

**Testimony of Randy Tucker, Legislative Affairs Manager  
In Support of House Bill 4167  
House Committee on Rules  
February 20, 2020**



Chair Holvey and Members of the Committee:

Metro is the elected regional government that represents more than 1.6 million people in the 24 cities and three counties of the Portland metropolitan area. The Metro Council strongly supports the passage of House Bill 4167 to reduce greenhouse gas (GHG) emissions in Oregon.

As the government charged with land use and transportation planning for the Portland region with major responsibilities for minimizing transportation-related pollution, we are well aware that transportation accounts for the largest share of Oregon's GHG emissions. For this reason, Metro supports placing a price on GHG emissions from the transportation sector through the "cap and invest" program envisioned in HB 4167, and using auction proceeds from that program to reduce emissions from transportation.

In the 2009 Jobs and Transportation Act (HB 2001), the Legislature directed Metro to develop and implement a plan for reducing GHG emissions from transportation to meet 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).

The Climate Smart Strategy includes investments in a wide range of transportation projects and programs including, but not limited to, transit capital and operations, bicycle and pedestrian infrastructure, road connectivity, and technology that improves traffic flow. In adopting this strategy, the region made a strong statement that it is possible to provide transportation choices, keep our air clean, build healthy and equitable communities, and grow our economy – all while significantly reducing GHG emissions.

However, funding is still needed if we are to reach our climate goals and provide all of these additional benefits. The new revenue for transit operations provided by the 2017 transportation package (HB 2017) represents real progress, but it's important to leverage this transit service expansion with other investments that will further reduce emissions. There is no silver bullet: we need the full range of investments to successfully achieve our goals.

Last February, the Joint Policy Advisory Committee on Transportation (JPACT)<sup>1</sup> and the Metro Council unanimously approved [Resolution No. 19-4969](#), which called on the Legislature to pass a climate bill that would

- Direct an appropriate share of transportation-specific auction proceeds to the region for the implementation of the Climate Smart Strategy;
- Require that those proceeds be spent in ways that yield the greatest long-term reduction in GHG emissions per dollar spent; and

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<sup>1</sup> JPACT includes elected officials from Metro and the cities and counties of the Portland region as well as agency representatives. Together with the Metro Council, it plays a key role in directing regional transportation funding and policy.

- Authorize the region to select specific expenditures through a strategic and transparent regional process.

So we are pleased to see the language in Sections 33-36 of HB 4167 that calls for direct allocation of a proportionate share of funds in the Transportation Decarbonization Investments Account to Metro and the cities and counties of our region to implement the Climate Smart Strategy. This language also creates an incentive, and provides funding, for other areas of the state to develop and implement their own metropolitan climate plans.

HB 4167 includes the following provisions:

- Phases in the transportation elements of the program: first Metro (in 2022), then all counties in western Oregon except Coos and Curry (in 2025), then Coos and Curry counties plus the cities of Bend and Klamath Falls (in 2028)
- Establishes a definition of a “metropolitan climate plan” that includes the Climate Smart Strategy, as well as plans that might be developed in the future by other MPOs, cities and counties and approved by LCDC or the Oregon Greenhouse Gas Reduction Board
- Directs 90% of transportation-specific auction proceeds to local jurisdictions with approved metropolitan climate plans for implementation of those plans, and 10% to the Oregon Transportation Commission (OTC) for projects anywhere in the state
- Calls for proportionate distribution of the local portion of those proceeds based on population, vehicle miles traveled and any other factors that the OTC may adopt that are relevant to the proportionate amount of GHG emissions attributable to transportation within the jurisdiction of each local government
- Provides that half of the Portland region’s proportionate share be distributed directly to Metro and half be distributed directly to the cities and counties of the region, with a similar split for other MPOs that might adopt metropolitan climate plans in the future
- Requires Metro to consult with JPACT, and cities and counties within Metro to consult with Metro, with respect to specific expenditures of their respective shares of these moneys; requires other MPOs that adopt metropolitan climate plans to consult with cities and counties within their boundaries; requires all local governments to consult with affected Indian tribes and with community organizations representing impacted communities
- Requires that, to the extent practicable, these moneys be spent in ways that achieve the greatest reduction in GHG emissions per dollar spent

I was pleased to work with regional partners in proposing an approach to this portion of the bill that strikes a balance between Metro’s accountability to the state for achieving the targets of the Climate Smart Strategy, the need for our cities and counties to have predictable funding, and the potential for region-wide or multijurisdictional investments that can leverage greater reductions in GHG emissions.

Thank you for the work you have already done, and have yet to do, to advance this important legislation. HB 4167 provides our region a tremendous opportunity to achieve our climate goals in ways that will also improve the quality of life for the people we serve. We urge you to pass it to secure an economic future for our state that is smart, fair and environmentally responsible.