

**Testimony of Randy Tucker, Legislative Affairs Manager  
In Support of Senate Bill 1507 and House Bill 4001  
House and Senate Environment Committees  
February 7, 2018**



Chair Dembrow, Chair Helm and Members of the Committees:

The Metro Council urges you to support Senate Bill 1507 and House Bill 4001 and commends you for the work you have done to develop this critically important legislation.

In 2008, Metro and its local partners in the Portland region adopted a set of desired outcomes for successful communities, one of which is that the region demonstrates leadership in addressing climate change. The Metro Council is committed to advancing this objective, with respect to both regional policy and agency operations, through all four of our main business lines: land use and transportation planning; solid waste management, waste reduction and recycling; protection, management and restoration of parks and natural areas; and operation of visitor venues like the Oregon Zoo and the Oregon Convention Center.

Another of the desired outcomes for successful communities is that the burdens and benefits of growth and change are equitably shared among the residents of our region. Metro is committed to diversity, equity and inclusion, both institutionally and as a matter of regional policy. We thus appreciate the emphasis of the proposed legislation on mitigating any challenges a cap-and-invest system might impose on impacted communities.

The Metro Council is keenly interested in the overall success of efforts to reduce greenhouse gas (GHG) emissions. However, for now I would like to focus specifically on how these bills relate to our region's work to reduce the climate impacts of transportation, which – according to the Oregon Global Warming Commission – remains the largest in-boundary contributor to our state's greenhouse gas emissions. (This is a very succinct summary; I would be happy to provide more background.)

As you may know, Metro was directed by the 2009 Jobs and Transportation Act (JTA, HB 2001) to develop and implement a strategy for reducing GHG emissions from transportation to achieve state climate targets. (The JTA and subsequent legislation directed other urban areas to develop, but not implement, similar plans.) We developed this plan – known as the [Climate Smart Strategy](#) – through a collaborative regional effort and adopted it with broad regional support. It was then approved by the Land Conservation and Development Commission (LCDC). Metro's plan is consistent with the Oregon Department of Transportation's [Oregon Statewide Transportation Strategy](#), which calls for many of the same measures to reduce emissions.

The Climate Smart Strategy includes investments in a wide range of transportation projects and programs including, but not limited to, road connectivity, transit operations, bicycle

and pedestrian infrastructure and technology that improves traffic flow. **However, significant funding is still needed to implement this strategy.**

The bills before you today provide an opportunity to make the investments needed to execute this strategy. Each bill has some very good language describing uses of auction proceeds, from both the Climate Investments Fund and the Transportation Decarbonization Investments Fund (SB 1507, Sections 27-32; HB 4001, Sections 25-30). We especially support the language urging that proceeds be allocated to local governments to develop and implement transportation-specific GHG reduction plans, and language encouraging the use of proceeds to support public transit as well as the development of affordable housing that is transit oriented or located near employment centers.

**Having been directed by the state to develop and implement a transportation-specific GHG reduction plan, and having had that plan approved by the state, we believe the state should allocate an appropriate portion of any GHG-specific funds to support the implementation of that plan** (as well as any similar plan adopted by other regions in the state). We have requested an amendment to these bills that would create a tighter link between auction proceeds and any regional GHG reduction plan that has been approved by LCDC. Specifically, we would like to see a clear role for our region in the process of determining how these proceeds can most effectively be spent to implement the Climate Smart Strategy.

(To be clear, we are NOT requesting more than our region's fair share of any funding that would be generated by a cap-and-invest program, nor are we seeking to evade the requirement that a certain portion of that funding be spent in, or for the benefit of, impacted communities. We merely want to make sure that, when deciding how to allocate these resources, appropriate consideration is given to the serious work we have already done at the regional level to address transportation-related GHG emissions.)

Once again, thank you for the work you have already done, and have yet to do, to advance this important legislation. We urge you to pass the Clean Energy Jobs Act to secure an economic future for our state that is smart, fair and environmentally responsible.