

Climate Change Integration Group

Metro Regional Center
Council Chambers
600 NE Grand Ave
Portland, OR 97232
September 8, 2006
10 AM – 3 PM

Present at Meeting:

Integration Group

Mark Abbott and Ned Dempsey, Co-Chairs

Michael Armstrong alternate for Susan Anderson, Lisa Adatto, Rex Burkholder, Mike Burnett, Mike Cloughesy, Roger Ebbage alternate for Bob Doppelt, Christine Ervin, Jenny Holmes, Dr. Mel Kohn, Ron Neilson, Dave Riley and Sarah Severn

Via conference call:

Other Attendees

Sven Anderson, Allan Bates, John DeVoe, Bill Drumheller, Marianne Fitzgerald, Damon Fordham, Michael Grainey, Laurel Hillmann, Justin Klure, Dave Newman, Sam Sadler, Brent Searle

Chair Abbott called meeting to order. Chair Abbot spoke briefly about the recommendations the group will be giving the governor.

Mike Burnett gave a report on the CCIG Mitigation Subcommittee. The subcommittee met for the first time on August 25, 2006. Mr. Burnett handed out a draft charter for the subcommittee. The subcommittee's mission is extracted from the governor's letter. There are four tasks of the subcommittee:

- Tracking progress, quantitative tracking
 - Track how are we progressing toward the quantitative goals that were established by the Global Warming Advisory Group (GWAG).
 - Establish an ongoing, systematic way of tracking how many tons we are emitting as a state and compare how we are doing verses the two step declining ramp line that was established by the GWAPG.
 - Similar tracking process on carbon storage.
 - Make recommendations to the state government about how to better incorporate GHG emissions tracking reporting reduction into its current sustainability practices.
- Tracking of progress implementing measures that were already recommended in the existing Oregon Strategy
 - Tracking system and reporting on the progress of implementing (this is currently being done).
 - Recommending a process for that reporting.
 - Catalogue or list of voluntary mitigation actions.
- Adding additional recommendations, new measures, programs etc.
 - Legislative initiatives or other types of initiatives
 - Communication type things
- Communications Strategy integrated with the mitigation initiatives and evaluations
 - Gather and assess information on ongoing activities around Oregon.
 - Discuss what our role is with the activities around Oregon.
 - Keep leadership active and visible.

Justin Klure, ODOE reported on the mitigation measures from the governor's GHG reduction report. The chairs asked the Department of Energy staff to break out the emissions by sectors. Staff has completed this task and put the information into a one page report that is available on the departments website at <http://www.oregon.gov/ENERGY/GBLWRM/CCIG-meetings.shtml>. Mr. Burnett asked if there was any information on the emissions, fuel use or any surrogate for GHG emissions on sector by sector or by SIC code? Bill Drumheller answered that he did not think we had that information at the state level. Mr. Klure

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added that most of the data collected was from EIA and that they would go back and look to see how they broke it down. Mr. Klure clarified that Mr. Burnett was looking for more industry sector not energy sector.

Brent Searle, Oregon Department of Agriculture spoke about how climate change effects agriculture. Since the science of climate change is questioned by the rural community Mr. Searle encouraged the group to think about their deliberation and to consider how to engage with the agricultural rural community. He stated that how you communicate with the urban area is going to have to be different than how you communicate with the rural area. Most of the crops that are grown in Oregon are called C3 plants, which include wheat, small grains, barley, legumes and in the cool season grasses, which are dominant in Oregon, producing 65 percent of the world's grasses. As opposed to C4 plants which are mostly grown in the Midwest such as corn, soybean etc. These are the plants that need warm nights. Research indicates that the C3 plants will do better with slightly warming temperatures. It could be an issue for plants relying on cooler nights such as grapes, berries etc. Other big issues are water, resource and genetics the biggest concern being water. Food in the United States is highly reliant on irrigated agriculture. The corn, soybean and wheat, which are predominant in the Midwest, are largely non-irrigated but almost every other crop is to some degree. If climate change leads to lower winter snow packs and sooner runoffs then that will be a huge issue. In the Western United States 75 percent of our "reservoir" is snow pack. Some ideas to offset the loss of snow pack are:

- Water sequestration
- Pumping wind water in surplus and storing it in the ground (this is being done in some parts of Eastern Oregon right now)
- Possibility of generating electricity while pumping water in the ground (complex permitting process)
- Off stream storage
- More on farm pond storage
- Desalinization
- In stream storage i.e. impoundment's, dams etc. (Rural areas do not want the group to rule out in stream storage)

Damon Fordham, Oregon Department of Transportation (ODOT) spoke about what ODOT is doing in regards to climate change. ODOT is just starting to think about global warming and have formally recognized it in their Oregon Transportation Plan. In the plan there are proposals and strategies on how to reduce the GHG emissions, but currently there are no plans or planning process in place for global warming or reducing GHG. Mr. Fordham is developing a sustainability program for ODOT. Some of the efforts the agency is making internally are:

- Fleet very proactive, working toward biodiesel, ethanol & hybrids
- Goal to reduce energy use, they are currently at 12 percent below 2000 levels.
- Continue to reduce until reaching the goal of 20 percent by 2010.
- Supports teleconferencing & carpooling
- DAS is working on GHG assessment, totaling agency emissions.

There is a pilot project underway called the VMT, Vehicle Mile Tax. Instead of paying a gas tax you would pay per mile you drive in your car instead of per gallon you put in your engine. ODOT will be thinking about moving toward that sort of system in the future.

Rex Burkholder, Metro handed out two documents regarding what Metro is doing in terms of updating their 50-year plan for the region. The intent of the plan is the implementation of the climate we adopted ten years ago known as the 20/40 concept, which looks at how you adapt to the growth of the region that's here and that's coming and to maintain the quality of life that we have. The key point is that there is no GHG emission policy at the regional level. There is some urgency for updating the plan, because the population is expected to grow to a million more people in the next 20 years. Part of the process is updating the

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Regional Transportation Plan. It is a 20-year plan regarding what their investments are and their impacts in terms of helping achieve their long term goal of community development and also deal with issues of mobility, safety, access and those types of things. Some of the things that are pushing them in the direction of positive GHG reduction outcomes are energy crisis and funding issues. Metro is pushing a lot of intelligent transportation systems. There is a network of sensors throughout the whole region on major arterials. There is a program where all the state universities are working together on a transportation research center. The transit system was put in place in 1969 and since then we have around 40 percent less congestion. Our air quality has gone from 90 days a year of failing by EPA standards to not one violation in the last five years. Some of the things that have reduced GHG are:

- Zoning more land for jobs near where there is a lot of housing, causing a drop in commute distances from 10.5 miles average in 1990 to 7 miles for average commute trip in 2000.
- People are using alternative modes of transportation, resulting in a drop of vehicle miles per capita. The total number is going up because of population growth, but it is one of the few major metropolitan areas that have seen a drop in vehicle miles per capita. We are down to about 19 miles a day per person where as Atlanta is 32.
- Transit is increasing three times the rate of population growth for transit use.

Dave Riley, Mt Hood Meadows gave a report on local matters at Mt Hood as well as national perspectives on the ski industry and climate change. Mr. Riley stated that 71 out of 350 ski areas across the county have formally supported the climate stewardship guide. The National Skiers Association (NSA) supports an aggressive approach to addressing climate change. Mr. Riley is on the NSA Board of Directors. NSA created a program called Keep Winter Cool. The program is intended to reduce carbon emissions, educate the public and advocate to policy makers on resolutions. For more information the web address is www.keepwintercool.org. The main focus right now through NSA is to increase the purchase of green tags to offset CO2 emissions associated with travel to and from the resorts. Other areas of focus include recycling and best management practices. Mt. Hood Meadows has been a leader in renewable energy and as a result it has grown regionally and nationally. Mt. Hood purchases green tags to operate trail lifts, which accounts for 7 percent of their energy consumption. In partnership with Bonneville Environmental Foundation (BEF) they created locally at Mt Hood Meadows a concept of the mini green tags, which is essentially 1/10 of the full green tag. They have equated that to the amount of pounds of GHG that are emitted by car driving from Portland to Meadows and back to Portland. The mini green tags are available at their ticket offices. When people are buying their tickets they ask them if they would like to buy a mini green tag for \$2.00. They also sell whole green tags on their website for people who are buying season passes. Mr. Riley stated that it's a matter of putting a product in front of people and equating the cost to a clearly understood benefit and the probability of them engaging goes up. The question was asked, "What percent of people buy green tags?" Mr. Riley answered that it was about 2 percent. Chair Ned Dempsey asked how long the program had been running? Mr. Riley answered 3 years.

Chair Abbott stated that there are a few more state agencies that will be presenting to the group. Mr. Abbott would like to begin to look at what the key impacts and scenarios might be to help structure next year's report. There are a bunch of potential legislative topics to cover before the end of the year report. Mr. Abbott mentioned that there are still issues from Forestry that the group would like to hear about. The group has covered the ocean issues and coastal hazards but has not focused on the other NW icon salmon. There is a potential to get a speaker from NOAA fisheries to speak about looking at climate change and the sustainability of fisheries. Mr. Abbott stated that in some sense the way we are going is to look at things that are important economically or from a quality of life perspective that we view as threatened by climate change. Clearly agriculture, forestry, and the ski industry are areas that are threatened.

Chair Abbott said there was a request to add two ex officios to the group from Environmental Protection Agency (EPA) and NOAA fisheries and asked if anyone had concerns about that? No one did. He then

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went on to say that he thinks the group should organize their study by looking at the vulnerabilities and opportunities to pick out those key potential climate change issues for the Northwest; such as water availability, changes in extreme weather events (like heat waves), changes in ocean circulation and sea level and maybe changes in night time temperatures. Mr. Abbott suggested that one way to hone that in would be a science workshop like Christine Ervin mentioned. The role of the science workshop seems to be to update the consensus statement but more focused on high impact events such as disappearance of snow pack, persistent changes in ocean circulation and rising sea levels. Those things have an enormous impact on a wide range of sectors in the state of Oregon.

The next meeting was scheduled for October 31, 2006 in Portland. Meeting was adjourned.