

## LWVUS and LWVPDX positions on Energy, Climate Change, Waste and Transportation

### LWVUS Energy position

(Summary: **Energy**. Support environmentally sound policies that reduce energy growth rates, emphasize energy conservation, and encourage the use of renewable resources.)

### Energy

#### The League supports:

- **\_energy goals and policies that acknowledge the United States as a responsible member of the world community;**
- **\_reduction of energy growth rates;**
- **\_use of a variety of energy sources, with emphasis on conserving energy and using energy-efficient technologies;**
- **\_the environmentally sound use of energy resources, with consideration of the entire cycle of energy production;**
- **\_predominant reliance on renewable resources;**
- **\_policies that limit reliance on nuclear fission;**
- **\_action by appropriate levels of government to encourage the use of renewable resources and energy conservation through funding for research and development, financial incentives, rate-setting policies, and mandatory standards;**
- **\_mandatory energy-conservation measures, including thermal standards for building efficiency, new appliance standards and standards for new automobiles with no relaxation of auto-emission control requirements;**
- **\_policies to reduce energy demand and minimize the need for new generating capacity through techniques such as marginal cost or peak-load pricing or demand-management programs;**
- **\_maintaining deregulation of oil and natural gas prices;**
- **\_assistance for low-income individuals when energy policies bear unduly on the poor.**

### LWVUS Climate Change position

(Summary: **Climate Change**. Support climate goals and policies that are consistent with the best available climate science and that will ensure a stable climate system for future generations.)

*Statement of Position on Climate Change Policy, as announced by the National Board, January 2019:*

**The League believes that climate change is a serious threat facing our nation and our planet.**

**The League believes that an interrelated approach to combatting climate change—including through energy conservation, air pollution controls, building resilience, and promotion of renewable resources—is necessary to protect public health and defend the overall integrity of the global ecosystem. The League supports climate goals and policies that are consistent with the best available climate science and that will ensure a stable climate system for future generations. Individuals, communities and governments must continue to address this issue, while considering the ramifications of their decisions, at all levels—local, state, regional, national, and global.**

LWVPDX/LWVCC position on Metropolitan Transportation

**Metropolitan Transportation (1998, revised 1994, 1987, 1977)**

**Transportation of People. The Leagues of Women Voters of Portland and Clackamas County support a metropolitan mass transportation system which is regional, serving all surrounding communities. The system should be integrated into a well-planned metropolitan community and should be a help in preserving the vital city core. It should be a means of equal access for drivers, non-drivers, students, elderly, and handicapped to metropolitan areas, especially to those areas of high employment. The system should be designed with consideration for economy of land use and should not significantly add to sight, sound, or air pollution, nor destroy the livability of the area involved. It should be competitive in convenience, duration and quality of ride with private cars to reduce traffic congestion. The system should be efficient and economical, with attention to cost control and financing; it should be flexibly financed.**

**We believe financing for a metropolitan mass transportation system should be from a combination of national, state and regional sources. We support diversion of designated gasoline tax funds and use of motor vehicle license fees for mass transit, recognizing that this may mean an increase in these taxes. We support vehicle taxes based on energy efficiency. Keeping in mind special considerations for special categories of service, we believe that mass transit riders should contribute toward the cost of their ride through fare differentials for different levels and types of service. We support a no-fare system within the city core.**

**In order to shift emphasis from automobile use to mass transportation, we endorse peripheral parking instead of additional core parking. To increase efficiency, small mass transit vehicles whenever feasible should be used for neighborhood districts and outlying communities; better use should be made of buses off-peak hours, and mass transit routes should enable movement directly from one outlying area to another.**

**Bicycle racks should be located at park and ride stations. We favor continual public education with respect to the mass transit system, conservation and efficient use of energy by public and private transportation, and traffic safety.**

**Transportation of Goods. The Leagues of Women Voters of Portland and Clackamas County support the transportation of goods by a variety of modes, realizing the unique capabilities of each mode. Whenever possible, and taking into consideration the commodity and situation, we encourage the use of the most economic and energy-efficient mode, and also the use of multi-modal transportation systems. We believe that communities should have access to some mode of transportation for goods.**

**Transportation Routes. Transportation routes must be an integral part of all land use planning. Planning for the location and construction of transportation routes must weigh all social and environmental costs, including economy of land use, fuel shortages, and sight, sound and air pollution. Individual citizens and neighborhood groups must be kept informed and insured input and active participation in the planning, development and operation of any transportation program, especially for their own area. To minimize overlapping of functions, governmental agencies should coordinate transportation planning.**

**TriMet. The TriMet Board of Directors should be appointed by the governor with consideration of regional recommendations and broad district representation. The directors should be compensated for board-approved, out-of-district expenses.**

**TriMet should continue to be a separate entity and should work with the regional government for planning and resource utilization.**

**We support a payroll tax within the TriMet service district boundaries, that is broadly based and is equitably shared between employer and employee.**

LWVPDX/LWVCC position on Solid Waste

**Solid Waste (revised 1994, revised 1985, 1972)**

**The Leagues of Women Voters of Portland and Clackamas County support an environmentally sound solid waste management plan. To conserve our resources as much as possible, it should provide for maximum re-use and recycling. In support of this, local units of government should use recycled products whenever economically feasible. Industry should produce less unnecessary packaging, and more standardized and biodegradable containers. It is industry's obligation to discard the "built-in obsolescence" theory and to manufacture better quality products. Local government should foster the use of neighborhood shredders, encourage research for alternatives to burning, and enforce existing laws.**

**Education of the public about solid waste problems is a primary need. The consumer should be educated to exercise care in purchasing, to demand quality products, to recycle, and to change the throw-away philosophy.**

**Financing of the solid waste management program must be adequate, economical, efficient, manageable and flexible, covering present and future needs. Financing should be supported by private and commercial interest together with local and regional governments. Financing should be provided by user fees and charges, licensing fees, disposal fees on car bodies and appliances, by bonds, and by federal and state grants and moneys.**

**The State should have authority over planning, regulation and enforcement of the solid waste program. Collection should be done by private industry with local government (city, county) handling the franchising. Transfer stations, recycling and disposal sites should be under regional jurisdiction.**

**Regional government should have the authority to initiate the process of siting regional landfills. Local government (city and/or county) land use plans must make it possible to site landfills within their own geographical boundaries. The state shall direct the appropriate state-level authority to accomplish the siting should the regional governing body be unsuccessful in providing a landfill.**