

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: January 9, 2020  
To: JPACT  
From: Randy Tucker, Legislative Affairs Manager, Metro  
Subject: Transportation elements of proposed state climate legislation (LC 0019)

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As you know, the 2009 transportation package directed Metro to develop a plan to reduce greenhouse gas emissions from transportation commensurate with overall state GHG reduction goals. Metro adopted that plan, known as the Climate Smart Strategy, with strong regional support in 2014, and it was approved by the Land Conservation and Development Commission in 2015.

Last February, JPACT and the Metro Council unanimously approved Resolution No. 19-4969, “FOR THE PURPOSE OF URGING THE OREGON LEGISLATURE TO ADOPT A CLIMATE ‘CAP AND INVEST’ SYSTEM AND DIRECT PROCEEDS TO IMPLEMENTATION OF THE CLIMATE SMART STRATEGY.” The resolution called on the Legislature to pass climate legislation that would:

- Direct an appropriate share of transportation-related 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; and
- Authorize the region to decide on specific expenditures through a strategic and transparent regional process.

While the 2019 climate bill (House Bill 2020) included vague direction to the OTC to “prioritize” implementation of the Climate Smart Strategy (as one of many priorities), the bill did not pass.

Legislative leadership and the Governor have stated that the passage of climate legislation is a top priority for the 2020 session. The first draft of a 2020 bill (currently known as LC 0019) was circulated for comment last month and included much more specific language to implement the provisions called for in Resolution No. 19-4969. A second draft refined those provisions pursuant to conversations among regional local government lobbyists. The bill will be introduced with the language of this second draft.

LC 0019 includes the following provisions:

- Phases in the transportation provisions of the bill: first Metro (in 2022), then larger cities/urban areas outside Metro (in 2025), then the rest of the state (in 2051)
- Establishes a definition of a “metropolitan climate plan” that includes the Climate Smart Strategy, as well as plans that would be developed in the future by other MPOs, cities and counties and approved by the state
- Directs 20% of transportation-specific auction proceeds to ODOT and 80% to local jurisdictions for implementation of metropolitan climate plans

- Calls for proportionate distribution of the local portion of those proceeds based on population, vehicle miles traveled, and other factors that the OTC may adopt by rule
- 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
- Requires Metro to consult with JPACT, and cities and counties to consult with Metro, with respect to specific expenditures of their respective shares of these moneys
- Requires that, to the extent practicable, these moneys be spent in ways that achieve the greatest reduction in GHG emissions per dollar spent

Of course, this legislation includes many other provisions and has a long way to go before it becomes law.

MEMO SUBJECT

FROM

DATE

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