climate effects. Reducing black carbon now can provide climate change relief in our state even as we seek global solutions for the long-term.

Returns on the dollar for health: Every dollar invested in clean engines is expected to return \$12 in health benefits (such as reduced hospital costs). Oregon can save billions in health harm and avoid hundreds of premature deaths each year by retiring old heavy-duty diesel engines.

Health benefits that last a lifetime:

Children, infants, and pregnant women are especially vulnerable to harm from air pollution. Reducing the early exposures that cause irreversible harm can improve health outcomes over a lifetime.



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The Clean Energy Jobs bill: Why we must get it right



When Oregon leads on climate, Oregonians benefit

Science requires all jurisdictions to reduce greenhouse gas emissions aggressively over the next 10-15 years to avoid a climate disaster. Passing a strong Clean Energy Jobs bill that caps pollution and invests in clean energy solutions is not only the leadership response needed in the face of climate change, but will also result in numerous benefits for Oregonians.

Oregon's leadership matters

Reducing Oregon's emissions can help make an outsized dent in mitigating climate change

- Oregon has higher annual GHG emissions than 116 countries who have signed the Paris Climate Agreement and agreed to hit targets that keep global warming under 2°C, and aim for 1.5°C.

Absent federal action, states like Oregon can help lead the way in addressing the climate crisis

- 20 states and the District of Columbia currently have statewide greenhouse gas targets.
- Together, this local and regional action can make a big impact. Strong Oregon action can break the logjam of future state action on the horizon:
 - Oregon is poised to adopt an economy-wide cap-and-invest program that links with California and Quebec.
 - Nine other states already have a cap-and-invest program focusing on reducing power sector emissions.
 - Twelve states in addition to Oregon have introduced carbon pricing legislation for 2019.

Oregonians will benefit from climate action

Growing the economy, while reducing emissions

- California's economy climbed from 10th largest in the world in 2012 (when its cap-and-trade program was initiated) to 5th largest today, while achieving its 2020 emissions reduction goal four years early.
- Since California passed its climate program, the state has attracted more than \$22 billion in clean technology venture capital—more than any other state or country besides the U.S. as a whole and China.

Improved health and associated cost savings

- The Regional Greenhouse Gas Initiative (RGGI), launched in 2009 to cut carbon pollution from power plants in nine Northeast and Mid-Atlantic states using a cap-and-invest model, has resulted in major public health benefits from reduced air pollution. These benefits—including lives saved, asthma attacks prevented, and missed days of work avoided—are valued at \$5.7 billion.

More clean energy jobs

- Oregon currently has more than 55,000 clean energy jobs, located in every county of the state. These jobs have grown up to twice as fast as the state average. With a strong cap-and-invest program, Oregon can further accelerate job growth in the clean energy sector. In the RGGI program's first six years, 30,000 jobs were created through clean energy programs and investments.

Over three-quarters of Oregonians want to see CO₂ regulated as a pollutant, with sizable majorities in every county across Oregon.



climate solutions

accelerating the transition to our clean energy future

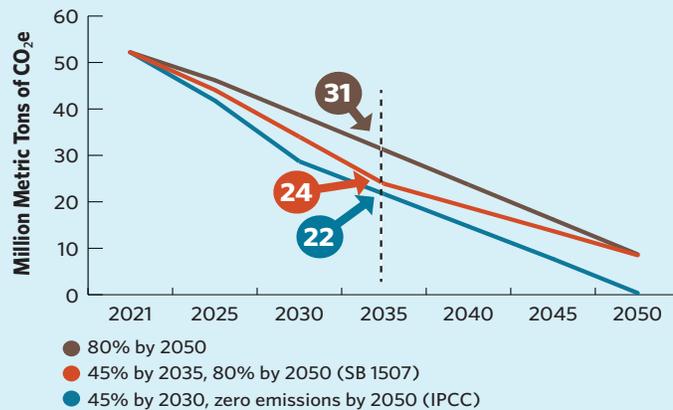
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Oregon's state climate goals: Why we need a strong interim target

The best available science requires we make major GHG reductions in the next 10-15 years to avoid locking in irreversible climate change impacts. The UN Intergovernmental Panel on Climate Change (IPCC) report released in October 2018 unequivocally states that we must reduce our climate pollution to 45% below 1990 levels by 2030 and achieve zero emissions by 2050 to avoid the worst climate impacts.

Since 2015, the Oregon Global Warming Commission has recommended an interim target of 45% below 1990 levels by 2035 to meet our original state goals.

A strong interim target will help drive near-term emission reductions



An interim target of 45% reduction reduces approximately 7 million MT of CO₂e more in 2035 than just a straight line 80% target to 2050 (the equivalent of taking approximately 1.5 million cars off the road for a year).

Achieves critical near-term reductions

Those near-term reductions are more critical than gradually achieving them by 2050. The longer we wait to make these reductions, the more costly and steeper they will need to be.

Supports WCI linkage

Other Western Climate Initiative (WCI) jurisdictions have strong interim targets. Equivalently stringent targets is important to link with these jurisdictions.

Maintains environmental integrity of the cap

Coal to Clean creates a steep reduction of emissions by 2030 as coal is removed from Oregon's electricity mix. A cap that does not account for this reduction cliff could result in excess allowances and excess pollution in the transportation and industrial sectors. The interim target would require further reductions on a similar order of magnitude as Coal

to Clean, maintaining the integrity of the cap during this mandated transition off coal.

Keeps Oregon on track

Oregon is not currently on track to meet its emissions reduction goals set over a decade ago. Instead of weakening our existing state goals by setting a less ambitious target for 2035, the interim target gets Oregon back on track as intended by the legislature and responding to best available science.

Positions Oregon to lead and benefit

Two primary goals of state climate action are 1) to get Oregon ahead of the curve so it can lead and benefit from the clean energy economy and 2) to spur national and global climate action to avoid the worst climate impacts. Strong near-term GHG emissions reduction targets are key to achieving these goals.

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climate solutions

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A Secure and Resilient Water Future for All Oregonians

Oregon has a reputation as a wet state, but changing climate and shifts in population have tested the limits of our water resources. Safe, secure and reliable water is essential to the health of our communities and our economies. Protecting clean water at its source reduces the cost of water treatment and reduces risk to public health. Reliable water provides surety for economic investment in business and industry, particularly rural businesses such as agriculture and food processing. Governor Brown's budget invests nearly \$120 million (including \$109 million in Special Public Works Fund and Regional Infrastructure Fund lottery bonding) for a secure and resilient water future, including:

Statewide Inventories and Assessments

To strategically invest in built and natural infrastructure we must better understand Oregon's resiliency to drought and floods and the ability for communities, industries and fish and wildlife to access clean water. Governor Brown's budget invests in the following areas to ensure we have the best information available to identify our priorities:

- \$2.8 million for groundwater data, management, and protection through WRD.¹
- \$250,000 for DEQ in partnership with WRD and OWEB, to fund a comprehensive inventory of existing water infrastructure systems and future wastewater/stormwater infrastructure needs.²
- \$380,000 to ODFW for implementation of the Integrated Water Resources Strategy.³
- \$325,000 in contracted services funding for conservation policy and strategic coordination through OWEB.⁴

Addressing Vulnerable Communities and Systems

Communities around the state have constrained water quality and quantity due to geography, aging systems and/or site-specific conditions. Governor Brown's budget supports investments to address the following issues:

- \$1.0 million per year from increase in fee revenue to OHA to support adequate regulation of all public drinking water systems.⁵
- \$600,000 to WRD to fund assessments of dams, dam safety task force and water infrastructure business case analysis.⁶
- \$4.6 million to DEQ to address the ongoing water permitting backlog.⁷
- \$250,000 to address nitrate issues in the Lower Umatilla GWMA through ODA.⁸
- \$100,000 focused on Klamath Basin agricultural water quality monitoring through ODA.⁹
- \$640,000 to DEQ for watershed restoration efforts in preparation for Klamath dam removals planned for 2021.¹⁰
- \$1 million to ODFW to increase ability to implement the Oregon Conservation Strategy.¹¹

¹ WRD POP 102 Groundwater Data, Management, and Protection

² DEQ POP 161 Water Infrastructure Needs

³ ODFW POP 123 IWRS implementation

⁴ OWEB POP 130 Conservation Policy and Strategy Coordination

⁵ OHA LC 386 Revision of Drinking Water Fee Authority

⁶ WRD POP 104 Dam Safety

⁷ DEQ POP 127 Permit Backlog

⁸ ODA POP 350 LUBGWMA

⁹ ODA POP 330 Klamath Ag WQ Monitoring

¹⁰ DEQ POP 126 Klamath Basin Water Quality Improvements

¹¹ ODFW POP 114 Oregon Conservation Strategy

- \$199,000 from the CWSRF Administrative Fund, for loan servicing and financial management of DEQ’s Clean Water State Revolving Fund loan program.¹²
- \$500,000 limitation to DEQ for procurement of loan management software to replace manual and outdated business practices¹³.
- \$463,000 to ODA to expand work with partner agencies and organizations in small agricultural watersheds.¹⁴

Facilitating Solutions for a Secure Water Future

Strategic investments will result in resilient natural and built water infrastructure systems across the state to support communities, local economies and environmental needs. Governor Brown’s budget invests in local planning, design, and implementation to support social, economic and environmental improvements throughout Oregon as follows:

- \$15.0 million in Lottery Revenue Bond proceeds plus \$278,000 to WRD for cost of issuance, to provide grants and loans for water supply projects to meet instream and out-of-stream water needs¹⁵.
- \$980,000 to WRD to support Place Based Planning in Harney- Malheur Lake, Lower John Day, Mid-Coast and Upper Grande Ronde. ¹⁶
- \$79.45 million Special Public Works Fund lottery bonding through BusOr eligible to support loans for public water infrastructure.¹⁷
- \$15.0 million Regional Infrastructure Fund lottery bonding to BusOr to provide grants and loans eligible to support water focused Regional Solutions projects.¹⁸
- \$754,000 to WRD to support water management in the field. ¹⁹
- \$400,000 to ODF to determine an optimal and sustainable organizational structure and fire funding approach to address increasingly severe fire seasons, which impact communities and associated water and other infrastructure.²⁰
- \$294,000 to ODA to support a natural resources federal grant coordinator. ²¹
- \$273,000 to DLCDD to update Oregon’s Climate Change Adaptation Framework. ²²

¹² DEQ POP 125 Effectively Managing the CWSRF Loan Portfolio

¹³ DEQ POP 163 Clean Water SRF Loan Management Software

¹⁴ ODA POP 310

¹⁵ WRD POP 107

¹⁶ WRD POP 101 Place Based Planning

¹⁷ BusOr POP 104 SPWF

¹⁸ BusOr POP 110 RIF

¹⁹ WRD POP 106 Water Management in the Field

²⁰ ODF Pkg 090 Analyst Adjustments

²¹ ODA Pkg 090 Analyst Adjustments

²² DLCDD POP 102