1. **Could staff share more information on how transportation emissions correlate with current and historical transportation mode split in terms of % of people driving alone, taking transit, biking, etc. for additional context? How has travel behavior changed as transportation emissions has declined?**

   The City does not have consistent or complete mode share data, except for commute mode share from US census. Both biking and transit mode share have declined in recent years. The census data has shown increases in people working from home during and after the pandemic. We also had one of the highest rates of working from home nationally pre-pandemic. Even with increases in people working from home, it's unclear if there's a rebound effect where people working from home may still be driving more for non-work purposes. Without better ways to measure mode share for all trips it is hard to parse out. What we can say is that most of the reduction in gasoline consumption since 1990 has come from more efficient vehicles and lower per person vehicle miles travelled.

   There are two documents attached to this response with census mode share data since 1990. Both data sets are tracked by Roger Geller at Portland Bureau of Transportation. The first document shows Portland mode share from 1990-2024 and the second document compares changes in mode share 2010-2024 with other leading bike commute cities.

   It is also worth noting that on Joe Broach at Metro presented on 12/5 an early analysis of the Oregon Travel Study, which provides the best recent information on all trip mode split. He indicated that Metro still has a lot of work to do to fully assess travel patterns. Joe presented information on transit, biking and working from home at a recent OTREC Friday Seminar: https://trec.pdx.edu/friday-transportation-seminars-psu

2. **Staff spoke about the necessity of our local utilities meeting their emissions reduction goals for the City to meet our goals. What levers do we have to get those utilities to meet those goals? Are we using carrots, sticks, or both? What percent of emissions are actual vs estimated? Assuming the federal government will not be updating emissions factors in the near term, what plans does this City have for managing EFs which aren't from local utilities?**

   The City tends to use carrots and advocacy with regard to electric utility decarbonization, as there are fewer sticks available. The City does not have the authority to directly regulate electric utility grid decarbonization as this is done by the State of Oregon via the Oregon Public Utilities Commission, or OPUC. Our key levers with electric utilities include using our (1) permitting authority for transmission and distribution infrastructure if and when it's needed within the City, (2) use of the bully pulpit, championing, and advocacy, (3) State legislative agenda, (4) OPUC engagement, (5) Right of Way regulatory authority, (6) voluntary green power purchases, and (7) influence as a large electricity customer. The City also supports renewable energy development through community solar and renewables on City facilities.

   All emission sources are actual, but the scale of some sources must be estimated, downscaled from state data, or modeled due to lack of county-level data. This is a common challenge for US cities. However, most of our emission sources (about 73%) are based on actual metered data, reported directly from utilities or from fuel tax receipts.

   At this point the City has not lost access to any federal emission factors. Inventories run two years behind, so if the federal government were to stop updating emission factors in 2026, Portland

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doesn't need those updated emission factors until 2028. Given this delay, there is time to develop solutions. Portland is a part of broad coalition of non-profit partners and other cities that collectively support development of local government emission inventory protocols, including resources and guidance on emission factors. Organizations like ICLEI (Local Governments for Sustainability), World Resources Institute (WRI), C40 Cities, Carbon Neutral Cities Alliance (CNCA), Carbon Disclosure Project (CDP), and the Climate Registry will all support cities should we lose access to federal data.

3. **What role can the City play to push the utilities to achieve their renewable goals? In CEW E.2 calls for 10% community owned renewable energy – do we have a sense of progress achieved on that and is PCEF the main funder for local renewable energy development?**

   See response above regarding City role.

   The goal underlying CEW E.2 from our 100% renewable energy resolution is 2% community owned by 2030 and 10% by 2050. BPS is monitoring progress on these goals and currently estimates that renewable energy infrastructure is 1.1% community owned, so just over halfway to the 2030 target. This includes community solar systems, voluntary green power purchases, and net metered renewable energy systems in Portland.

   PCEF is funding local renewable energy development, along utility collected public-purpose dollars that are administered via Energy Trust of Oregon. In addition, both Portland General Electric and PacificPower offer voluntary green power programs for homeowners and businesses. However, implementation of HB 2021 with regards to Renewable Energy Certificates, or RECs, is resulting in changes to the value of voluntary green power purchases. BPS may reassess how voluntary green power programs contribute to our overall goal of community-ownership.

4. **It would be great to hear if anyone modeled the possible carbon reductions had the Regional Mobility Pricing Project had gone into effect.**

   Yes, we modeled that pricing in our original version of the Pathways model. Of all the transportation policy scenarios we modeled, pricing unequivocally had the greatest impact on reducing emissions.

5. **Who in city government is offering leadership in addressing the consumer-based emissions? Is this an educational push or a regulatory push?**

   Consumption-based emissions will require the City to use a variety of available powers, from soft powers like education campaigns and legislative advocacy, to using regulatory and purchasing authority.

   Most work on consumption-based emissions to date has been at the Bureau of Planning and Sustainability through Solid Waste and Recycling programs like reuse and repair, deconstruction, and food waste prevention, Climate Team's Clean Industry Initiative, and Planning efforts in single family zoning like residential infill and middle housing. Work at the Portland Bureau of Transportation on active transportation supports reducing the need for car ownership. In addition, Proper Portland is doing some work on clean tech and materials innovation. Lastly, the City also does a lot of work on consumption-based emissions through Procurement, using purchasing

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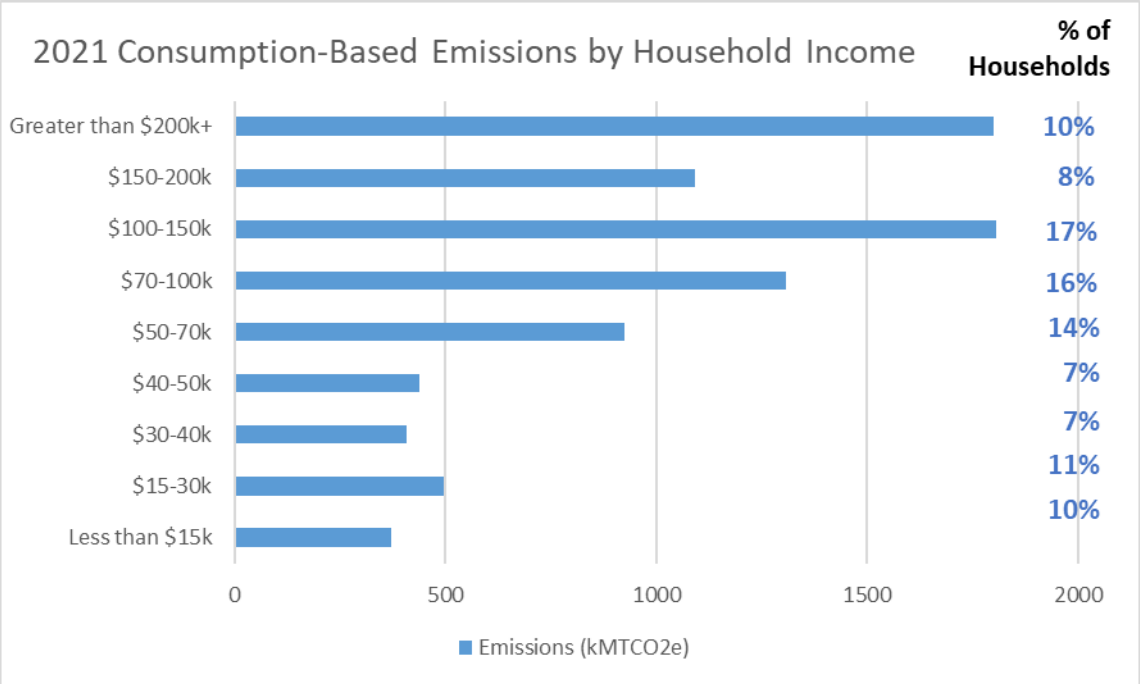
authority, for example our low carbon concrete policy. To see some past work in this area, see the [BPS Sustainable Consumption and Production Report.]

6. **Follow up to Commission question. How have per capita consumption-based emissions based changed and whether increases have been from population growth or increased consumption?** This is a difficult question to answer due to the nature of consumption-based emissions. BPS does not look at consumption-based emissions on a per person basis. Consumption-based emissions are based on final demand (or spending) by households, government, and business capital investments. Given this, it does not make sense to look at CBE on a per person basis because spending is not equal across the population. In fact, it has been found that consumption-based emissions are more corelated to household income than to population. Below is chart showing 2021 Multnomah County household consumption-based emissions by income. Only 35% of Multnomah County Households contribute 54% of consumption-based emissions, resulting from spending by households with incomes over $100K. BPS can provide this data for 2012 and 2015 to look at change over time, but that will require additional analysis by staff.



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