

**Testimony of Randy Tucker, Legislative Affairs Manager
In Support of Senate Bill 1530-A
Ways and Means Subcommittee on Natural Resources
February 19, 2020**



Co-chairs Taylor and Reardon and Members of the Subcommittee:

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. On behalf of the Metro Council, I wish to express strong support for the passage of Senate Bill 1530-A to reduce greenhouse gas (GHG) emissions in Oregon.

As the government responsible for land use and transportation planning in the Portland region with major responsibilities for minimizing transportation-related pollution, we are well aware that the transportation sector is responsible 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 SB 1530, 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)¹ 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;

¹ 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.

- Require that those proceeds be spent in ways that yield the greatest long-term reduction in GHG emissions per dollar spent; and
- 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 SB 1530-A 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.

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.

SB 1530-A provides our region a tremendous opportunity to achieve our climate goals in ways that 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.