

We are living in a **climate emergency.
It's time for Portland to act like it.**



Climate Emergency Workplan

Fiscal Year 2022-23
Progress Report



Acknowledgements

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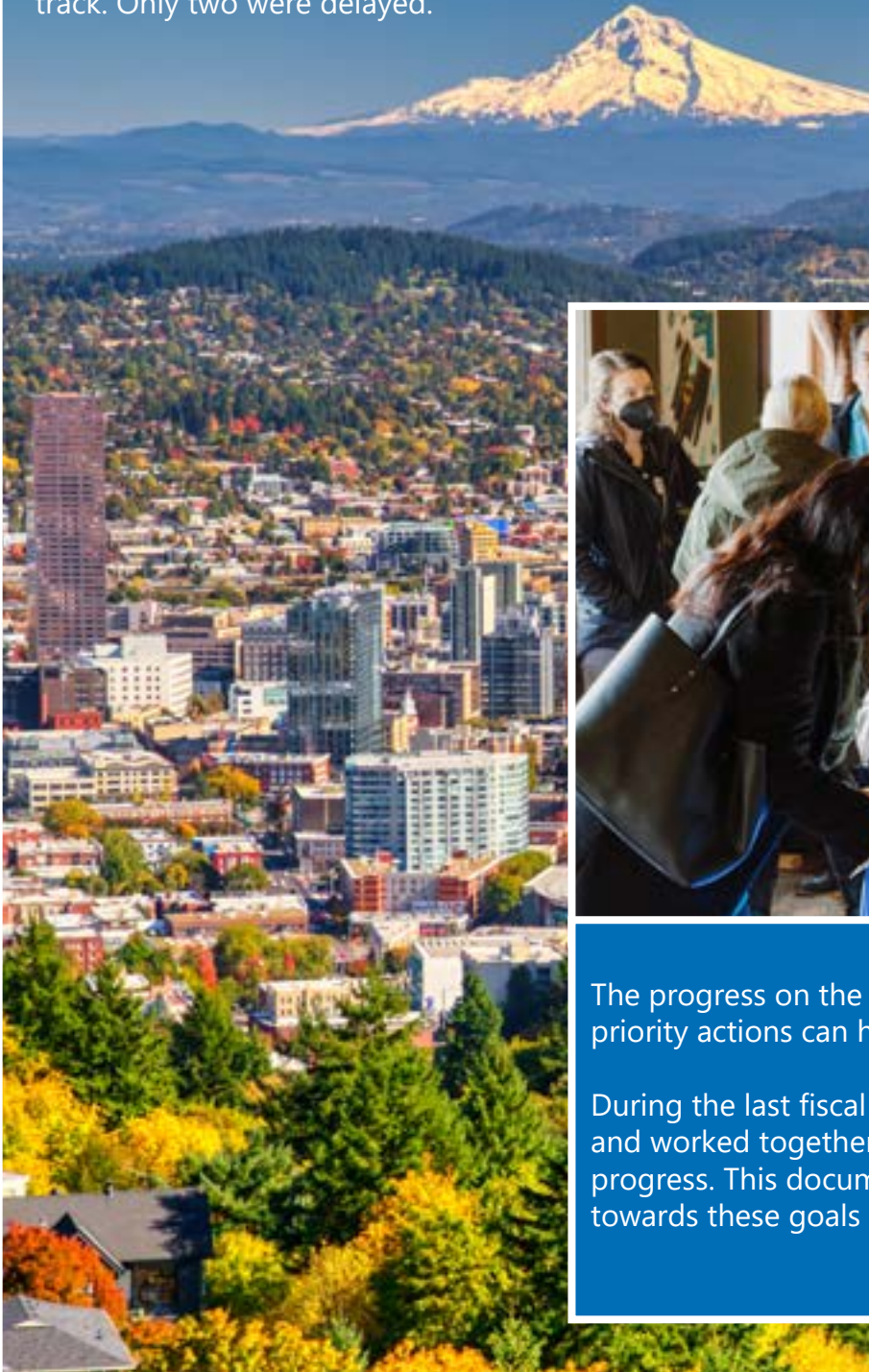
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The Climate Emergency Workplan in Action

Since City Council adopted the Climate Emergency Workplan as the City's current climate action plan in August 2022, multiple City bureaus have worked to advance its 47 priority actions. These are the priority actions that, if we do them, will put Portland on a path toward achieving our collective decarbonization and community resilience goals.

After year one of this three-year workplan, City staff have already completed two priority actions and 92% are on track. Only two were delayed.



The need to address the climate crisis is already apparent. Portlanders have experienced record-shattering heat, choking smoke from increasing wildfires, more frequent floods, and other extreme climate events over the past several years. Scientists recently published a warning that the next five summers will be the hottest on record. In fact, Earth is likely to pass 1.5 degrees Celsius of warming over pre-industrial levels, a key climate threshold, by 2027.

What we said last year remains true. There is still time to avert the worst impacts of climate change if we take the actions outlined in the CEW, but the window grows ever smaller. We have a plan, the necessary technologies, and the time to change the course of events for the Portlanders today and for the future. We simply need to keep doing more.



The progress on the Climate Emergency Workplan's 47 priority actions can help meet climate goals.

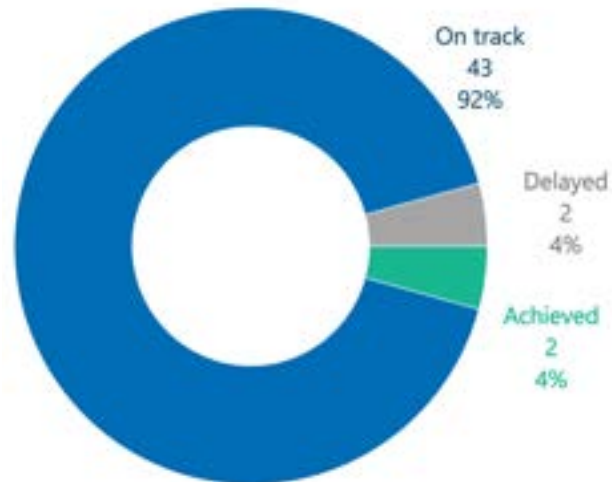
During the last fiscal year, City bureaus overcame obstacles and worked together and with the community to make progress. This document highlights some of the work done towards these goals in this first year.

Progress Report - At a Glance

The Climate Emergency Workplan was created in collaboration with 10 City bureaus and contains 47 priority actions designed to make Portlanders more resilient, specifically communities of color and those most vulnerable to the impacts of climate change.

Over the last year, the City of Portland notably advanced the priorities of the Climate Emergency Workplan in these areas:

- Transportation: Made advancements in decarbonizing the transportation sector;
- Resilience: Made Portland more resilient to extreme flooding and heat events; and
- Equity: Made strategic investments in East Portland.

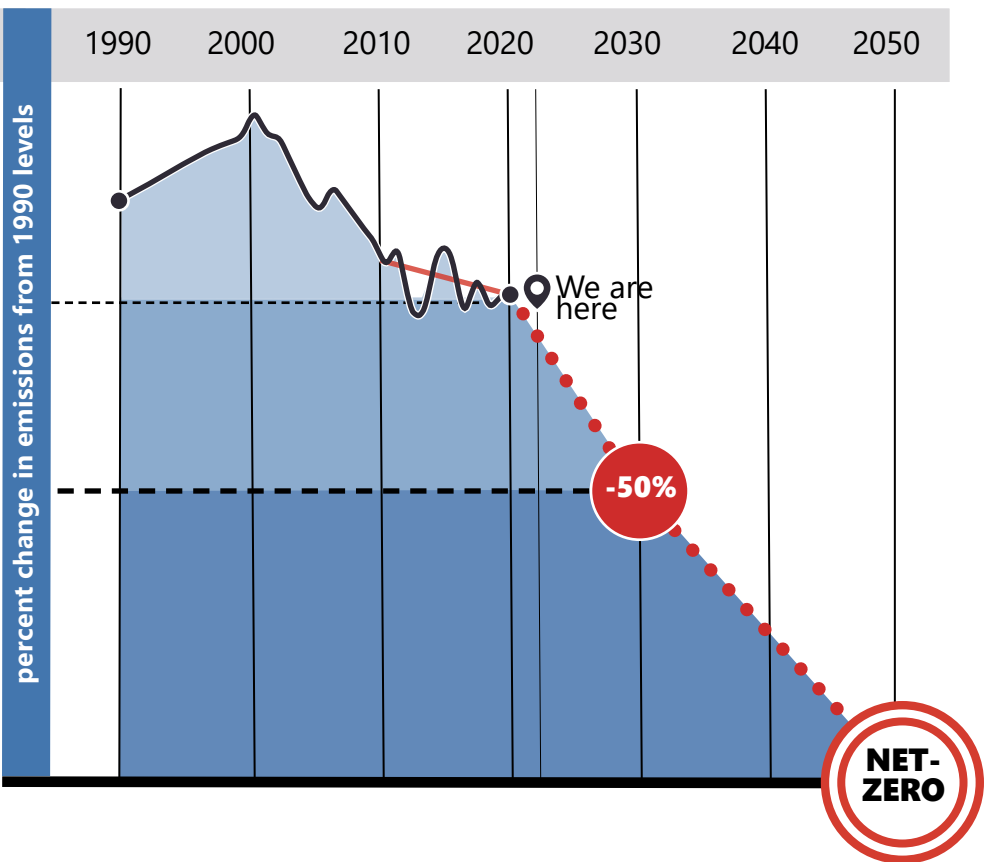


Current Completion Status

NOW OR NEVER

Data from the local Multnomah County emissions inventory shows that 2021 emissions have increased 5% from their historic low during the first year of the pandemic. Vehicle miles traveled (VMT) data shows that local car and truck trips rebounded to nearly pre-pandemic levels by October 2021.

Local carbon emissions are down 21% from 1990 levels. While this progress is important, we still have to reduce emissions another 29% by 2030 to meet City climate goals and avoid worst-case climate change scenarios.



That means we need to be reducing emissions considerably every single year, year after year. That is not yet happening. We still have time to act, but there is no more time to lose.

To make progress possible over the past year, City staff acquired external funding and hired additional staff. City Council and community support is still needed to ensure that City staff can complete action items that are currently on track.

Transportation Achievements

The transportation sector made up 44% of Multnomah County carbon emissions in 2021. City staff recognizes this as a strong opportunity for improvement. The actions Portland took during the first year of the Climate Emergency Workplan paved the way for positive change now and in years to come.

Climate-friendly travel options must prioritize biking, walking, and taking transit. Vehicle use must prioritize cleaner fuels. Portlanders also need more electric vehicle options at lower price points. Transportation actions also must support affordability, particularly for Portlanders living on lower incomes and especially those who can least afford to pay for transportation.

Cleaner fuels: phasing out petroleum diesel

In December 2022, City Council unanimously approved a high-impact carbon and equity policy that addresses petroleum diesel fuel sold in Portland. City Council adopted amendments to Portland City Code 16.60 (Motor Vehicles Fuels) and made Portland the first city in the nation to phase out petroleum diesel sold at the pump. By 2030, all petroleum diesel sales will be replaced with lower carbon alternatives like renewable diesel and biodiesel.

The updated Renewable Fuel Standard (RFS) includes a carbon intensity (CI) value that ensures renewable fuels sold in Portland are truly lower carbon across their entire lifecycle (from production to tailpipe). Given that burning diesel accounts for Portland's fourth largest source of carbon emissions and is a major source of local air pollution that disproportionately impacts low-income people and people of color, this policy will improve people's lives and health while also benefiting the climate. (T-9)



Lowering barriers to EV infrastructure

In February 2023, City Council unanimously approved a new requirement for electric vehicle (EV) charging infrastructure in new, larger scale construction. The Portland Zoning Code now requires all new multi-dwelling and mixed-use development with five or more units — that include onsite parking — to provide EV-ready charging infrastructure.



As we continue to shape a future that transitions us away from fossil fuels, this project ensures that new large residential developments will be "EV-ready" with adequate infrastructure to support more equitable access to EV charging facilities. (T-6)

City Council also adopted code changes in March 2023 that make it easier to build EV chargers in the public right-of-way. This will improve EV charging access for residents in multifamily housing throughout the city and expand the availability of public charging. PBOT also pursued and won a US Department of Energy grant in June 2023 for \$3.3 million to support the installation of 50 Level 2 EV chargers in the right-of-way, in partnership with utility and other private sector partners. This will help get a rapid and effective network of charging infrastructure across the city, particularly in equity-focus areas. (T-7)

Creating community- and climate-friendly transportation options

City staff made progress on several other transportation actions that make low-carbon travel options safe, accessible, affordable and convenient for Portlanders. Last year was a historic one for Portland's E-Scooter and BIKETOWN programs. They surpassed pre-pandemic rider levels and logged over 1.6 million trips while expanding fleet availability. PBOT and BPS also actively supported multiple policies and partnerships that helped reduce vehicle miles traveled. A \$2 million grant to pilot goods movement by zero-emissions vehicles through the SMART program, using data and sensors to evaluate the pilot, as a means of advancing freight decarbonization PBOT received a \$2 million grant to pilot goods movement by zero-emissions vehicles through the SMART program, which will support future progress. (T1-T8)



Leading by example

CityFleet is responsible for providing safe, reliable, affordable, and clean vehicles and equipment to City bureaus. They served as an exemplary model of how to implement climate action within City operations. CityFleet passed a new fixed-rate fuel model to help fund EV charging infrastructure at City sites through its charging-as-a-service contract with Portland firm, OpConnect, a veteran owned, BIPOC business. OpConnect has already begun to install, operate and maintain a growing fleet of charging stations. CityFleet also identified and secured over \$4 million dollars in EV-related grant funding to date.

Staff conducted extensive analysis and planning to develop a decarbonization strategy for the City's roughly 2,600 on-road vehicles. Key elements of the strategy include making EV sedans the default option for new sedans, expanding EV charging infrastructure at City facilities, and utilizing lower carbon fuels such as renewable diesel and renewable natural gas for heavy-duty vehicles where EV technology is not yet feasible.



As of April 2023, there are 165 electric or plug-in hybrid vehicles in the City's fleet with an additional 25 on order. CityFleet also expects to install 80 Level 2 charging stations and up to 9 DC fast chargers for City vehicles by Fall 2024. The strategy seeks for 100% of City vehicles to be zero emission by 2050. (B-2)

Resilience Achievements

Portland must act now to ensure Portlanders and our communities are more resilient to adverse impacts of climate change like excessive heat, wildfire smoke, power outages, flooding and more. Our actions must respond to the reality that frontline communities – communities of color, low-income people, houseless people, elders, people living alone, and the disability community – are impacted first and hardest by these events.

Progress on this series of actions helps both people and places become more resilient to the specific threats posed by climate change in our region.

Cooling Portland

The Portland Clean Energy Fund at BPS designed *Cooling Portland: A PCEF-funded climate resilience program* to distribute and install 15,000 efficient portable heat pump/cooling units over a period of five years for heat-vulnerable, low-income Portlanders. Community distribution partners facilitated installation of almost 5,000 units in its first year of operation. In addition to these services, recipients learn how to operate the units safely and efficiently. (H-1)



Floodplain resilience

The Bureau of Environmental Services (BES) and partners have worked for more than two decades to make floodplains more resilient. These efforts reduce community flood risk, improve water quality, and increase habitat for salmon and other wildlife. This year, BES streamlined the acquisition program, finalized key purchases, completed the Cedar Crossing Restoration Project on Johnson Creek and advanced three more floodplain restoration projects. (F-4 & F-5)

Mitigation banking

Mitigation banking helps offset environmental impacts of certain projects through various means, such as establishing off-site flood storage and replacing other natural resources. These critical resources can include trees, vegetation, wetlands, and clean soil, as well as critical habitat for salmon, fish, and wildlife. Mitigation banking can address climate resilience while offsetting the adverse effects of development activities.

City Council identified mitigation banking as a high-priority action item, convening a multi-bureau work group to further develop the concept. In March 2023, the work group recommended creation of a City-sponsored, publicly financed mitigation program, starting with a pilot project at Eastbank Crescent on the Willamette River. Council approved special funding to advance that recommendation and to ensure its continued consideration in discussions around the new form of government. Additionally, OMSI and the Columbia River Intertribal Fish Commission have embraced the concept as part of OMSI's Waterfront Education Park. Ongoing work will focus on securing additional funding with the goal of beginning construction in 2026. (F-3)



Health impacts for outdoor workers

The health and safety of City staff is vital, especially for outdoor workers during extreme events. Heat waves can cause heat illness and fatalities as well as increase workers' compensation claims and decrease productivity. Field staff that work for the City come from diverse backgrounds and often from frontline communities. Reducing their climate exposure and vulnerability to extreme weather events is an important climate equity strategy for the City.

Multiple Portland bureaus worked to formalize policies and take proactive measures to improve health and safety for outdoor workers. These helped the City comply with Oregon Occupational Safety & Health Division (Oregon OSHA) standards that arose from recent extreme heat and wildfire smoke events.

Bureaus implemented employee trainings, practices and protocols to reduce the impact on workers from high heat and wildfire smoke. They continue to maintain and enhance extreme heat and wildfire smoke protocols for outdoor workers in preparation for future events. (H-2)



East Portland Climate Justice Investments

To repair and rectify some of the historic injustices and disinvestment experienced in East Portland, the City has been working to make East Portland more equitable, safer, more prosperous, and resilient. The extreme heat experienced in East Portland neighborhoods during the infamous heat dome of 2021, resulting from an historic lack of investment in tree canopy, is only one example of how climate change is a racial and economic justice issue. Over the last year, the City made progress on tree planting as well as green infrastructure in an ongoing effort to address these disparities.

Tree planting

The City is leading and funding tree-related activities in East Portland. Portland Parks and Recreation (PP&R), Bureau of Environmental Services (BES), Portland Bureau of Transportation (PBOT) and the Bureau of Planning and Sustainability (BPS) all work to support these efforts. (T-3)

- The City increased tree planting, especially in priority neighborhoods. Approximately 4,000 trees were planted in the 2022-23 planting season and anticipate planting 3,500 trees each year going forward.
- PP&R and PBOT are partnering to develop large tree medians for SE 122nd Avenue and to incorporate street trees on SE 82nd Avenue. This will help create a visible and lasting positive impact in communities that currently have low canopy coverage.
- The PCEF Equitable Tree Canopy strategic program is allocating \$40 million over a five-year period to plant and establish trees in low-canopy areas of Portland, with attention given to the needs of East Portland. A community workgroup will help shape the scale of plantings and exact placement of the trees.
- BPS is developing an Urban Heat Island Strategy for East Portland. The expansion of trees in the area will be a key component of the strategy and it will identify specific actions to achieve that. The Urban Heat Island Strategy is expected to be complete by June 30, 2024.



East Portland Community Center

Portland Parks and Recreation (PP&R) actively invested in developing the East Portland Community Center as an energy efficient resilience center for extreme climate events including heat, smoke, and ice. Necessary upgrades include multi-functional air filtration for normal operation and high-smoke conditions. They also include backup power capabilities to ensure the community center can function as a hub when grid power fails.



East Portland Community Center is a priority for creation of a resilience hub due to its location, the relatively high number of households and demographics it serves, particularly individuals of color, those under 18 and over 64, and low-income residents. It's also key because of the physical resilience of the location and proximity to other public services.

- PP&R received approval for a contract for HVAC replacement at East Portland Community Center in early 2023. (B-2 & RH-1)
- PP&R submitted a \$4 million FEMA Building Infrastructure Resilient Communities grant application in January 2023. This grant would fund solar and storage at East Portland Community Center. (RH-1 & RH-2)

PP&R is pursuing funding for resilience upgrades at other community centers as well, when opportunities arise. Mt. Scott Community Center, Southwest Community Center, the Multnomah Arts Center, East Portland Community Center, Charles Jordan Community Center, and Peninsula Park Community Center all need HVAC and other upgrades such as backup power and seismic improvements. These improvements will ensure the centers can be safely used by the community under all conditions, including extreme weather events. (RH-1)

Critical fixes to 82nd Avenue

In June 2022, the Oregon State Department of Transportation transferred seven miles of 82nd Avenue to the City of Portland. Since then, PBOT has collaborated with community and agency partners to identify and begin investing in critical fixes to this important thoroughfare. PBOT will invest \$80 million in American Rescue Plan Act (ARPA) funds over the next four years to make urgent safety and maintenance repairs including paving, crossings, lighting, sidewalk improvements, and safety improvements at intersections. These critical investments improve safety for walker, bikers, and those taking transit in the corridor while also making these modes of transportation more comfortable and inviting.



Upon completion of the most critical repairs, PBOT will identify and prioritize future investments for a safer and more efficient 82nd Avenue. Over the next two years, PBOT will conduct extensive community engagement and will work directly with community-based organizations and agency partners to determine which actions should be prioritized for the long-term improvement and success of 82nd Avenue.

Looking Ahead: Completing the Climate Emergency Workplan

City staff accomplished a lot during the first year of this three-year workplan. However, with only 6.5 years until 2030, there is still so much that we must accomplish together. Over the next two years, we will continue to work on these actions and develop strategies to help reach net zero carbon by 2050. Several key initiatives and areas of focus will help us get there, and their success depends on community and City Council support.

Securing historic federal investments in decarbonization and resilience

The Inflation Reduction Act (IRA) and Bipartisan Infrastructure Law (BIL) present an unprecedented historic investment from the federal government into local decarbonization and climate resilience. Many of the actions within the Climate Emergency Workplan can utilize this funding. With the Justice 40 overlay of racial equity analysis on all funding decisions, the City is well positioned to help direct federal investments to the neighborhoods, communities, and populations that have the most need and greatest opportunity to benefit.



The infrastructure bureaus are working to leverage and secure different funding streams from the BIL, with federal agencies releasing new funding opportunities weekly. The Office of Government Affairs currently has two staff supporting City bureaus in tracking and monitoring relevant grant opportunities. At BPS, climate program staff are devoting workplan time to search for and acquire IRA funding consistent with the non-infrastructure activities of the Climate Emergency Workplan that BPS leads.

It's important for City leadership to understand that securing federal funds requires a coordinated strategy, a great deal of lead time, dedicated staff resources, and often requires matching financial capacity.

Creating greater accountability and public involvement in climate work

BPS is currently working to stand up a new Sustainability and Climate Commission that will guide future City climate action and sustainability goals. The Commission will be a new governance structure for climate action in the City and will be a champion body for current and future climate work. Circular accountability will be built into the commission design to ensure this new, powerful climate and sustainability decision making body can steward community priorities.

Addressing climate and health risks in rental housing

- **Annual energy reporting and disclosure of climate and health information in multifamily residential housing**

By late fall 2023, BPS expects to bring an ordinance to City Council that will expand the Commercial Building Energy Performance Reporting requirement (Portland City Code 17.104) to include multifamily residential buildings and to require property owners to disclose potential energy costs and related climate and health information to renters at time of listing. (B-2, BPS)

- **Temperature standard for rental housing**

As part of an update to the City's Housing Maintenance Requirements (Portland City Code Title 29, Chapter 30), BDS is developing maximum temperature limits for at least one room per rental unit. This will reduce heat related illnesses and impacts on vulnerable populations during extreme outside temperature events. (B-2, BDS)



Investing in climate- and racial-justice: Portland Clean Energy Community Benefits Fund (PCEF)

PCEF has conducted extensive community engagement to help inform and develop the Climate Investment Plan as a five-year roadmap to guide its investments. From 2023 to 2028, PCEF will distribute an estimated \$750 million across seven funding categories that will directly or indirectly support at least twenty actions in the Climate Emergency Workplan, across both the decarbonization and resilience sections. PCEF staff will bring the final recommended Climate Investment Plan (CIP) to Council late summer/early fall 2023.



Advancing clean industry

Building on the completion of the Clean Industry Assessment and Roadmap in June 2023, BPS, Prosper and partners will begin to implement the recommendations put forth in the Assessment. These recommendations will focus on decarbonization of the industrial sector as well as pollution, waste and inclusive workforces. This work supports existing industrial businesses in the transition to a clean future as well as new businesses in the sustainable economy. (I-1)

Decarbonizing the transportation sector: continued work on EV infrastructure, freight and multimodal improvements

PBOT's key work is to implement the grants recently received, including:

- A \$3.3 million grant to advance EV charging in the right-of-way by installing a citywide network of Level 2 pole-mounted chargers in the public right-of-way. (T-7)
- A \$2 million grant to pilot goods movement by zero-emissions vehicles through the SMART program, using data and sensors to evaluate the pilot, as a means of advancing freight decarbonization. (T-8)
- A \$20 million Safe Streets for All grant from U.S. Department of Transportation. This project will employ low-cost, high-benefit treatments on approximately 5.5 miles of 122nd Avenue in Portland.

Integrating climate analysis into capital planning

Multiple bureaus are integrating meaningful climate analysis into capital planning decision making and project analysis. This includes integrating the City's Internal Cost of Carbon Policy analysis to inform and steer projects toward low-carbon decisions, reducing supply chain emissions from large projects, and developing climate resilient design guidelines for a range of City infrastructure. (C-1 & B-2)

Transitioning to clean and renewable energy

Electricity is a key part of homes, businesses, transportation and industry. It's also currently the largest single source of greenhouse gas emissions for Portland. As we shift from fossil fuel systems and rely more on electricity, we must have a solution that can reduce electric emissions now and in the future.

Thanks to historic energy legislation from 2021, Oregon's clean energy transition is well underway. In 2023, Portland General Electric and Pacific Power delivered their first ever Clean Energy Plans. These plans outline the importance of community-based renewable energy systems, which provide direct benefits to our communities and result in increased resilience, stability, jobs, and energy cost savings. BPS is working with our local utilities to maximize these benefits for Portlanders and meet the Climate Emergency Workplan goal of a decarbonized electric grid.



Climate emergency progress 2022-2023

Decarbonization priorities

These are the actions required to eliminate carbon from (“decarbonize”) the built environment, vehicles, and industry and to replace it with clean, renewable energy sources that do not create planet-warming emissions.

Energy-related items are at the top because they must happen first in order for others to happen at all. To make it possible for buildings and cars to run on 100% carbon-free electricity, we must first decarbonize our grid — meaning, we must ensure that the electricity generated for Portland comes from renewable sources, not coal or natural gas.

In addition to accelerating the transition to cleaner fuels and electricity, rapidly reducing the amount of driving in our community is a key decarbonization priority.

Reducing the amount of driving also has numerous co-benefits for our community, including improved safety, public health, air and water quality, and supporting our vision for compact, mixed-use growth.

Since the 2015 Climate Action Plan, the City has endeavored to center racial equity, justice, and community benefit in the work of decarbonization. This is evident in many of the policy and programs listed below. We are not done with the journey toward anti-racism. We will continue to center the needs, benefits, and priorities of frontline communities in each of the actions listed in this Workplan.

LEGEND	★ Maps to: Climate Emergency Declaration, 100% Renewable Energy Resolution, or 2035 Comprehensive Plan	Status	BDS	Bureau of Development Services	OMF	Office of Management and Finance
		Complete: Project was completed on time or early.	BES	Bureau of Environmental Services	PBEM	Portland Bureau of Emergency Management
			BPS	Bureau of Planning and Sustainability	PBOT	Portland Bureau of Transportation
		On Track: Project is in process and expected to be complete.	BPS (PCEF)	Portland Clean Energy Fund	PF&R	Portland Fire & Rescue
			BRFS	Bureau of Revenue and Financial Services (City Risk)	PP&R	Portland Parks & Recreation
		Delayed: Project may need additional funding or support.	JOHS	Joint Office of Homeless Services	PWB	Portland Water Bureau

ELECTRICITY SUPPLY	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	E-1	★ Implement the state 100% clean electricity law.	BPS	BPS is working closely with Portland General Electric and the Oregon Public Utility Commission to evaluate an automatic enrollment, or opt-out, program that would accelerate 100% clean electricity to Portland residents and small businesses. Staff held a public “Climate Conversations” event in April 2023 to detail elements of the state clean electricity laws and the opportunity for Portland to pursue additional community-based renewable energy. BPS staff will continue to assess the tradeoff between costs and the climate and community benefits of this program. Staff will brief commissioners in FY24 on city’s energy goals and the importance of a decarbonized electric grid.	On Track	24-25
E-2	Invest in community-owned renewable energy generation.	BPS (PCEF)	In the five-year Climate Investment Plan, PCEF proposes to invest \$397 million through community responsive grants and five strategic programs that include opportunities for renewable generation. So far, solar investments through community responsive grants include 13 kW of installations, with another 3.8 MW planned.	On Track	Ongoing	

BUILDINGS	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	B-1	★ Eliminate carbon from existing buildings in the private market.	BPS	<p>BPS is working with BDS, the Build/Shift Collective and other stakeholders to refine the proposed Climate and Health Standards for Existing Buildings. The proposal continues to focus on community priorities to improve the health, safety, and climate resilience of rental housing, while reducing displacement of economically vulnerable renters and decarbonizing the City's largest apartments and commercial buildings.</p> <p>BPS is drafting City code to establish multifamily energy reporting and disclosure for City Council consideration before the end of this calendar year.</p>	On Track	23-24
	B-2	★ Eliminate carbon from City operations.	BPS	<p>In FY22-23, City bureau subscriptions to Community Solar and utility-scale renewable electricity projects will begin to deliver power, reducing the overall emissions from operational electricity use. BPS also completed a Renewable Energy Certificate purchase in FY22-23 to meet the 100% Renewable Energy Resolution, offsetting carbon emissions from our operational electricity.</p> <p>BPS hired an Internal Cost of Carbon Analyst to engage cross-bureau stakeholders and provide the appropriate technical expertise to embed carbon in operational decision-making, asset management, and capital expenses. However, an update of the City's Green Building Policy was put on hold pending City reorganization.</p> <p>CityFleet was recognized as the 20th greenest fleet in the United States in 2022 and received \$4M in grants to date. A new fixed rate fuel model will begin in FY23-24 to help fund EV infrastructure. In addition, the City contracted with local COBID-certified firm for Charging-as-a-Service, which will install, operate, and maintain future EV chargers at city-owned facilities.</p> <p>Ongoing fleet and infrastructure projects will also contribute to the elimination of carbon from City operations. These include a goal of 750 light-duty EVs by 2032 and installation of chargers and ports throughout the city.</p> <p>PP&R partnered with PGE to install EV chargers at the Mt. Tabor Maintenance Yard to charge City vehicles. In addition to installing charging stations at additional PP&R maintenance facilities, PP&R sees an opportunity to install EV charging stations at parks, especially regional destination parks such as Washington Park, in order to provide access to charging infrastructure in places where Portlanders gather. Staff is investigating potential funding opportunities for this work.</p>	On Track	23-24
	B-3	Implement energy retrofits, including life, health, and safety improvements on homes owned by priority populations and on affordable multifamily and single family rental housing properties.	BPS (PCEF)	<p>In the first round of funding, PCEF supported upgrades in 253 homes, including 140 heat pump installations. Each project had a 30% allowance for health and safety measures which was used for items such as roof repair, mold mitigation, and needed electrical upgrades.</p> <p>The second round of PCEF grant funding will install a combination of energy efficiency and renewable upgrades including an estimated 1,700 heat pumps, heat pump water heaters serving 900 buildings and residential units, 750 lighting upgrades, and over 700 high efficiency ventilation improvements in over 1,800 affordable multifamily homes, 700 single family homes, and five non-profit commercial buildings.</p>	On Track	Ongoing
	B-4	★ Lower embodied carbon in the built environment.	BPS	<p>The Deconstruction Program continues to divert salvageable building materials back into circulation instead of a landfill. In FY2022-23, the program processed 105 permits and saved 16% of total deconstructed residential building materials for a total of 403 tons of salvaged wood.</p> <p>In February 2023, BPS hired an Embodied Carbon Analyst focused on exploring potential policy pathways and market opportunities to increase the use of low-carbon building materials. The Embodied Carbon Analyst will document existing City policies relating to embodied carbon and track their impact; identify priority actions for short- and long-term policy development; and advance embodied carbon targets in ongoing programs such as PCEF and intra-bureau policies.</p>	On Track	24-25

TRANSPORTATION	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	T-1	★ Make low-carbon travel options safe, accessible, and convenient for all Portlanders.	PBOT	<p>2022 was a historic year for Portland’s E-Scooter and BIKETOWN programs. Both surpassed pre-pandemic ridership levels and generated an unprecedented 1.6+ million trips. Based on rides for the year to date, ridership for both systems is expected to grow even further in 2023.</p> <p>In conjunction with Earth Day 2023, PBOT, Lyft, and Nike announced a 33% expansion of the BIKETOWN fleet, intended to keep up with the ever-growing demand for bike-share. This expansion will add 500 bikes, for a total 2,000, building on the service area expansion in January 2022. To support ongoing program growth in line with city goals and values, PBOT is soliciting proposals for an E-Scooter service agreement.</p> <p>In FY23, PBOT also continued to make capital improvements throughout the city that make walking, biking, rolling, and accessing transit safe, accessible, and convenient, including additional Rose Lane and Central City in Motion projects. Less desirably, ongoing revenue challenges are putting pressure on our ability to deliver small capital projects, which invest in sidewalks, safe crossings, bike safety improvements, and other investments that make low carbon transportation options safe, accessible, and convenient for all Portlanders.</p>	On Track	22-23 23-24 24-25
	T-2	★ Use equitably designed pricing strategies and parking management to encourage less driving when people and businesses have other travel options.	PBOT	<p>With Council support, PBOT implemented a new Parking Climate and Equitable Mobility Transaction Fee, which took effect July 1, 2022. The fee sends a small price signal about the externalized costs of driving (including greenhouse gas emissions, traffic congestion, and use of roadway space) and supports investments that advance our climate and equity goals. Funds generated will support investments in transportation affordability and access, in alignment with POEM recommendations. Investments include expanding affordable housing Transportation Wallet, BIKETOWN for All, and multimodal infrastructure projects.</p> <p>PBOT staff is working through multiple channels with ODOT and other regional partners to inform and influence development of the Regional Mobility Pricing Project. PBOT is trying to ensure that the project is developed equitably in line with Pricing Options for Equitable Mobility (POEM) principles and the community task force’s Highway Tolling recommendations. In addition, PBOT staff is actively involved in development of congestion pricing policy in 2023 Regional Transportation Plan update being led by Metro.</p> <p>PBOT has also initiated parking studies and stakeholder engagement around the formation of new parking districts and other performance-based parking management strategies in the Boise and Eliot neighborhoods.</p>	On Track	TBD
	T-3	Decouple transportation funding from fossil fuels.	PBOT	<p>PBOT staff is monitoring ODOT’s Road User Fee Task Force and development of the Road User Charge program, OReGO, and working to inform the program through public input opportunities.</p> <p>PBOT staff is also actively engaged in research to identify alternative transportation funding sources not tied to fossil fuels.</p>	On Track	TBD
	T-4	★ Make low-carbon transportation options more affordable, especially for those who can least afford them.	PBOT	<p>To guide this work, PBOT staff developed the Way to Go Plan, a data-informed transportation demand management strategy. This will ensure the City is focused on advancing the policies, projects and programs that deliver the most effective and equitable outcomes.</p> <p>Using revenues from the Parking Climate and Equitable Mobility Transaction Fee, PBOT has provided stable funding for the Transportation Wallet: Access for All program. Working with affordable housing and service providers and community organizations, this program serves people and households living on low incomes.</p> <p>The parking transaction fee also supported the expansion of the BIKETOWN for All program, a partnership between PBOT, Lyft, participating affordable housing communities, social service agencies, and local nonprofits serving Portlanders with low incomes.</p>	On Track	TBD

TRANSPORTATION	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	T-5	Support state and regional vehicle miles traveled (VMT) reduction policies.	PBOT BPS OGR	<p>PBOT and BPS coordinated actively with Government Relations staff to provide testimony in support of the July 2022 adoption of robust new Transportation Planning Rules and related requirements as part of the Department of Land Conservation and Development Commission’s Climate Friendly and Equitable Communities (CFEC) rulemaking.</p> <p>In addition, PBOT and BPS staff have actively engaged with Metro and ODOT on their effort to update the Regional Mobility Policy to elevate its focus on VMT reduction and minimize its focus on the speed of vehicle movement in line with the CFEC rulemaking.</p> <p>Finally, PBOT and BPS staff continue to engage with Metro and other regional partners as part of the 2023 Regional Transportation Plan update on how the plan should demonstrate achievement of VMT reduction goals newly required by the CFEC rules.</p>	On Track	22-23
	T-6	★ Make new construction ready for electric vehicle charging.	BPS BDS	<p>On Feb. 8, 2023, Portland City Council unanimously approved the EV-Ready Code Update, which requires the installation of EV-Ready infrastructure in 50-100% of parking spaces in large new construction buildings, especially multifamily buildings, on private property.</p> <p>The requirements became effective March 31, 2023, and permits for new mixed-use and residential buildings that include parking submitted on or after that date must comply with the new requirements.</p> <p>Staff will scope EV-Ready Phase 2 over the next year. This will identify zones not included in the EV-Ready Phase 1 requirement and determine whether or not to pursue EV-Ready requirements applicable to those zones. These may include industrial, institutions, single-family and existing buildings which are not currently covered.</p>	Complete	22-23 23-24 24-25
	T-7	★ Make it easier to use electric vehicles if you can’t charge at home.	PBOT BDS BPS	<p>City Council unanimously approved PBOT’s Electric Vehicle (EV) Charging in the Right-of-Way (ROW) project on March 1, 2023. This program allows utilities and EV charging companies to install Level 2 EV chargers in areas of the city without current public EV charging infrastructure. The program seeks to increase charging reliability, affordability and accessibility for renters and those living in multi-dwelling units without access to chargers.</p> <p>In addition, PBOT collaborated with area partners to seek additional state and federal funding to further expand installation of EV chargers throughout Portland. PBOT is also developing legal agreements and permits to allow installation of new EV chargers as soon as late 2023 or early 2024.</p> <p>PBOT is assessing other code and administrative rule changes to expand Level 2 and DC Fast Charging in other areas of the city, but PBOT does not have funding for this work and it would require a new allocation of resources.</p>	On Track	22-23 23-24 24-25
	T-8	★ Make freight cleaner.	PBOT	<p>In March 2023, PBOT was awarded a \$2 million grant from the U.S. Dept. Of Transportation to pilot a Zero-Emissions Delivery Zone (ZEDZ), as part of the Strengthening Mobility and Revolutionizing Transportation grants program. This 18-month Stage One prototype project will incentivize the use of clean transportation modes to deliver goods by restricting loading zones to zero-emission vehicles within the ZEDZ. This project also connects with LU-3. If Stage One is successful, the City will be eligible to apply for a Stage Two implementation grant of up to \$15 million in FY25. PBOT is also bringing the 2040 Freight Plan to Council for adoption in July 2023, which will identify a range of goals and actions to support safe, equitable, efficient, and sustainable urban freight</p>	On Track	22-23 23-24 24-25

TRANSPORTATION	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	T-9	Replace petroleum diesel at the pump.	BPS	<p>Portland City Council unanimously approved updates to the Renewable Fuel Standard in December 2022. The code changes increase the amount of low-carbon biofuel blends sold at the pump over the next several years. By 2030, every gallon of diesel sold in Portland will be 99 percent renewable. Portland is the first city in the nation to essentially replace petroleum diesel with lower carbon alternatives like renewable diesel and biodiesel. The updated policy includes a carbon intensity (CI) standard that ensures renewable fuels sold in Portland are truly lower carbon across their entire lifecycle (from production to tailpipe). Renewable fuels can be made locally from waste products like restaurant grease, which reduces waste, lowers emissions, and creates jobs. This is an example of the circular economy in action.</p> <p>Given that burning diesel accounts for Portland’s fourth largest source of carbon emissions and is a major source of local air pollution, this policy is a real win for people, the local economy, and the climate.</p>	Complete	22-23

INDUSTRY	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	I-1	Develop strategies for the industrial sector to reduce emissions, pollution, and waste, and follow inclusive practices.	BPS	<p>BPS launched the Clean Industry Assessment and Roadmap in December 2022 to shape an initiative that aims to address this action item. The process included a landscape analysis of energy use, pollution, waste, and inclusion in Portland’s industrial sector with interviews with key stakeholders, focus groups, and a survey of industrial businesses. The Assessment also involved a scan of global clean industry hub models and policy and finance tools. The project culminated in a full-day Roadmap event with stakeholders to identify priorities and develop next steps for the clean industry transition.</p> <p>BPS staff also convened an Advisory Group to guide this process and worked closely with Prosper Portland to incorporate the Clean Industry Initiative as a top priority in the Advance Portland economic development strategy.</p> <p>In June 2022, elected officials, City staff and stakeholders traveled to Denmark as part of a clean industry learning exchange. We shared lessons learned with City Council and the community in a series of events hosted with Danish partners in October 2022. City staff and other stakeholders continue to foster this relationship with Danish clean industry leaders.</p>	On Track	23-24

LAND USE	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	LU-1	<p>★ Increase ongoing capacity to develop plans for centers and corridors to encourage compact mixed use communities with easy walking and biking access to services like grocery stores, jobs, schools, and medical care. Prepare implementation and investment plans for centers and corridors with adopted area plans, in coordination with infrastructure bureaus.</p>	<p>BPS PBOT BES PP&R PWB</p>	<p>BES, BPS, BES, PBOT, and PWB continue to coordinate investments that provide more effective implementation of the City's growth management goals, especially in West Portland Town Center and in East Portland.</p> <p>BES serves as a technical advisor for BPS, PBOT, and other agencies on infrastructure provision related to corridor planning. Construction of transportation improvements, including bike and pedestrian spaces, and stormwater improvements are underway on Capitol Highway.</p> <p>BPS continues planning to implement and refine the 2035 Comprehensive Plan and support climate-friendly growth and development in centers and corridors. This includes the adopted West Portland Town Center plan, and two other ongoing efforts. Each may require implementation funding over time (transportation, economic development and other services) to fully realize the potential of these plans.</p>	<p>On Track</p>	<p>22-23 23-24 24-25</p>
	LU-2	<p>★ Work with existing communities to avoid economic and cultural displacement as neighborhoods grow and change. Develop strategies to ensure that new development better reflects the full range of people and cultures in Portland and is more accessible to people at all income levels.</p>	<p>BPS</p>	<p>A number of long-range land use planning efforts currently underway aim to foster inclusive growth and development. The Lower Southeast Rising Plan proposes strategic zone changes that focus on improving existing residents' access to neighborhood-serving commercial uses and avoid areas where existing naturally occurring affordable housing are located. BPS planning efforts in Lower Albina, including Albina Vision Trust and the I-5 Rose Quarter Improvement Project, support ongoing, community-led efforts and partnerships to provide housing and create wealth for Portland's Black community. Land use planning in the Vaughn-Nicolai area in Northwest Portland seeks to secure affordable housing, home ownership opportunities for underrepresented communities and middle wage jobs with land use changes. These can create a new mixed-use community served by a streetcar extension.</p>	<p>On Track</p>	<p>Ongoing</p>
	LU-3	<p>Explore the feasibility of last-mile urban logistics hubs and right-sizing the number of Central City off-street loading/unloading areas to support the decarbonization of delivery vehicles.</p>	<p>BPS PBOT</p>	<p>BPS hired a Transportation Decarbonization planner in January 2023 to support this work. They are researching what other cities are doing, building relations with PBOT and will work with the BPS climate team and the PBOT Freight Modal Coordinator to ensure this action moves forward. This action is called out in the Draft 2040 Freight Plan and connects to T-8.</p> <p>BPS and PBOT started conversations about future stakeholder meetings. These will help the City understand what challenges, barriers, and opportunities exist and determine the feasibility of last-mile urban logistics hubs within the central city.</p>	<p>On Track</p>	<p>Funded through FY 23-24 Ongoing funding will be needed for FY 24-25 and beyond.</p>

EMBODIED CARBON/FOOD	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	S-1	Prevent food waste through business and residential outreach and engagement.	BPS	<p>BPS currently participates in regional collaborations like Food Waste Stops with Me and Eat Smart, Waste Less. Food Waste Stops with Me is a business-facing program focused on prevention, donation, and composting. This Metro-led collaboration produces case studies, educational videos, community partnerships, on-site technical assistance, and outreach campaigns. Eat Smart, Waste Less is a residential-facing program focused on food waste prevention and led by Washington County.</p> <p>Portland also participates in state and national residential food waste prevention campaigns, such as Food Waste Prevention Week and Don't Let Good Food Go Bad. We are also a founding signatory of the Pacific Coast Food Waste Commitment, a West Coast collaboration of Cities and States bringing together food industries to identify food waste reduction opportunities and pre-competitively collaborating on solutions.</p>	On Track	Ongoing
	S-2	Reduce food waste through business and residential composting and the donation of edible surplus food.	BPS	BPS implements the regional Food Scrap Policy. This program requires businesses that generate large amounts of food waste to separate food scraps out of the garbage. Enforcement began in April 2023 for larger businesses and will continue to medium and small businesses over next 18 months. BPS also continues to support residential composting.	On Track	Ongoing
	S-3	★ Invest in community-led opportunities to rent, share, fix, and reuse goods.	BPS	<p>BPS continues to explore the creation of shared reuse, repair, and share spaces throughout Portland. These spaces would act as community hubs, offering more borrowing and sharing opportunities within neighborhoods.</p> <p>BPS also convened community organizations and encouraged them to apply for Metro's Investment & Innovation annual grant to fund opportunities such as pilot projects within a resilient sharing community hub.</p>	On Track	23-24

CROSS-SECTOR	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	C-1	★ Implement the internal cost of carbon in City decision-making.	BPS PP&R OMF/CBO BES PBOT PWB	<p>BPS hired an Internal Cost of Carbon Analyst with experience in lifecycle cost accounting of fossil fuel infrastructure. BPS is reengaging cross-bureau stakeholders, like the Citywide Asset Management Group, to gather input and feedback on how to effectively implement the cost of carbon at various levels of city decision making. The policy suggests that carbon emissions should be considered in city buildings, vehicles, transportation infrastructure, resource management at the Columbia Boulevard Wastewater Treatment Plant, and in ecosystem services. BPS staff are also working to integrate carbon accounting into major capital planning and City budgeting.</p> <p>In addition, BES has been meeting with BPS' energy staff assigned to advance implementation of the shadow cost of carbon. BES is currently identifying high-frequency project types where piloting the cost of carbon can be used for fast iteration and improvement of the carbon accounting.</p> <p>PWB piloted internal cost of carbon analyses for a business case project and is working with the BPS Cost of Carbon Analyst and Water engineers to identify additional project types to analyze.</p>	On Track	23-24

Resilience priorities

These are the actions required to make Portlanders and our communities more resilient to the current and future impacts of climate change.

LEGEND	★ Maps to: Climate Emergency Declaration, 100% Renewable Energy Resolution, or 2035 Comprehensive Plan	Status	BDS	Bureau of Development Services	OMF	Office of Management and Finance
		Complete: Project was completed on time or early. On Track: Project is in process and expected to be complete. Delayed: Project may need additional funding or support.	BES	Bureau of Environmental Services	PBEM	Portland Bureau of Emergency Management
			BPS	Bureau of Planning and Sustainability	PBOT	Portland Bureau of Transportation
			BPS (PCEF)	Portland Clean Energy Fund	PF&R	Portland Fire & Rescue
			BRFS	Bureau of Revenue and Financial Services (City Risk)	PP&R	Portland Parks & Recreation
			JOHS	Joint Office of Homeless Services	PWB	Portland Water Bureau

FLOODING	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	F-1	★ Update floodplain maps based on modeling by federal and state agencies and apply new regulations to maintain Portlanders' access to federal flood insurance and disaster funding, reduce the impacts of future flooding and support recovery of threatened and endangered species.	BPS BES BDS PBOT	<p>BPS, BES, BDS, and PBOT, as well as jurisdictional partners continue to coordinate an effort to update the City's floodplain maps. These new maps will better identify areas of flood risk, including those resulting from a changing climate.</p> <p>BPS and BES staff reviewed the hydraulic model of the Willamette River produced in collaboration with the US Army Corps of Engineers. This Phase 1 model was used to develop updated estimates of the extent and depths of a flood like that experienced in Portland in February of 1996. This scale of flooding is expected to be more common as a result of climate change. The modeling will eventually inform new FEMA Flood Insurance Rate Maps and updates to City zoning and building codes. Phase 2 of the modeling, which will update flood frequencies, is anticipated to be ready for review later in 2023.</p> <p>The results of the Phase 1 Willamette River model were incorporated into the updates to floodplain development regulation proposed in the Floodplain Resilience Plan. The Floodplain Resilience Plan is expected to be at City Council in the late summer/fall of 2023.</p>	On Track	22-23 23-24 24-25
F-2	<p>★ Update the hydraulic and hydrologic (H&H) models for Johnson Creek.</p> <p>Update floodplain maps (based on new modeling) and Titles 33 and 24 floodplain codes for Johnson Creek. Develop programs to assist property owners as needed.</p>	BPS BES BDS PBOT	<p>BES, BDS, and PBEM partnered to submit a grant to FEMA. FEMA determined the full extent of the study exceeds the amount available. FEMA instead awarded the City \$50K to develop an in-depth scope to propose to other, larger FEMA funding sources.</p> <p>In addition, BPS expects to move forward on a project to update the environmental overlay zone requirements in Johnson Creek once BES' new floodplain models for the area are complete. Along with the Title 33 changes, BPS expects to coordinate with BDS staff on updates to the Johnson Creek flood storage mitigation requirements in the building code (Title 24). At that time, updates may also be made to the Johnson Creek Basin Plan District (33.537). Other bureaus also plan to apply the floodplain maps, once developed.</p>	On Track	23-24 24-25	

FLOODING	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	F-3	★ Develop a mitigation banking program to maintain flood storage capacity and habitat and a long-term operations and maintenance plan.	BES BPS BDS	<p>City Council identified this as a high-priority action item and is pursuing external funding to initiate a pilot project at Eastbank Crescent on the Willamette River and identify an appropriate governance structure. Full funding for this pilot project is still needed. Portland also includes mitigation banking as part of the ongoing work of the Natural Resource Service Delivery Assessment.</p> <p>BPS staff also provided support to the Inter-bureau Mitigation Banking Finance Work Group, convened by Commissioner Mapps' staff in late-2022/early-2023. BPS recognizes the importance of mitigation banks and continues to contribute to efforts to evaluate the potential for a mitigation banking program in the city.</p>	On Track	22-23 23-24 24-25
	F-4	★ Expand the Willing Seller Program to acquire frequently flooded properties along Portland's waterways that provide critical floodplain functions.	BES	<p>This fiscal year, BES advanced a Natural Area Land Acquisition Program with a citywide scope of protecting a variety of lands. These include wetlands that provide or have the potential to provide natural pollutant removal; riparian areas where stream shading is important for the maintenance and/or improvement of water quality; headwaters areas that directly supply base flow via springs, preserve instream flows during dry weather periods, and which if developed may lose their recharge characteristics; and parcels that facilitate restoration of riparian and terrestrial habitat and connectivity, including salmonid refugia habitat important for rearing and migration of Endangered Species Act listed species. In FY 2023, BES purchased 0.3 acres and anticipates closing on a 0.7 acre property in partnership with Metro this fiscal year.</p>	On Track	Ongoing
	F-5	★ Identify key floodplain and wetland sites then design and construct them to reduce flood risk, restore habitat, improve water quality and serve as community and educational amenities.	BES	<p>Construction of the Cedar Crossing Restoration Project on Johnson Creek was completed in Fall 2022. The Springwater Wetlands restoration project in the Johnson Creek floodplain is scheduled to start construction in 2024, and construction of the West Lents and Johnson Creek Oxbow restoration projects are anticipated to follow in 2025. These projects will reduce community flood risk, improve water quality, and restore habitat.</p>	On Track	Ongoing

TREES (CANOPY)	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	T-1	★ Update and implement Urban Forestry Management Plan.	PP&R (Urban Forestry) BES BPS	PP&R is in a procurement process to engage a consultant team to support the Urban Forest Management Plan (UFMP) update. The update project is expected to kick off in late Summer 2023. BPS staff is coordinating with PP&R Urban Forestry on the UFMP update and provided comment on the project scope in the request for proposal (RFP) and will be a member of the evaluation committee for the RFP. BPS staff also expects to contribute to the development of the UFMP update.	On Track	22-23 23-24
	T-2	★ Update Title 11 regulations to improve tree preservation, increase resources for tree planting in high priority communities.	BPS (PCEF) PBOT	PP&R plans to begin this project following the successful adoption of the updated Urban Forest Management Plan in 2025. This will ensure the proposed Title 11 updates align with the goals and outcomes established in the updated UFMP. BPS staff coordinates with and provides support to PP&R Urban Forestry on this project.	On Track	Starting within the next 2 years
	T-3	★ Expand tree planting in East Portland and other priority neighborhoods, parks, and outdoor community spaces through existing pathways and funding for community organizations.		Urban Forestry planted 3,200 trees in the 2022-23 planting season and anticipates planting 3,500 trees annually going forward. Most of these trees are in priority neighborhoods. PP&R is also partnering with PBOT to develop large tree medians for SE 122nd Avenue and is working with PBOT to incorporate street trees on SE 82nd Avenue., These will provide the maximum street tree canopy possible in East Portland, an area of low canopy coverage. Urban Forestry is also partnering with PBOT on a pilot project to plant trees in the curb zone, as part of a \$500,000 grant from the BES Percent for Green program. In addition to these efforts, PP&R is working closely with PCEF staff to develop the Equitable Tree Canopy initiative. The PCEF equitable tree canopy strategic program will plant and establish trees in low-canopy areas of Portland, with attention given to the needs of East Portland. There is \$40 million allocated to this program. The tree canopy maintenance reserve fund supports low-income property owners in maintaining existing established trees. This work is planned as a part of the CIP, with work starting around FY24-25. Within the guidelines outlined in the MOU the Bureau of Environmental Services Tree Program has with Portland Parks and Recreation’s Urban Forestry department, BES is partnering with private property owners in low-canopy areas, with a focus on commercial, industrial, and multi-family properties. Staff expects to have planted 700-800 trees this planting season and maintain them for four years. BPS staff is developing an Urban Heat Island Strategy for East Portland. The expansion of trees in the area will be a key component of the strategy and specific actions to achieve that goal will be identified in it. The Urban Heat Island Strategy is expected to be complete by June 30, 2024. Additionally, the Floodplain Resilience Plan will update the tree and vegetation requirements of the Environmental overlay zones chapter (33.430) to increase the minimum number of trees to be planted when a tree is removed in the floodplain, including those in East Portland. The Floodplain Resilience Plan is expected to be at City Council in late summer/fall of 2023.	On Track	Ongoing

NATURAL RESOURCES/GREEN INFRASTRUCTURE	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	NR-1	★ Ensure that environmental protections are applied to the City's important natural resources through the Ezones Map Correction Project and continued application of Drainage Reserve Rules to protect water quality and flow.	BPS BES	<p>The Environmental Overlay Zone (Ezone) Map Correction Project is complete. Council adopted in May of 2022 and the new ezones are now in effect. This was the culmination of a 4-year effort and involved a remap ezones throughout Portland. This ensures that miles of streams and acres of wetlands that were previously not within environmental overlay zones (EOA) are now protected.</p> <p>Staff are now working on the Columbia Corridor and Industrial Lands (CCIL) Ezone Project to update ezone mapping in the Columbia Corridor, with a special emphasis on industrial properties. The EOA process will evaluate different scenarios for environmental protection and will inform the CCIL Discussion Draft (and later Proposed Draft), which will be considered at the Planning Commission in tandem with the EOA process. Ezone changes proposed in CCIL Ezone Project will be a part of the Economic Opportunity Analysis effort, which is expected to come to City Council in 2024.</p>	On Track	22-23 23-24 24-25
	NR-2	Continue support for community-based organizations doing watershed stewardship, community engagement, and education.	BES PP&R PBEM	<p>BES partners with multiple watershed councils in deep ways to ensure community participation, education, and stewardship. In addition, Community Watershed Stewardship grants and Neighborhood to the River grants support numerous organizations. These community investments allow for community-generated and led projects that support watershed and stormwater solutions and participation.</p> <p>BES also looks to ensure future climate resilience through a strong, diverse workforce. A FY23 Neighborhood to the River grant supports the pre-workforce development internships offered by Connecting Canopies, a group that's comprised of dozens of regional partners working together to increase the regional tree canopy.</p> <p>PP&R continues to support and facilitate volunteer stewardship and environmental education events in partnership with community organizations. These focus on watershed stewardship and community engagement and education.</p> <p>In addition, PBEM is applying for a Johnson Creek Cooperating Technical Partners Grant. This project includes an update of the hydrological and hydraulics model of the Johnson Creek Watershed. This work will help Portland better understand and predict flood impacts to residents; improve flood alert and warning; inform updates to floodplain regulations; identify most impactful mitigation opportunities. PBEM is working with BES and BDS on this project.</p>	On Track	Ongoing
	NR-3	★ Incorporate climate resilience into the Economic Opportunities Analysis (EOA). This includes allowing space for trees, protection of wetlands, riparian corridors, and other natural areas.	BPS BES PP&R	<p>BPS Environmental Planning staff are working with the Economic Opportunities Analysis (EOA) team to ensure that climate resilience, including floodplain protections, and other natural resource protections are included in this project. The Columbia Corridor and Industrial Lands (CCIL) Ezone Project will move forward along with the EOA effort. The CCIL Ezone Project and EOA teams are evaluating different natural resource protection options to include along with EOA-specific updates.</p> <p>All proposed CCIL Ezone Project and floodplain management updates will be a part of the EOA effort, which is expected to come to City Council in 2024. The CCIL project is the primary tool for incorporating climate resilience into the EOA.</p> <p>BES also continues to update the City's wetland inventory, including online info on these project webpages. The Floodplain Resilience Plan will also inform the placement of Ezones and Title 24 floodplain requirements in the Columbia Slough to comply with the FEMA Biological Opinion. The Planning Commission voted to support the Title 33 elements of the Floodplain Resilience Plan and forwarded it to City Council. The current schedule is for City Council to consider and vote on FRP Title 33 and 24 elements late summer 2023.</p>	On Track	22-23 23-24

★ Maps back to directives in the Climate Emergency Declaration or goals or policies in the 2035 Comprehensive Plan or the 2035 Citywide Systems Plan.

NATURAL RESOURCES	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	NR-4	★ Launch the development of a citywide green infrastructure systems plan building on the work completed 2019-2020.	BES PBOT PP&R BPS BPS (PCEF) PBEM	<p>The City invests heavily in green infrastructure as a part of many public infrastructure projects. These green investments help manage stormwater, cool neighborhoods, increase habitat, and contribute to neighborhood livability.</p> <p>PCEF’s green infrastructure-focused community responsive grants support investments in urban tree canopy expansion efforts, bioswales, depaving, and other projects that use vegetation, soils, and other elements to sequester carbon emissions. Proposed in the PCEF Climate Investment Plan, these grants mitigate climate disparities and contribute to community climate resilience. Overall green infrastructure investments in the proposed investment plan total over \$70M over five years.</p> <p>The City is committed to continuing investing in green infrastructure in the coming years. However, development of a citywide green infrastructure plan is currently delayed due to lack of resources and the need for a clear lead entity.</p>	Delayed	TBD

WILDFIRE	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	W-1	<p>★ Prioritize and implement wildfire prevention and response actions from the Multnomah County Wildfire Protection Plan and State Wildfire plans and other emergency plans, including:</p> <ul style="list-style-type: none"> • Promote fire-wise landscaping and material selection on homes • Invasive species management and fuel reduction (including ladder fuels) to maintain safe fuel levels in natural areas • Fire road maintenance • Reduce human induced fire risk • Work with electrical utilities on powerline/fire prevention issues 	<p>PBEM PF&R BPS PP&R JOHS</p>	<p>BPS, PBEM, and PF&R staff are coordinating with Multnomah County and partner bureaus to participate in the drafting of the new Multnomah County Wildfire Protection Plan (MCWPP). BPS and County staff met to update and modernize action items from the 2011 MCWPP. BPS will continue to attend MCWPP meetings, provide feedback on draft documents, and coordinate with partner agencies and bureaus until project completion, which is expected later in FY 23-24</p> <p>PP&R continues to coordinate with PF&R to encourage Firewise landscaping in neighborhoods near PP&R-managed natural areas. PP&R also continues to actively manage invasive species on its sites to manage fuels, and to pursue additional funding for fuels management.</p>	On Track	Ongoing
W-2	<p>Begin to build a Wildfire Prevention Program to coordinate with state and county wildfire planning, update Portland's Forested and Wildland Interface Areas Fire Protection Plan, and seek grant funding to implement the plans to help make Portland more resilient.</p> <p>The work will include an evaluation of the wildland interface areas to identify the specific hazards that increase the threat of wildfire and provide mitigation strategies to address these concerns.</p>	<p>PF&R PBEM PP&R BPS BDS</p>	<p>PBEM, PF&R, PP&R, BPS, and BDS continue to coordinate with Multnomah County and partners in this work and participate in the ongoing Multnomah County Community Wildfire Protection Plan (MCWPP) update.</p> <p>When MCWPP is complete, City staff will contribute to efforts to advance the plan's action items to the extent possible. Updates to wildfire hazard maps or changes to standards/exemptions in the City's environmental and tree codes to allow property owners to manage flammable vegetation and fuels may be needed in the future.</p>	On Track	22-23	

HEALTH IMPACTS - HEAT AND SMOKE	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	<p>H-1</p>	<p>★ Reduce indoor health impacts.</p> <p>Implement PCEF heat response program distributing 15,000 efficient heat pump cooling units to vulnerable Portlanders</p> <p>Upgrade HVAC systems in PP&R community centers and other community spaces that can serve as cooling spaces and clean air spaces during heat emergencies. Provide resilient power to ensure continued operations in an emergency. (See East Portland Community Center pilot project.)</p> <p>Monitor and analyze temperatures inside some buildings to better understand the relationship between outside temperature and inside temperature based on conditions such as landscaping, construction type, resident practices.</p>	<p>BPS (PCEF)</p> <p>PP&R</p> <p>PBEM</p>	<p>In the first round of funding, PCEF supported upgrades in 253 homes, including 140 heat pump installations. Projects had a 30% allowance for health and safety measures that included mold mitigation. Also, eleven homes were converted from oil or natural gas to electric HVAC. The second round of funding will install an estimated 1,700 heat pumps and will include the 30% allowance for health safety measures for over 1,800 affordable multifamily homes, 700 single family homes, and five non-profit commercial buildings. In addition, Cooling Portland launched in 2022 and installed over 3,100 portable heat pumps and cooling units into the homes of low-income, heat-vulnerable Portlanders.</p> <p>Allocations are made in the Climate Investment Plan for building improvements for spaces used during severe weather events. These projects will improve resilience and continuity of service in event of a major power outage.</p> <p>A contract to add air-conditioning to Peninsula Park Community Center while replacing heating system was approved. PP&R will also replace HVAC at Charles Jordan Community Center.</p> <p>PBEM continues to work with community-based organizations and Community Organizations Active in Disaster to alert and warn these organizations about heat risk, conduct trainings on heat related illnesses and is planning to organize a tabletop exercise.</p> <p>PBEM published a report that tracks summer temperatures inside of public/affordable housing units, in partnership with Home Forward, the local Housing Authority. Staff contracted the climate adaptation consultancy CAPA Strategies to monitor summer temperatures in three Home Forward properties and to gather social data allowing the project team to better understand residents' experiences with regard to summer heat.</p>	<p>On Track</p>	<p>Ongoing</p>
<p>H-2</p>	<p>Reduce outdoor workers' health impacts.</p> <p>Maintain extreme heat and wildfire smoke protocols for outdoor workers.</p>	<p>Water</p> <p>PP&R</p> <p>BES</p> <p>PBOT</p> <p>BDS</p> <p>BHR</p> <p>BRFS (City Risk)</p> <p>PF&R</p>	<p>PWB conducted a climate heat impact study and developed standard operating protocols to protect outdoor workers from high heat and wildfire smoke even before the region experienced recent extreme weather events. Staff also formalized policies in response to OSHA's new extreme heat and wildfire smoke rules and looked more closely at areas that need more fortification.</p> <p>PWB, PP&R, BES, PBOT and other bureaus continue to successfully implement proactive measures and employee trainings to prevent worker injury and reduce exposure to extreme events.</p> <p>PP&R: PP&R has implemented employee trainings and the use of a heat index app on City devices to prevent worker injury and prevent exposure to extreme heat events.</p> <p>BES is incorporating the new permanent Oregon OSHA rules related to extreme heat and smoke workplace safety into training, practices, and protocols, especially for its substantial outdoor workforce.</p> <p>PBOT Safety Team has developed and continuing developing protocols for training during extreme weather; the safety team is now integrated into the emergency incident response team to ensure safety protocols are met and incident reporting is completed if an accident occurs.</p>	<p>On Track</p>	<p>Ongoing</p>	

RESILIENCE HUBS	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	RH-1	<p>★ Convert East Portland Community Center into an energy efficient, resilience center for extreme heat, smoke, ice, extreme cold, power outages and other disasters.</p> <p>Begin HVAC upgrades in FY22-23, with other work continuing beyond the 3-year timeline of this Workplan, if funded. Use the pilot work to expand improvement to all five large community centers.</p>	<p>PP&R</p> <p>PBEM</p>	<p>PP&R received approval for a contract for HVAC replacement at East Portland Community Center. There is also a current capital project in progress to improve Mt. Scott Community Center, which does not have sufficient funding to create a fully resilient facility. If additional funding becomes available, this renovation project could improve the climate resilience of the Mt. Scott Community Center by adding a high-performance HVAC system, increasing lighting efficiencies, or adding additional seismic resilience.</p> <p>PP&R also submitted a \$4 million FEMA Building Infrastructure Resilient Communities grant application. This could fund solar and storage at East Portland Community Center in January 2023.</p>	On Track	Ongoing
RH-2	<p>★ Develop neighborhood-scale energy resilience through solar + battery systems.</p> <p>Work with the community and other bureaus and agencies to prioritize facilities that are essential to the City or the community. Prioritize installations in neighborhoods that serve communities facing the greatest risks.</p>	<p>BPS</p> <p>PBEM</p> <p>PP&R</p>	<p>BPS' work on this has shifted away from policy and planning to more investment over the last few years as the Portland Clean Energy Fund has taken shape. PCEF has funded three community-based solar plus storage projects so far:</p> <ul style="list-style-type: none"> • Street Roots headquarters: 21 kW solar array and 50 kWh battery backup system • Meals on Wheels: 93 kW solar array and 256 kWh battery backup • Bethel AME: 72 kW solar array and 10 kWh battery backup <p>Recognizing the strategic importance of these installations, PCEF's draft Climate Investment Plan proposes \$30 million annually to build upgrades for community severe weather response. If approved, it would fund building energy upgrades, including solar installations, battery backup, high-efficiency heating, cooling, and air filtration systems. By investing in these building energy upgrades, Portland community members will have improved access to resilient spaces for severe weather-related events.</p> <p>BPS climate policy team continues to advocate for policies that remove barriers and create incentives for more battery storage capacity.</p> <p>PP&R also submitted a \$4 million FEMA Building Infrastructure Resilient Communities grant application. This could fund solar and storage at East Portland Community Center in January 2023.</p>	On Track	23-24 24-25	

INFRASTRUCTURE PLANNING & CONSTRUCTION	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	IP-1	★ Incorporate climate change information (i.e. flood risk, extreme heat, drought) in capital planning and infrastructure design.	BES PWB PBOT PP&R	<p>BES formally assesses climate change risks as part of its planning processes. Staff recently drafted climate-projected design storms for hydraulic models and are working towards incorporating this step into our risk assessment and business processes.</p> <p>PWB is integrating meaningful climate analysis into engineering and capital project planning. Staff used the Institute for Sustainable Infrastructure Envision framework to design the new filtration facility and to apply best practices in energy consumption, renewable energy, greenhouse gas reduction and climate resilience. PWB evaluates climate change for infrastructure projects when conducting project viability reports. Climate adaptation and GHG mitigation strategies are then further developed during each design phase. PWB also developed nationally visible engineering/capital planning case studies and leading practices with the Water Utility Climate Alliance.</p> <p>PBOT follows the OMF procurement guidelines for low-carbon cement and the Clean Air Construction policy, as well as the incorporation of Urban Forestry's tree policy for applicable capital projects. PBOT also follows an operational policy of anti-idling while onsite during construction and maintenance activities, resulting in a reduction of gas emissions, as well as a secondary benefit of gas efficiency savings.</p> <p>PP&R identified adaptation needs including adding air-conditioning in gymnasiums and species selection for nature patches. Mitigations include system-wide identification of energy efficiency/renewable energy opportunities, pilot-testing low carbon concrete on Gabriel Park playground, equitable tree planting strategy, and beginning a natural asset assessment program. PP&R also started discussions with BPS's Internal Cost of Carbon Analyst to identify appropriate tools and decision-points that will influence future embodied carbon. This connects to C-1.</p>	On Track	Ongoing
IP-2	Complete the identified improvements needed to avoid landslides throughout the West Burnside Road right of way.	PBOT BES PP&R	<p>There is no progress to report on this action as no funding has been identified for this work.</p> <p>The Regional Disaster Preparedness Organization has completed phase 1 of emergency route planning, including for Burnside Rd.</p>	Delayed	Five Year Capital Project (Design to Construct)	

EMERGENCY PLANNING	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	E-1	<p>★ Continuity of operations actions.</p> <p>Invest in equipment to keep modes of transportation in operation during extreme weather events.</p> <p>Purchase, install, and operationalize a prioritized list of equipment to enable modes of transportation to continue during extreme weather events, including snow/ice, intense rain/flooding, heat, and smoke events.</p>	<p>PBOT</p> <p>PP&R</p> <p>BES</p>	<p>PBOT reassigned a senior planner to Maintenance Operations Emergency Management Team to increase capacity for emergency management planning. Staff will update the continuity of operations plans and identification of specific equipment needs. PBOT does not currently have any funding available to purchase additional equipment.</p> <p>PP&R maintains a growing fleet of AWD and 4WD vehicles. Staff also utilize chains or traction tires as needed as well as traction devices on heavy equipment vehicles. PP&R's fleet of heavy equipment vehicles include some high ground clearance vehicles that can be utilized for high water and flooding. Rangers house a small fleet of mountain bikes that can be utilized when roads are impassable by vehicle or fuel is unavailable,. These will most likely be used as messenger servicing.</p> <p>In addition, BES tier 1 essential function staff who have work vehicles have procured either snow tires or studded tires for the vehicles used to conduct tier 1 functions. The BES Health, Safety, Security program has purchased three new 4x4 vehicles for the program this year.</p>	On Track	23-24
	E-2	<p>Emergency response preparation.</p> <p>Invest in equipment to improve the city's ability to respond to emergencies during extreme weather events.</p> <p>Purchase and operationalize prioritized list of equipment to improve the city's ability to respond and manage destruction due to extreme weather events.</p>	<p>PBOT</p> <p>PP&R</p> <p>BES</p> <p>Water</p>	<p>Multiple City bureaus worked to improve the City's ability to respond to emergencies during extreme weather events.</p> <p>PBOT reassigned a senior planner to Maintenance Operations Emergency Management Team to increase capacity for emergency management planning. This includes updating of the continuity of operations plans and identification of specific equipment needs. However, PBOT does not have funding available to purchase additional equipment at this time.</p> <p>PP&R maintains a vast inventory of equipment that would be beneficial in an emergency. However, the inventory is not prioritized by use for disaster response. This equipment includes Disaster Response Kits with enough supplies for 10 people to survive 72 hours. Staff also purchased Emergency Power Supplies to power small electronics. A prioritization assessment needs to be done to prioritize bureau equipment and response purpose.</p> <p>BES purchased materials to have a more ready emergency operations center (EOC) to respond to any type of disruption including weather events. In addition, BES has created an EOC roster and training expectations for each position and will require every BES employee to have basic Incident Command System training.</p> <p>PWB has a state-of-the-art emergency operations center with 105 trained responders and comprehensive response plans for weather, seismic and other emergencies. PWB is implementing use of system software for event-specific communications and continuity of operations, which will enhance PWB's ability to respond to emergencies during extreme weather events. PWB is also drafting a new plan to coordinate delivery of emergency drinking water to community shelters and other locations after disasters strike.</p>	On Track	23-24
	E-3	<p>★ Continuity of operations actions.</p> <p>Draft or revise essential emergency and continuity of operations city & regional plans, including a short-term climate change emergency response plan.</p>	<p>PBEM</p> <p>PBOT</p> <p>PP&R</p>	<p>PBEM is in process of upgrading city's COOP software and PP&R continues COOP planning while waiting for this new software implementation. A climate change emergency response plan needs developed. In addition, PBOT reassigned a senior planner to be the lead in coordinating with PBEM to assist with the updating of emergency plans.</p>	On Track	23-24

★ Maps back to directives in the Climate Emergency Declaration or goals or policies in the 2035 Comprehensive Plan or the 2035 Citywide Systems Plan.

EMERGENCY PLANNING	No.	Action	Bureau(s)	Progress in FY 2022-23	Status	Fiscal Year
	E-4	<p>★ Increase climate resilience awareness regionally.</p> <p>Benchmark & integrate climate resilience with the greater Pacific Northwest Regional Area to help shape & implement climate challenges, adaptivity and resiliency.</p> <p>Work with people who have historically been economically disadvantaged, or negatively impacted by service levels, projects, and geographic locations to collaboratively improve the region's resilience by building adaptive capacity & expertise, as well as establishing levels of services and expectations during severe weather events.</p>	<p>All Infrastructure Bureaus</p> <p>PBEM</p>	<p>PBOT reassigned a senior planner to integrate climate resilience into the current emergency planning. Staff is also building broader awareness across the bureau regarding climate challenges, adaptivity and resilience. In addition, PBOT recruited two new equity coordinators who will identify and integrate specific needs for people who have historically been economically disadvantaged or negatively impacted by service levels, projects, and geographic locations in PBOT's service delivery.</p> <p>PWB conducted trainings and capacity-building with local, regional and federal partners to help prepare water providers for accelerating climate risks and to provide guidance on emergency preparedness, adaptive planning, and climate adaptation strategies. PWB provided mobile sprinkler cooling units to locations in East Portland during heat waves in 2021 and 2022. PWB also identifies several climate-focused strategies in its Plan to Advance Equity, Diversity and Inclusion to mitigate future harms to underserved and other vulnerable communities who are disproportionately impacted by climate change, including members of its own workforce.</p> <p>PBEM continues to offer disaster preparedness and response training and exercise opportunities to people who have historically been economically disadvantaged, or negatively impacted by service levels through its community resilience team.</p> <p>BES is a partner in multiple collaborative research and coordination groups such as the Disaster Resilience and Recovery Action Group, Green Infrastructure Leadership Exchange, and the Cascadia Lifelines program. BES has not proceeded in benchmarking.</p>	On Track	Ongoing

This is our moment.

City Council declared a climate emergency in 2020, directing City bureaus to restore a safe climate for all Portlanders while centering the needs and priorities of Black and Indigenous communities, people experiencing low income, and community members who are most at-risk and vulnerable to the impacts of climate change.

We've made great strides as a city to address climate change, but more is needed. The climate emergency is here, and it's putting our current residents and future generations at risk. We must move faster to reduce Portland's planet-warming carbon emissions, starting now.



A safe climate is still within reach.

Reducing carbon emissions and preparing communities for climate impacts is crucial to addressing the urgent global climate crisis. The Climate Emergency Workplan outlines the 47 priority actions the City must take in order to meet carbon-reduction and resilience goals while there's still time.

This report highlights significant achievements made in the first year of the program, showcasing tangible progress resulting from dedicated efforts. It's solid, important foundational work that will yield results in the future, but we're not yet reducing carbon nearly as fast we need to. Continued support and investments remain crucial to sustaining and accelerating these accomplishments.

Meaningful climate action in this moment requires a much greater mobilization of resources and collective effort from community, businesses, and policymakers, who all play vital roles in driving transformative change.

Fortunately, we're fully equipped to act, with a Workplan in hand. Portland was once a leader among the global community of cities fighting climate change. By implementing the priority actions in this plan, we can be leaders again.

It's now or never.

WE CHOOSE NOW.

To learn more visit:
portland.gov/bps/climate-action
or email: cityinfo@portlandoregon.gov

City of Portland, Oregon
Bureau of Planning and Sustainability
Progress Report - July 2023



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