



The League of Women Voters of Portland

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DATE: July 27, 2016

TO: Steve Kountz, Senior Economic Planner,
Portland Bureau of Planning and Sustainability

FROM: League of Women Voters of Portland
Fran Dyke, President
Margaret Noel, Vice President
Julie Chapman, Action Committee Member
Ann Dudley, Action Committee Member

RE: Fossil Fuel Terminal Zoning Amendments *Discussion Draft*

Since the 1950's the League has worked at federal and state levels to protect air, land and water resources. More recently, the League has lobbied vigorously for comprehensive legislation to control global climate change. Any increase in fossil fuel infrastructure is not consistent with the current League of Women Voters natural resources and climate change positions, nor with Portland's Climate Action Plan.

City Council Resolution 37168 addresses concerns for climate change and greenhouse gas emission in no fewer than 8 of the 24 "Whereas" clauses. The approach outlined in the *Discussion Draft* to address the climate concerns in Resolution 37168 is to limit Portland's contribution to greenhouse gas emissions from exported fossil fuels. At the same time, it allows the expansion of regional emissions through increased capacity in both new and existing terminals.

Although expanding regional fuel needs are not a protected exception within the language of the Resolution, "the provision of service directly to end users" is not restricted. And, when it comes to proposing Zoning Amendments for the Resolution, "end users" are defined in truly elastic terms.

"Services to end users" can mean anything from gas station storage tanks, to natural gas lines, to jet fuel facilities at PDX Airport. The premise in the code concepts is that Portland will need to expand fossil fuel access for projected regional "end use" growth. In this scenario, "region" is not defined and no progress in the adoption of sustainable energy sources is assumed.

"To promote political responsibility through informed and active participation in government."

We have the following questions about the code concepts presented by the Bureau of Planning and Sustainability:

- How will clean energy development be supported in the regional growth scenarios?
- How was the proposed Maximum Storage Capacity for new Bulk Fossil Fuel Terminals set at 500,000 barrels for petroleum and 7,000,000 gallons for liquified gases?
- As the Zoning Amendments do not address the concept of “regional,” other than by terminal size, what prevents fuel companies from lining up multiple new Bulk Fossil Fuel Terminals on land acquired in the IH zones and using them to aggregate fuel for export?
- How suitable is land in the IH zones for construction of fossil fuel terminals; what is their seismic risk? What are their impacts on nearby neighborhoods?
- How does expansion of fossil fuel infrastructure into the existing IH zones impact the availability of space for the development of new energy technologies?
- What further discussion with the city can we anticipate to address the impacts of increased GHG-emissions from this expansion of fossil fuel infrastructure? How is this fossil fuel terminal expansion compatible with the Climate Action Plan goals?

We appreciate that the zoning code is a blunt tool to reach Portland’s goals for Climate Action, with a focus that only restricts infrastructure for fossil fuel exports. It does not address the need to actively transition to alternative energy sources that will reduce the regional emissions, nor incentives to support this transition. If we are to grow our regional population, we must enact incentives now for alternative energy development and adoption to fully support that expansion.

The League of Women Voters of Portland testified in favor of Resolution 37168 when it was considered and passed by the City Council. We support safety improvements to the existing terminals. We also believe in the necessity of taking strong action to combat climate change and object to any expansion of fossil fuel terminals in Portland.