December 12, 2018

Governor Kate Brown
Kristen Sheeran, Director Carbon Policy Office
Office of the Governor
900 Court Street NE, Suite 254
Salem, OR 97301-4047

RE: Oregon Climate Authority Support for Transportation and Land Use Greenhouse Gas (GHG) Reductions Measures

Dear Governor Brown and Dr. Sheeran:

The Oregon Chapter of the American Planning Association is a membership organization of over 900 planners from cities, counties, and metropolitan areas across the state. In the continuing absence of federal progress on climate change, we are hopeful that Oregon will join other states in taking significant actions to curb climate emissions and invest in a more sustainable future. We stand ready to help refine and further articulate the concepts we raise in this letter.

We appreciate your leadership in the creation of the Oregon Climate Authority. We believe this is an important step in making progress toward meeting the State’s adopted climate change goals. We encourage you to give the Authority and associated oversight body a critical supervisory role in coordinating the existing and future work of state agencies aimed at reducing greenhouse gases (GHG).

For example, for the land use and transportation sector, the Statewide Transportation Strategy (STS, ODOT/DLCD) vision, if on track, would achieve a 60 percent total reduction in greenhouse gases by 2050. However, as noted in the Oregon Global Warming Commission 2018 Biennial Report to the Legislature, we are not on track at all to meet these targets. Focused attention to reduce the growing delta between needed and actual action is imperative. We hope that the Oregon Climate Authority builds off existing plans and programs aimed at meeting these GHG targets. As the role of the Oregon Climate Authority is refined, and the cap and invest bill is drafted, we urge the following:

- **Advance the work of the Oregon Global Warming Commission.** With its *Roadmap to 2020* and subsequent reports to the Oregon Legislature, the OGWC has laid a strong, sector-based framework for achieving the state’s climate change goals. We hope that the Climate Authority will continue this work by planning specific strategies and actions

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1 Oregon Department of Transportation Statewide Transportation Strategy Monitoring Report, 2018.
identified in the Roadmap, monitoring their implementation, and enforcing the climate goals established by the Oregon Legislature.

- **Assign responsibilities to agencies to meet and report on the sector-based strategies identified in Roadmap 2020.** We urge your office and the Climate Authority to assign principal responsibility for meeting our state-adopted GHG reduction goals to the relevant agencies. The Climate Authority 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.

- **Add a land use and transportation goal to the Climate Agenda.** As noted in the Climate Agenda, transportation is the largest single source (40%) of greenhouse gas emissions in Oregon. A goal of the Climate Agenda should be to promote efficient land use and transportation patterns that significantly reduce GHG emissions. The Climate Agenda should support and enforce existing land use and transportation planning and policies that will achieve this goal. The STS and associated goals and targets for metropolitan area planning by metropolitan planning organizations (MPO) for GHG reduction are an excellent start but those targets need to be mandatory. Oregon APA has submitted testimony advocating that the Co-Chairs of the Joint Interim Committee on Carbon Reduction fund MPO scenario planning and make transportation funding contingent on plan development.

- **Ensure the Cap and Invest Legislation directs investments to programs that will have a net positive impact on the reduction of transportation-related GHG.** As previously proposed the majority of Cap and Invest funding was directed to the Oregon Highway Fund, which would seriously limit the funds efficacy and flexibility in achieving reductions in GHG emissions. **Without significant resources being directed to transit and other much-needed alternative transportation programs, the impact on GHG emissions will be minimal. Please consider that other funding sources will be needed to adequately support non-right of way projects, such as transit operations.**

Thank you for your work on this most important issue.

Kirsten Tilleman, President
Board of Directors

Damian Syrnyk, Chair
Legislative and Policy Affairs Committee