

CLIMATE CHANGE

Monday, January 22, 2024, at 10 am

Nora Terwilliger and Linda Mantel, co discussion leaders, Robin Tokmakian, report on UN Climate Change conference, and Julie Chapman, notetaker

Topics suggested by members in the League's 10-23 survey

Report on UN - International progress

Increase awareness of climate change urgency

Action by local leaders, innovators, influencers that makes a lasting change on Portland's carbon footprint

Movement of fossil fuel tanks along Willamette River, storage issues

Local air quality, soil toxicity, quality of drinking water and river water

Availability of home insulation and other rebates

Environmental degradation

How to decrease dependency on fossil fuels

Create jobs - to replace those for workers in oil, gas, coal industries

Teaching environmental sustainability K-12

LWVPDX POSITIONS relevant to Climate Change

The page #s below are those in the **LWVPDX of Portland: Positions updated June 2023**
<http://lwvpx.org/wp-content/uploads/2023/06/LWVPDX-Positions-June-2023.pdf>

Metropolitan Transportation (1998, revised 1994, 1987, 1977) -pp.15-16

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.

LWVUS Positions relevant to climate change

The page #s below are those in the **LWVUS Impact on Issues 2022-2024**

<https://www.lwv.org/impact-issues> Click on purple box to pull up document; click on page # to read position

Resource Management (1958, 1960) page 93

Resource management decisions must be based on a thorough assessment of population growth and of current and future needs. The inherent characteristics and carrying capacities of each area's natural resources must be considered in the planning process. Policy makers must take into account the ramifications of their decisions on the nation as a whole as well as on other nations.

To assure the future availability of essential resources, government policies must promote stewardship of natural resources. Policies that promote resource conservation are a fundamental part of such stewardship. Resources such as water and soil should be protected. Consumption of nonrenewable resources should be minimized. Beneficiaries should pay the costs for water, land, and energy development projects. Reclamation and reuse of natural resources should be encouraged.

The League believes that protection and management of natural resources are responsibilities shared by all levels of government. The federal government should provide leadership, guidance, and financial assistance to encourage regional planning and decision making to enhance local and state capabilities for resource management.

The League supports comprehensive long-range planning and believes that wise decision-making requires:

- Adequate data and a framework within which alternatives may be weighed and intelligent decisions made.
- Consideration of environmental, public health, social, and economic impacts of proposed plans and actions.
- Protection of private property rights commensurate with overall consideration of public health and environmental protection.
- Coordination of the federal government's responsibilities and activities.
- Resolution of inconsistencies and conflicts in basic policy among governmental agencies at all levels.
- Regional, interregional, and/or international cooperation when appropriate.
- Mechanisms appropriate to each region that will provide coordinated planning and administration among units of government, governmental agencies, and the private sector.
- Procedures for resolving disputes.
- Procedures for mitigation of adverse impacts.
- Special responsibility by each level of government for those lands and resources entrusted to them.
- Special consideration for the protection of areas of critical environmental concern, natural hazards, historical importance, and aesthetic value.

- Special attention to maintaining and improving the environmental quality of urban communities.

Environmental Protection and Pollution Control p.96

The League supports the preservation of the physical, chemical, and biological integrity of the ecosystem and maximum protection of public health and the environment. The League's approach to environmental protection and pollution control is one of problem solving. The interrelationships of air, water, and land resources should be recognized in designing environmental safeguards. The League's environmental protection and anti-pollution goals aim to prevent ecological degradation and to reduce and control pollutants before they go down the sewer, up the chimney, or into the landfill.

The League believes that although environmental protection and pollution control are responsibilities shared by all levels of government, it is essential that the federal government provide leadership and technical and financial assistance.

The federal government should have the major role in setting standards for environmental protection and pollution control. Other levels of government should have the right to set more stringent standards. Enforcement should be carried out at the lower levels of government, but the federal government should enforce standards if other levels of government do not meet this responsibility. Standards must be enforced in a timely, consistent, and equitable manner for all violators in all parts of society, including governmental units, industry, business, and individuals.

Environmental protection and pollution control, including waste management, should be considered a cost of providing a product or service. Consumers, taxpayers and ratepayers must expect to pay some of the costs. The League supports policies that accelerate pollution control, including federal financial assistance for state and local programs.

The League supports:

- Regulation of pollution sources by control and penalties.
- Inspection and monitoring.
- Full disclosure of pollution data.
- Incentives to accelerate pollution control.
- Vigorous enforcement mechanisms, including sanctions for states and localities that do not comply with federal standards and substantial fines for noncompliance. Further

Further Guidelines and Criteria

Air Quality

The League supports:

- Measures to reduce vehicular pollution, including inspection and maintenance of emission controls, changes in engine design and fuel types and development of more energy-efficient transportation systems.
- Regulation and reduction of pollution from stationary sources.
- Regulation and reduction of ambient toxic air pollutants.
- Measures to reduce transboundary air pollutants, such as ozone and those that cause acid deposition.

To read the League's evolving history of resource management, conservation of resources and climate change, see pages 93 -95. "The League continues to lobby against legislation that would undermine clean air standards, make global climate change worse, and fail to provide for needed energy conservation measures."

Further Guidelines on this Position and Criteria are on pages 96 - 109

Climate Change (January 2019) page 110

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

The League believes that an interrelated approach to combating 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 decision at all levels — local, state, regional, national, and global.

To read the League's history and action taken re climate change, see pages 110-112