

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF URGING THE OREGON)	RESOLUTION NO. 19-4969
LEGISLATURE TO ADOPT A CLIMATE “CAP)	
AND INVEST” SYSTEM AND DIRECT)	Introduced by Councilor Shirley Craddick,
PROCEEDS TO IMPLEMENTATION OF THE)	JPACT Chair
CLIMATE SMART STRATEGY)	

WHEREAS, climate change and disruption threaten to fundamentally change life in our region, state and nation, as well as worldwide, in ways that will cause lasting damage to human communities and natural ecosystems; and

WHEREAS, the negative impacts of climate change and disruption will be felt most acutely by vulnerable populations, including lower income individuals and communities as well as people and communities of color; and

WHEREAS, the potential long-term costs of inaction on climate change vastly exceed the costs of prudent action to reduce the burning of fossil fuels and the emission of greenhouse gases; and

WHEREAS, many of the actions that can be taken to reduce climate impacts also have benefits to public health, as well as to job creation and overall economic competitiveness and resiliency; and

WHEREAS, the State of Oregon’s 2007 greenhouse gas emissions reductions goals direct Oregon to reduce emissions to at least 10 percent below 1990 levels by 2020, and reduce emissions to at least 75 percent below 1990 levels by 2050; and

WHEREAS, approximately 40 percent of greenhouse gas emissions in Oregon are generated by transportation; and

WHEREAS, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) have major responsibilities for and experience with planning and programming transportation investments in ways that improve safety, mobility and access to jobs and other destinations while reducing vehicle emissions and protecting air quality; and

WHEREAS, for that reason, the 2009 Oregon Legislature directed Metro to develop and implement a plan to reduce greenhouse gas emissions from passenger cars and light trucks to levels consistent with state climate goals; and

WHEREAS, Metro developed that plan, known as the Climate Smart Strategy, in collaboration and consultation with diverse local, regional and state partners, and found that the region would be able to achieve sufficient emissions reductions to meet its targets by implementing its existing local and regional land use and transportation plans; and

WHEREAS, the Climate Smart Strategy was adopted in 2014 with broad regional support and approved by the Oregon Land Conservation and Development Commission in 2015; and

WHEREAS, JPACT and the Metro Council incorporated key elements of the Climate Smart Strategy in the 2018 Regional Transportation Plan (RTP), making the RTP an important tool for implementing the Climate Smart Strategy; and

WHEREAS, many elements of the Climate Smart Strategy lack the funding needed to achieve required reductions in greenhouse gas emissions; and

WHEREAS, legislation is pending before the 2019 Oregon Legislature to create a climate “cap and invest” program that is expected to generate significant funding to be invested in ways that reduce greenhouse gas emissions from transportation; and

WHEREAS, the Portland metropolitan region has a track record of collaboration in strategically allocating transportation funds to projects and programs that improve access and mobility while also reducing per capita vehicle miles traveled, improving air quality and reducing greenhouse gas emissions; and

WHEREAS, Oregon cities and counties rely on the gas tax increases outlined in HB 2017 to fund transportation operations and maintenance, and any proposed “cap and invest” program should not preempt future gas tax increases; and

WHEREAS, the Portland metropolitan region recognizes the needs of cities and counties across the state of Oregon impacted by climate change and potentially impacted by the proposed “cap and invest” program; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) has recommended adoption of this resolution at their meeting on February 21, 2019; now therefore,

BE IT RESOLVED:

1. That the Metro Council and the Joint Policy Advisory Committee on Transportation urge the Oregon Legislature to enact a “cap and invest” program that will enable Oregon to meet its greenhouse gas reduction targets; and
2. That an appropriate share of transportation-related auction proceeds from this program should be dedicated to the implementation of the Climate Smart Strategy; and
3. That those proceeds should be spent in ways that will yield the greatest long-term reduction in greenhouse gas emissions per dollar; and
4. That those proceeds should be allocated through a strategic, transparent, and streamlined regional decision-making process; and
5. That in doing so, Metro conducts public outreach and follows through on Metro’s commitment to equity and protecting vulnerable populations.

ADOPTED by the Metro Council this ____ day of _____ 2019.

Lynn Peterson, Council President

Approved as to Form:

Nathan A. S. Sykes, Acting Metro Attorney