



Bureau of Planning and Sustainability

## Strategic program - draft

### Street tree expansion on 82<sup>nd</sup> Ave corridor

*Invest \$2-6 million over five years to plant street trees within the right-of-way along the 82<sup>nd</sup> Ave corridor.*

Trees emerged as a top community priority for the 82<sup>nd</sup> Ave corridor through extensive community engagement, including a 2022 survey that reached 1,900 residents and business owners and stakeholder conversations. As one of the lowest areas for tree canopy coverage in the city, this investment in trees will create a visible, lasting positive impact on communities connected by 82nd Avenue. It will also promote improved tree survival by providing funding for five years of establishment care for newly planted street trees.

This investment will leverage federal, state, and local investments, including \$185 million in Portland Bureau of Transportation's (PBOT) Building a Better 82<sup>nd</sup> Avenue program and \$2.5 million in American Rescue Plan Act including \$640,000 of investments in small businesses and residential stabilization by Prosper Portland and Portland Housing Bureau. This investment is built on years of community advocacy that resulted in a jurisdictional transfer of 82<sup>nd</sup> Ave to the City of Portland. Equitable planning and implementation will require engagement of community groups and members providing input on prioritizing these investments. As part of this effort, community stakeholders will be consulted on planning decisions.

### Outcomes, opportunity, and metrics

The **outcomes** of this strategic program are to:

- Sequester carbon from street trees planted
- Reduce the urban heat island impact
- Improve air quality

**Opportunity:** The 82<sup>nd</sup> Ave corridor has one of the lowest areas for tree canopy coverage in Portland. The hottest areas are clustered around major shopping centers, highway infrastructure, and industrial areas that contain large swaths of pavement with little greenery to mitigate the urban heat island effect. Tree planting or pavement removal is an important strategy in this corridor to improve community health, safety, and resilience during extreme heat events. Air quality is improved for areas with higher tree canopy, leading to better health outcomes for people. There are also additional mental health and wellness benefits associated with trees.

There is an opportunity to leverage federal, state, and local investments, including \$185 million in Portland Bureau of Transportation's (PBOT) Building a Better 82<sup>nd</sup> Avenue program and \$2.5 million in American Rescue Plan Act including \$640,000 of investments in small businesses and residential stabilization by Prosper Portland and Portland Housing Bureau. As PBOT expends the first \$80 million by 2026 on near-term critical fixes including new streetlights, pedestrian

crossings, pavement rehabilitation, accessible curb ramps, and safety improvements, there is a timely opportunity to expand the number of street trees in a way that integrates with this planned work.

**Metrics** to be tracked and reported include:

- Number of trees planted
- Number of visits made for establishment and care, including watering visits, mulching applications, structural pruning visits, etc.
- Tree survival rate, 5 years after planting
- Projected carbon sequestration
- Workforce (including apprentices, workers, subcontractors and contractors) demographics, hours and wages
- Projected reduction in urban heat index \*

\* *long-term strategy*

## Direct benefits and social impact

Financial Benefits and Beneficiaries	<ul style="list-style-type: none"> <li>• Trees will be an asset for properties and neighbors nearby</li> <li>• Depending on location, orientation, and species, trees can also provide shade to buildings in the summer and lower utility bills related to cooling.</li> </ul>
Equity Accountability Mechanisms	<ul style="list-style-type: none"> <li>• PBOT will convene and consult community members on site selection, planning and implementation of this program</li> <li>• Preference for projects that occur in neighborhoods with greater proportions of PCEF priority populations including areas around Roseway, west of 82<sup>nd</sup> Ave in the Jade District, and Lents.</li> <li>• PBOT will report to PCEF on program implementation</li> </ul>
Timing of benefits	<ul style="list-style-type: none"> <li>• The full benefits of tree canopy may take 10 to 40 years to be realized as mature trees provide greater carbon sequestration, shade, and community amenities</li> </ul>
Co-benefits	<ul style="list-style-type: none"> <li>• Improves health by providing cooling effect to reduce urban heat island effect</li> <li>• Improved air quality from tree canopy</li> <li>• Additional mental health and wellness benefits associated with trees.</li> </ul>

## Partner roles

Program management administration is expected to be performed by PBOT in collaboration with Portland Parks and Recreation, Urban Forestry.

PBOT will convene and consult community stakeholders and report information on program implementation to PCEF staff.

## Workforce and Contractor Development and Equity

Requirements

- Compliance with PCEF Workforce Contractor Equity Agreement (WCEA) including:

- Utilization rates, informed by market study and to include preference for local businesses in addition to contractor/subcontractor/worker/apprentice utilization rates for race, ethnicity and gender. Note that the market study will be complete spring/summer 2023.
- Safe and Respectful Jobsite training for workers, supervisors and owners.
- Distribute information cards on PCEF requirements to workers.
- Collect and report workforce demographic, trade and wage reporting for workers on contracts of \$5,000 or greater
- Pay 180% minimum wage for all PCEF-funded work.

## Timeline and implementation

An interagency agreement is anticipated to be developed by December 2023 to implement work by 2028. Community stakeholder consultation will begin following the approval of the Climate Investment Plan.

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