



**Testimony of State Lobbyist Gwenn Baldwin on LC 19  
Senate Energy and Natural Resources Committee  
January 13, 2020**

Chair Dembrow and members of the committee, the City of Beaverton appreciates the invitation to discuss the transportation portions of LC 19.

The transportation investment strategies in Sections 33-36 focus on funding the planning and implementation of metropolitan climate plans and focusing those funds largely at the local level in the areas affected by the greenhouse gas reduction policies. This is a positive focus.

Beaverton and the other cities and counties within the metropolitan service district are partners with Metro in meeting the requirements of the Climate Smart Strategy, a metropolitan climate plan adopted locally and approved by LCDC.

In November, Beaverton adopted its own Climate Action Plan that aligns with and expands on the Climate Smart Strategy. Transportation accounts for 30% of our community greenhouse gas emissions. We have already built effective collaborations to reduce greenhouse gas emissions, such as with PGE, where we are partnering to build an Electric Avenue in the right-of-way in downtown Beaverton that will open this spring, and our new Public Safety Center will have batteries fueled by solar panels and a back-up emergency generator. These climate smart elements form a micro grid for the Safety Center's emergency backup system and can also provide power back to the grid.

To date, however, the *state requirements* under our Climate Smart Strategy have not received *state funding* and LC 19 provides an opportunity to do just that...and it encourages other jurisdictions to plan and adopt their own climate action plans.

Beaverton specifically supports the elements in Section 36 and the split of the allocation for a metropolitan climate plan between Metro and direct distributions to the local jurisdictions within Metro for effective local and regional investments. In the future, this same framework would apply to other MPOs that adopt a plan that's approved by LCDC.

I appreciate the ability to have worked with Metro and other local partners to develop this framework and its inclusion in LC 19.

There are a few other transportation elements that I'd like to touch on.

LC 19 reflects the legislature's desire for more clarity about whether transportation-related proceeds are subject to the restrictions in Article IX of the Constitution, and that review could reaffirm or remove those restrictions.

**Section 89** covers what happens to transportation-related proceeds *if* the court determines they are not restricted under Article IX. The additional flexibility to invest in vehicle and bus electrification, replacement of medium and heavy-duty trucks and other investments would expand the options to reduce greenhouse gas emissions.

The section also calls for modifications to Sections 33-37 which could *extend* that flexibility to the implementation of metropolitan climate plans. It would be better if the language were more explicit that allocations in Sections 33-36 will still be made *regardless* of the court's decision.

There are many elements of the Climate Smart Strategy that can be implemented *within* the restrictions of Article IX and many others that are outside those restrictions, such as electrification of fleets and charging infrastructure outside the right-of-way. We would welcome that flexibility, too, if that's the court's determination.

**Section 41** contains procurement requirements with thresholds that would add new obligations to local jurisdictions that could hinder the implementation of the climate plans. Hopefully there will be more analysis and discussion of the right balance on these issues.

Last, it is also important to acknowledge that LC 19 will shift the transportation system from modes using fossil fuel to vehicle electrification and other modes that will, *by design*, reduce revenues to Oregon's general Highway Trust Fund. Gas taxes are currently the main funding source for our overall transportation system. It is critical that policy makers *also* consider legislation this session that will provide stable, adequate resources to maintain the funding integrity for Oregon's multi-modal transportation system and the projects and programs within HB 2017 (2017).

Thank you for the opportunity to share feedback on LC 19 and I'm happy to answer any questions.