

**Testimony of Lynn Peterson, Metro Council President  
In Support of House Bill 2020  
Joint Committee on Carbon Reduction  
February 11, 2019**



Co-Chairs Dembrow and Power, Co-Vice chairs Bentz and Brock Smith, and Members of the Committee:

Thank you very much for inviting me to testify today. On behalf of the Metro Council, I would like to commend you for your leadership in developing this critically important legislation, and urge you to pass it this session.

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 addressing the disproportionate effects of climate change on impacted communities, and on prioritizing investments that benefit those communities.

The Metro Council is keenly interested in the overall success of efforts to reduce greenhouse gas (GHG) emissions. However, in this testimony I will focus specifically on how these bills relate to our region's work to reduce the climate impacts of transportation.

As you know, the transportation sector is responsible for the largest share of Oregon's GHG emissions. For this reason, Metro supports placing a price on carbon emissions from the transportation sector through the "cap and invest" program envisioned in HB 2020, and using auction proceeds from that program to reduce GHG emissions from transportation.

As you may also 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. We developed this plan – known as the [Climate Smart Strategy](#) – through a collaborative regional effort and adopted it in 2014 with broad regional support. It was then approved in 2015 by the Land Conservation and Development Commission (LCDC). Metro's plan complements 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 capital and operations, bicycle and pedestrian infrastructure, and technology that improves traffic flow. However, significant funding is still needed to implement this strategy.

HB 2020 provides an opportunity to make the investments needed to execute this strategy. It has some very good language describing uses of auction proceeds from both the Climate Investments Fund and the Transportation Decarbonization Investments Account. We especially support the language urging that proceeds be allocated to local governments to develop and implement transportation-specific GHG reduction plans.

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 – no more or less than our region's fair share – of any carbon-specific transportation funds to support the implementation of that plan. So we are pleased to see the language in Section 33 of the bill that calls for investment of funds in the Transportation Decarbonization Investments Account to implement the Climate Smart Strategy (as well as any similar plan that may be adopted by other metropolitan regions). We look forward to working with you to identify a role for our region in determining how these proceeds can most effectively be spent to implement the Climate Smart Strategy and reduce carbon emissions.

Once again, thank you for the opportunity to testify and for the work you have already done, and have yet to do, to advance this important legislation. We urge you to pass HB 2020 to secure an economic future for our state that is smart, fair and environmentally responsible.