



2009 Annual Report





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**Brock Howell
Policy Advocate**

To our members

In 2009, we saw progress on two important fronts. We expanded protections for millions of acres of natural Oregon—now future generations of Oregonians will be able to experience more of our mountains, forests and streams. And 2009 was also the year we helped prove that environmental protection and economic prosperity can be one and the same.

It's been a very good year for our preservation work. We added new protections for the beloved Metolius River and blocked two new mega-resorts from endangering the health of the river. We designated the state's first marine reserves, protected areas that allow animals to thrive without the pressures of industrial activity.

Congress designated an additional 125,000 acres of Oregon as wilderness, making these areas, including the Badlands and Soda Mountains, off-limits to all varieties of harmful development. The Obama administration upheld the Roadless Rule, protecting more than 54 million acres of wild forests across the country and 2 million acres in Oregon from clearcuts, mining and road building.

And in a down economy we helped show that environmental policy can be an economic development tool. In order to rebuild our economy, we need to use our resources sustainably, put people to work and save people money. We can do all those things by solving global warming.

Take, for example, the \$78.6 billion in funding we helped convince Congress to dedicate to clean energy, energy efficiency and green transportation: These programs will create more than 1.5 million jobs, and prevent 68 million tons of global warming pollution each year.

Energy efficiency is the best way for us to reduce our global warming emissions and save money for Oregonians. That's why we helped improve the state building code for new homes and businesses to require buildings to be more energy efficient. We also made it easier for current homeowners to cut their energy bills with innovative ways to finance efficiency upgrades.

Of course, there is still work to be done, whether it's protecting the Willamette from toxic pollution or powering Oregon with 100 percent clean energy. But we will look back on 2009 as the year that people began to see the potential for environmental protection in a whole new light.

On behalf of all of our staff, thank you for making our work possible.

A handwritten signature in black ink that reads "Brock Howell". The signature is written in a cursive, slightly slanted style.

Brock Howell
Policy Advocate

Continuing Oregon's leadership on clean energy

Can we build a new economy powered by clean energy? Will we act boldly and quickly enough to reduce our carbon footprint and draw our planet back from the brink of climate disaster?

Global warming is the challenge of our generation. Although we have the technology and expertise to confront it, the real question is whether we have the political will. That is why Environment Oregon has been working to make Oregon a national leader in clean energy. Oregon has led the way on environmental issues in the past, and now it's time to lead the way on clean energy.

Making it easier for Oregonians to go solar and invest in efficiency

The fastest, cheapest and most effective solution to reducing energy use is investing in energy efficiency. Now, thanks to new legislation, new homes and buildings built in Oregon will finally be required to be more efficient. Older buildings will have new resources to more affordably install solar panels on their roofs or upgrade the energy efficiency of their homes.

Working with the Oregon Citizens' Utility Board and Ecumenical Ministries, we convinced legislators to require that new homes and com-

mercial buildings be 15 to 25 percent more efficient by 2012—reducing global warming emissions by several million tons.

One of the barriers to energy efficiency and solar power are the significant upfront costs. With Reps. Jules Bailey (Portland) and Tobias Reed (Beaverton), we created a solution. Oregonians can now get a loan that covers the installation cost of home solar and weatherization, and repay the loan through their utility bill. But since those utility bills are now lower thanks to reduced energy use, it makes it very easy and affordable to green your home. This policy is now a national model.

A nearly \$80 billion down payment on clean energy

Environment Oregon helped convince Congress to invest \$78.6 billion in funding for clean energy and green transportation—the largest such investment in history. The projects receiving this funding are estimated to reduce global warming pollution by 68 million tons and create 1.5 million new green jobs.

“Americans are ready for a clean energy economy. This funding is a great start,” said Field Organizer Nicole Forbes.



Clockwise from top: Environment Oregon Field Organizer Nicole Forbes (center) and Clean Water Advocate Piper Crowell, meeting with Oregon Rep. Kurt Schrader in Washington, D.C., to discuss energy efficiency and clean water in Oregon. Wind turbines in a wheat field. Home in Portland with solar panels.

Cover photo credit: Danny Warren/Shutterstock.
P. 2 Photo credits: (clockwise from top) Staff, Varina and Jay Patel/Shutterstock, Staff.



From top: Gov. Ted Kulongoski celebrates signing into law new protections for the Metolius River. Environment Oregon's Preservation Associate Alex Silva (left), releases our "Wasting Our Waterways" report with Eugene Mayor Kitty Piercy on the DeFazio Bridge over the Willamette River.

Protecting our rivers: Standing up for the Willamette and the Metolius

Here in Oregon, we're proud of the natural beauty of our landscapes and waterways. This year, however, our streams and rivers faced new pollution threats. That's why one of Environment Oregon's top priorities in 2009 was to protect two amazing rivers: the Willamette and Metolius.

Willamette: Restoring protections

The Willamette River is one of the nation's largest rivers, and more than two-thirds of Oregonians live in its basin making it often part of our daily lives. Unfortunately, two recent Supreme Court decisions removed federal Clean Water Act protections from 53 percent of Oregon's streams, rivers and wetlands—the waters that feed and clean larger waterways like the Willamette.

"In order to protect the Willamette, the Clean Water Act must work as intended," said Field Organizer Nicole Forbes. "We need to restore the original intent and scope of our federal clean water law."

The Clean Water Restoration Act, currently before Congress, would restore the original protections. To pass the bill, Environment Oregon built a diverse coalition of environmental groups, businesses and mayors from across the state. We col-

lected thousands of postcards from citizens. And we spoke on television, published a guest column in Salem's Statesman Journal, and secured an editorial from Eugene's Register Guard.

In short, we pulled out all the stops. Our work will continue in 2010 as we push the bill through Congress.

Metolius versus developers

Located in the heart of Oregon, the Metolius River flows from the earth of the Eastern Cascades and into the Deschutes River. This remarkable river is the source of thousands of years of personal and spiritual memories to native people and Oregonians. Its clear waters provide habitat to one of the world's best populations of bull trout, listed as "threatened" on the federal Endangered Species List.

For nearly a century, proposals were made to permanently protect the fragile river basin, but it wasn't until recently that permanent protection was required.

Two mega-resorts were proposed for the basin. The smaller resort would have tripled the basin's residential capacity, while the larger resort, which would have been up on the basin ridge, could have reduced the

P. 3 Photo credits: Staff
P. 4 Photo credit: Wikipedia (public domain)

river's water level as much as 2.5 inches. Such a drop in water level would have forever altered the river and endangered the wildlife that live in it.

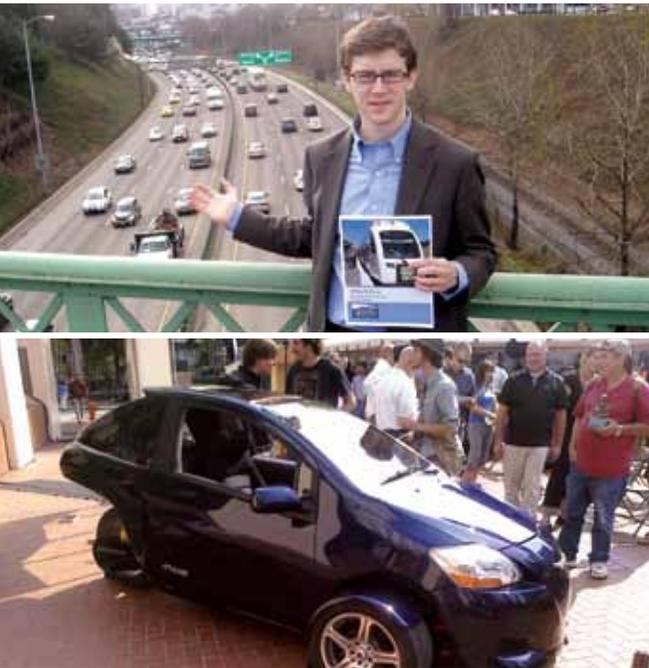
After our first effort to protect the basin failed in 2007, we reignited our advocacy alongside the groups 1000 Friends of Oregon and Central Oregon Landwatch for the 2009 legislative session. The coalition grew to include hunters, animal rights advocates, landowners, fly-fishermen and other supportive Oregonians.

But despite months of organizing and lobbying, at the end of the session we still fell one vote short on the House floor. But we didn't give up. In a last-ditch, all-out push, the coalition activated our members, targeting two legislators to switch their votes. The following Monday, the bill was brought back and we got our last vote to protect the Metolius.

"To the generations of memories the Metolius has provided Oregonians, we add a story of how grassroots organizing protected this special place," said Brock Howell, our state policy advocate.

► *Metolius River near Wizard Falls.*





From top: Environment Oregon State Policy Advocate Brock Howell shows how investments in high-speed rail and streetcars can reduce global warming pollution. Oregon-based Arcimoto, Inc. plans on manufacturing its first 500 "Pulse" plug-in electric cars this year in Eugene.

P. 5 Photo credits: Staff.
P. 6 Photo credit: TFoxFoto/Shutterstock.

Transportation: Finding greener ways to get around

Our transportation infrastructure knits our communities together. How long it takes to commute to work, how safe routes to school are for kids, how much travel costs, and how much global warming pollution we put in the air is all dependent on the choices we've made to move people by foot, bike, bus, rail or car.

Transportation is responsible for more than one-third of Oregon's global warming pollution. It is also the second biggest household cost, burdening financially strapped families. In Oregon, millions lack sufficient transportation options: A quarter of Oregonians cannot drive due to age or infirmity, and nearly 50 percent of state roads through cities lack sidewalks.

We need a two-prong solution: plan and fund transportation more wisely, and make cars and fuel more efficient.

Building livable communities

We all want great communities where our children can safely walk to school, everyone has sufficient transportation options, workers can afford their daily commutes, and we cut our global warming pollution. The solution is simple: plan, invest, and build in a way that will create these great communities.

Environment Oregon helped organize a coalition of environmental groups, faith leaders, health advocates, businesses and labor unions to pass a progressive transportation bill during the 2009 legislative session. Our solution was to shift transportation investments toward bus and rail, and require the six largest city-regions to reduce transportation-related global warming pollution about 50 percent by 2035.

We gained some traction due to the fact that the Legislature required the Portland Metro region to reduce its transportation-related pollution and provided some additional funding for transit and bikes. The Legislature created a task force to recommend how to expand global warming reduction requirements to the city-regions of Salem-Keizer, Corvallis-Albany, Eugene-Springfield, Medford and Bend-Redmond.

The Legislature recently adopted the task force's recommendation that five city-regions begin the process of reducing the pollution from transportation.

Cleaner cars and fuels in Oregon

While we can build livable communities where people can drive less, we also recognize that the automobile is



Getting on track

Working to increase funding for public transportation

a necessary transportation mode that is not going away any time soon. In order to reduce transportation-related global warming pollution, it is also important to reduce emissions from cars. This can be done two ways: make cars more efficient and make fuel more efficient. Oregon is a leader on both fronts.

Last spring, President Obama announced a new clean cars standard that matched the standard adopted by Gov. Ted Kulongoski by executive order in 2006 and advocated by Environment Oregon. Thirteen other states, led by California, had also set the same aggressive standard prior to 2009. Now, with the new national clean cars standard in place, California is pushing for a

more aggressive standard and Environment Oregon is pushing to keep Oregon up to pace.

Environment Oregon has also been advocating for more efficient fuel. We convinced the governor to make a low carbon fuel standard a priority for his 2009 climate legislative agenda, and built a strong coalition of groups, businesses and legislators to help pass the bill. As a result, Oregon's fuels will now be 10 percent more efficient by 2020. Not only will this reduce global warming pollution 4.5 million metric-tons by 2030, but a growing chorus of states pursuing the same policy may also push the federal government to adopt a national fuel standard.

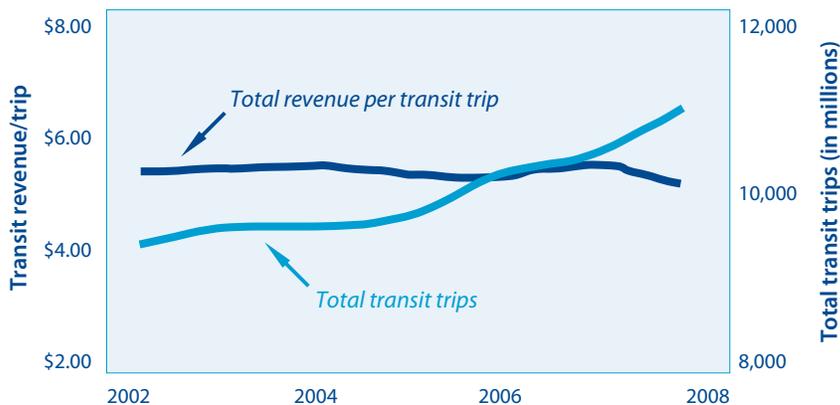
Transportation is responsible for more than two-thirds of Oregon's oil consumption and more than one-third of our global warming pollution. Environment Oregon Research & Policy Center examined the dramatic growth of public transportation in 2008, and its energy and environmental benefits.

Nationwide, in 2008, public transit ridership rose by 4 percent, while people drove nearly 4 percent less than they did the year before. Americans took approximately 10.7 billion trips via public transportation last year, saving more than 4 billion gallons of gasoline.

Unfortunately, if the disparity between resources for public transportation and demand continues to grow (see chart), our transit network will become less and less able to meet the daily transportation needs of citizens.

That's why Environment Oregon is working to increase transit funding and build the infrastructure necessary to serve both urban and rural cities alike. We will continue to advocate for a transportation system that uses less oil, takes advantage of alternative fuels and shifts as much of our travel as possible towards public transit.

Investment in public transportation isn't keeping pace with record number of riders



Source: National Transit Database

Otter Rock and Redfish Rocks are sites of state's first marine reserves

Oregonians know that the coast is an amazing place. Whether it's hiking a rocky beach, taking a vacation to the beach with family or watching for periwinkles in a tide pool, the coast has something for everyone.

Just offshore, an array of underwater habitats and creatures thrive. From rocky reefs to kelp forests to the 250 gray whales that summer in Oregon every year, our coast is a rich natural resource. Unfortunately, it faces many threats: pollution, global warming, invasive species, drilling and damaging fishing practices—such as bottom trawling, which essentially clear-cuts sea floor habitats.

Marine “parks”

To protect the Oregon coast, Environment Oregon worked along with the Our Ocean—a coalition of organizations across the state—to create our first network of protected areas offshore.

The network would include marine reserves, which act like state parks in the ocean and are protected from damaging activities. Marine reserves are scientifically proven to help increase fish populations, revitalize marine habitats, and nurture seabirds

and other wildlife. Our coalition of scientists, activists, conservation organizations and elected officials recommended to the Legislature that Oregon designate marine reserves off our coast. Then, working with Gov. Kulongoski, Sen. Betsy Johnson (Astoria), Rep. Arnie Roblan (Coos Bay), Rep. Debbie Boone (Cannon Beach) and other legislators, we were able to pass a bill that finally designated the first marine reserves in Oregon.

The bill designated areas near Otter Rock and Redfish Rocks as the first two areas for protection. It also identified four additional areas for further study that could eventually become marine reserves as well.

“Oregon is blessed with a number of wonderful areas that make our coast not only beautiful to visit, but also ecologically significant. Now, we have made the first steps towards a strong marine network to protect these areas,” said Nicole Forbes.

As this exciting process goes forward, Environment Oregon will continue to work with our partners in the Our Ocean coalition to advocate for the designation of more marine reserves to create an ecologically significant network of protected areas. To aid in this ef-



Clockwise from top: Oregonians listen to a presentation at Oswald West State Park on a coastal field trip organized by the Our Oregon coalition. Fishing boats at dock in Florence, Oregon. Sea lion.

P. 7 Photo credits: (Clockwise from top left) Staff, Staff, Steve Estvanik/Shutterstock.
P. 8 Photo credit: Zack Schnepf/Shutterstock.

fort, we released a report this November, “Oregon’s Marine Treasures: The Case for Conservation,” which showcased the diverse areas right off our rocky shores and demonstrated the need for protection.

“Whether it’s before the Ocean Policy Advisory Council, state agencies or the Legislature, we will push for protection based on the best-available science for the long-term benefit of our ocean,” said Environment Oregon’s Brock Howell.

Breaking news: Oregon Legislature extends offshore drilling ban

Just as we were putting the final touches to this annual report, the state Legislature voted to extend our state moratorium on offshore oil and gas drilling. As we work to protect our oceans, the last thing we need is drilling rigs polluting our waters and beaches. Every drilling rig leaks toxic chemicals and heavy metals, harming fish and wildlife. The ten-year extension to 2020 will help protect our \$1.2 billion dollar coastal tourism and fishing industry. Oregon’s action sends a strong signal to Congress that coastal states do not support offshore drilling, and we will work to make sure the federal moratorium stays intact.



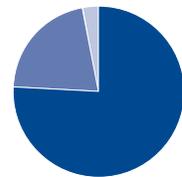
2009 financial support

Citizen support is the cornerstone of Environment Oregon. Thousands of Oregon citizens supported Environment Oregon by making membership contributions in 2009. The members listed below were particularly generous in backing the organization's research and advocacy. Names that appear in italics denote Monthly Supporters. These members provide stability to the organization's resources through our monthly giving program.

Environment Oregon and Environment Oregon Research & Policy Center Financial information

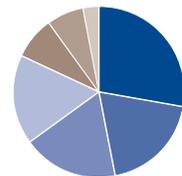
The charts below represent the combined financial information for Environment Oregon and Environment Oregon Research & Policy Center for fiscal year 2009.

FY09 Expenses



- ◆ Program 76%
- ◆ Fundraising 21%
- ◆ Administrative 3%

FY09 Program Expenses



- ◆ Clean Energy & Global Warming 28%
- ◆ Sustainable Transportation 19%
- ◆ Toxic-Free Environment 18%
- ◆ Ocean Conservation 17%
- ◆ Wild and Scenic Places 8%
- ◆ Other 7%
- ◆ Reduce, Reuse, Recycle 3%

Building a greener future

Environment Oregon and Environment Oregon Research & Policy Center gratefully accept bequests, beneficiary designations of IRAs and life insurance, and gifts of securities to support our work. Your gift will assure that we can continue to protect Oregon's air, water and open spaces for future generations. For more information, call 1-800-841-7299 or e-mail PlannedGiving@EnvironmentOregon.org.



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