

CITY OF PORTLAND OREGON AND MULTNOMAH COUNTY

CLIMATE ACTION PLAN

PROGRESS

REPORT

APRIL
2017



THE CLIMATE ACTION PLAN IS A ROADMAP TO PORTLAND'S FUTURE. IN 2030:



Homes and businesses will be 25 percent more energy efficient than they were in 2010.



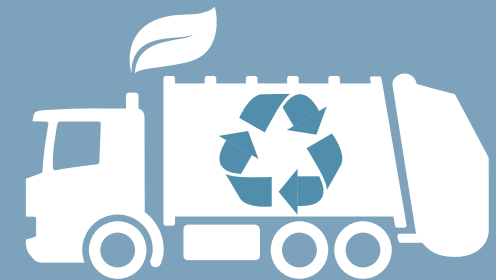
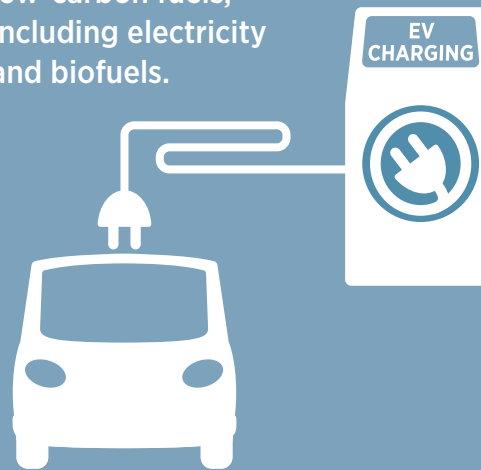
All new buildings will achieve zero net carbon emissions and renewable sources will provide 50 percent of all building energy, compared to 9 percent today.



Eighty percent of residents will be able to easily walk or bicycle to meet all of their basic non-work needs and have safe access to transit, compared to 65 percent today.



More motor vehicles will be powered by low-carbon fuels, including electricity and biofuels.

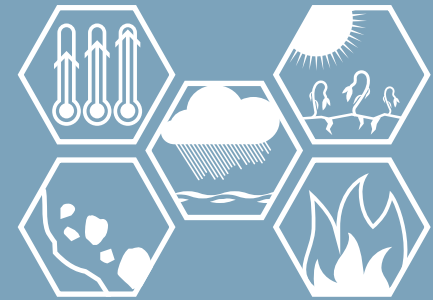


Ninety percent of all waste generated, including food scraps, will be recovered or recycled, compared to 70 percent today, and the amount of waste generated per person will be reduced by a third.

A local food system will enable residents to eat a healthy diet, rich in low-carbon grains, fruits and vegetables.

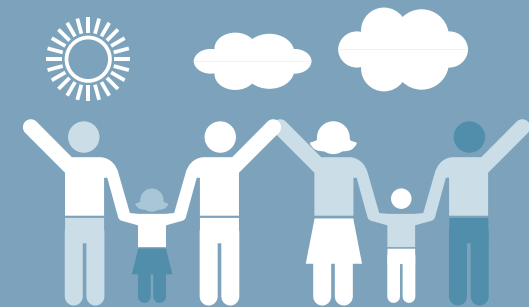
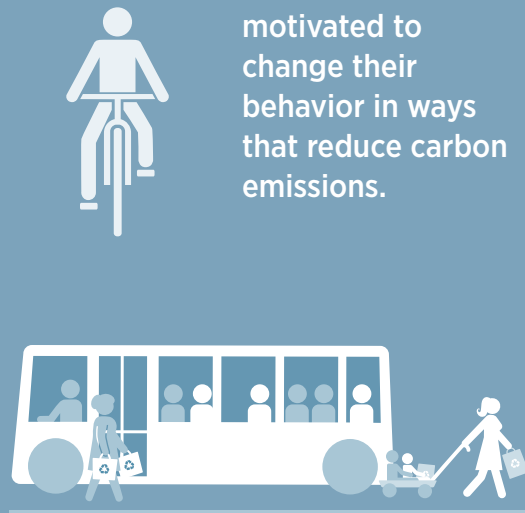


The urban forest canopy will cover at least 33 percent of the city and impervious areas will have been reduced by 600 acres through depaving efforts, ecoroofs and roof gardens.



Residents, businesses and government will be more prepared for the impacts of climate change, including increased heat waves, drought and wildfire in the summer, and flooding and landslides in the winter.

Residents and businesses will be motivated to change their behavior in ways that reduce carbon emissions.

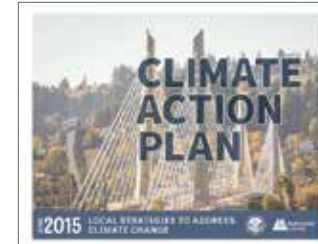


Low-income populations and communities of color will equitably benefit from climate actions and investments, and will be actively engaged in the development and implementation of climate change-related policies and programs.



The operations of the City of Portland and Multnomah County, including street lights, sewage treatment, water pumping, office buildings, community centers and libraries will operate at maximum efficiency and produce 53 percent fewer carbon emissions compared to 2006.

LOCAL STRATEGIES TO ADDRESS CLIMATE CHANGE

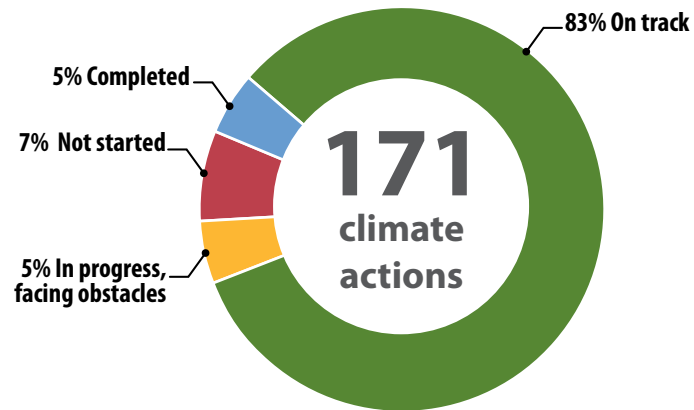


The Portland and Multnomah County 2015 Climate Action Plan charts a path to reduce local

carbon emissions 80 percent below 1990 levels by 2050.

The plan seeks to maximize the economic, social and environmental co-benefits of transitioning away from fossil fuels by focusing on ways to:

- ▶ Strengthen the local economy.
- ▶ Shift to low-carbon patterns of urban development, transportation, buildings and consumption.
- ▶ Create and maintain high-quality jobs that are accessible to all.
- ▶ Improve community livability and public health.
- ▶ Advance social and racial justice.
- ▶ Build strong, resilient infrastructure and support natural systems.



The Climate Action Plan identifies over 170 actions to be completed or significantly underway by 2020. The City of Portland and Multnomah County have been working systematically to implement these actions since adoption. Nearly all of the actions in the 2015 Climate Action Plan are already underway, with 142 (or 83 percent) of those actions on track for completion by 2020. Nine actions have been completed, while 20 have not yet started or are facing obstacles to implementation.

This Progress Report serves as an interim opportunity to evaluate progress so that steps can be taken to adapt and revise implementation strategies as necessary. This report begins with an overview of updated annual data for local carbon emissions, followed by highlights of major accomplishments and an overview of the 2030 Objectives guiding the City's and County's climate action work. An appendix contains implementation details for each action in the 2015 Climate Action Plan.



LOCAL CARBON EMISSIONS



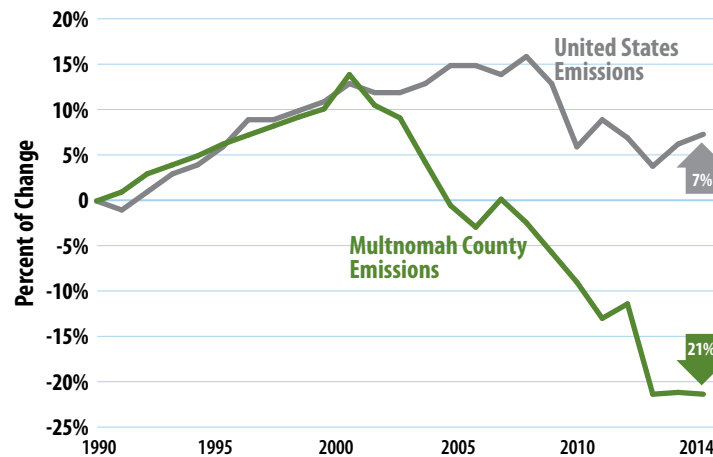
Portland has addressed climate change for nearly 25 years and has steadily cut carbon emissions for more than a decade.

Since 2000, when local emissions peaked, Multnomah County’s emissions have consistently declined. Among other factors, these reductions are due to a combination of:

- Improved efficiency in buildings, appliances and vehicles.
- A shift to lower-carbon energy sources like wind, solar and biodiesel.
- More walking, biking and public transit.
- Reduced methane emissions from landfills and more composting and recycling.

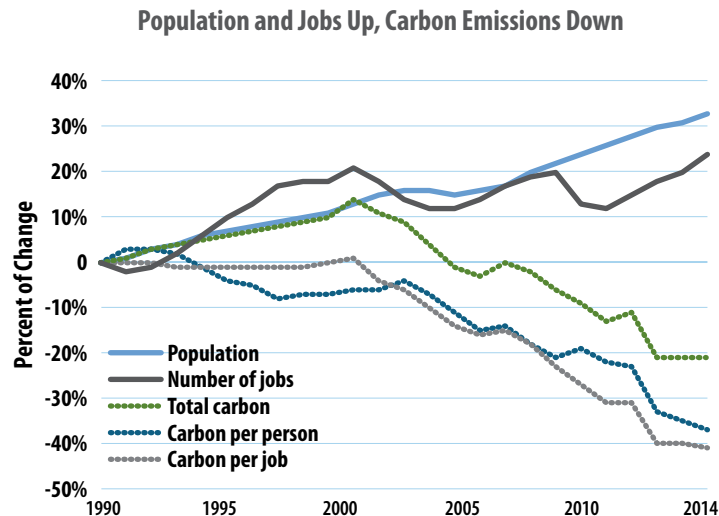
In 2014, total carbon emissions in Multnomah County were 21 percent below 1990 levels. Portland continues to significantly outperform national emissions, which are up 7 percent over 1990 levels.

Local carbon emissions have declined well ahead of the national trend.

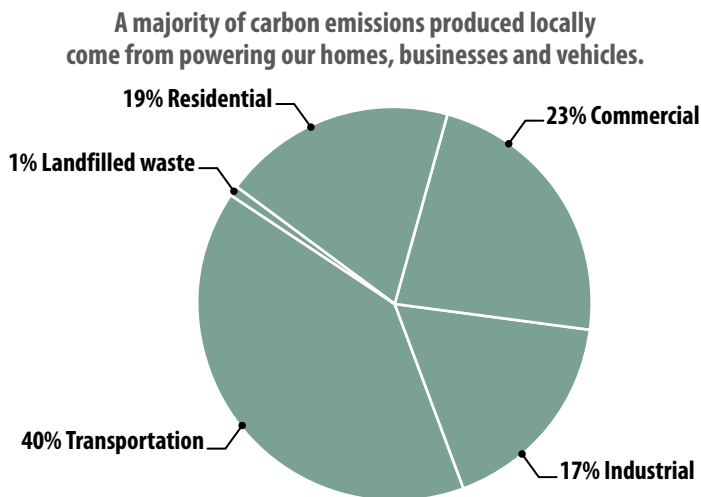


Change in Multnomah County community wide carbon emissions compared to change in United States emissions (1990-2014). Note: Emission numbers have been updated from those presented in the 2015 Climate Action Plan to reflect new electricity emission factors for the Pacific Northwest from the Environmental Protection Agency and revised data on fossil fuel use in Oregon from the U.S. Energy Information Administration. Source: Portland Bureau of Planning and Sustainability

Since 1990, Portland has welcomed 33 percent more people and 24 percent more jobs while carbon emissions have fallen 41 percent on a per person basis. This trajectory demonstrates that it is possible to achieve significant carbon emission reductions while growing the economy and population.



Change in Multnomah County carbon emissions as compared to growth in jobs and population (1990-2014).
Source: Portland Bureau of Planning and Sustainability



Total Multnomah County carbon emissions by sector (2014).
Source: Portland Bureau of Planning and Sustainability

Portland continues to have one of the highest voluntary participation rates in utility green power programs in the country, ranking third nationally in annual green power usage. Voluntary green power programs account for 7 percent of all electricity to residential, commercial and industrial customers in Multnomah County.

Portlanders are also committed to onsite green power, adding over 3,800 solar electric and solar hot water systems since 1990. As a result of onsite green power and energy efficiency investments, total residential electricity sales have declined by nearly 10 percent below 1990 levels.

Local and regional planning has focused growth and development in centers and corridors, increasing access to low-carbon active transportation options like walking, biking and public transit and enabling shorter driving distances. Together with improved vehicle efficiencies, biofuels and electric vehicles, these land-use patterns have resulted in a reduction in total gasoline sales by 7 percent below 1990 levels.

Carbon emissions in 2014 were significantly below 1990 levels in all sectors:

<p>RESIDENTIAL 23%</p>	Total carbon emissions from powering and heating our homes are 23 percent below 1990 levels, even though the County’s population has grown by 33 percent over the same period. This reduction is largely the result of residents investing in energy efficiency, purchasing green power through local utilities, and the overall shift toward lower-carbon electricity sources.
<p>COMMERCIAL 15%</p> <p>INDUSTRIAL 37%</p>	Compared to 1990 levels, total carbon emissions from commercial buildings and the industrial sector have declined 15 percent and 37 percent, respectively, while the total number of jobs has increased by 24 percent. These reductions are largely the result of increased energy efficiency and shifts to lower-carbon fuels, both in direct use and by electric utilities.
<p>TRANSPORTATION 5%</p>	Transportation emissions have fallen 5 percent below 1990 levels, and 14 percent below their peak levels in 2002. These reductions are due to increasingly complete and connected neighborhoods, shifts from driving to walking, biking and transit, vehicles that are more efficient, and renewable fuel standards that have reduced the carbon intensity of transportation fuels.
<p>WASTE 82%</p>	Emissions from landfilled solid waste have declined 82 percent since 1990 as a result of diverting waste from the landfill through recycling and composting and increasing methane capture at landfills.



BENCHMARKING COMMERCIAL ENERGY PERFORMANCE

Portland implemented the first phase of a new policy that requires owners of commercial buildings 20,000 square feet and over to track and report their energy performance, which enables benchmarking against buildings nationally. This policy covers nearly 80 percent of the commercial square footage in Portland, affecting approximately 1,000 buildings. Commercial buildings are one the largest sources of carbon emissions in Portland, and this policy helps building operators track energy use and identify options to improve efficiency, lower energy costs, provide market recognition for the most efficient buildings, and give prospective buyers and tenants information to make informed decisions.



SCORING HOME ENERGY

Portland adopted a policy that requires the disclosure of home energy information on single-family homes at the time a home is listed for sale. Like a miles-per-gallon label on cars, a home energy score provides an easy-to-understand reference point to compare homes. The home energy score takes a market-based approach to cut household energy bills, create jobs and reduce carbon emissions. Requiring energy disclosure allows homebuyers to factor a home’s energy use into their purchasing decision. City staff will spend the next year on program development and rule making with the policy scheduled to take effect January 2018.



GREENING OREGON’S ELECTRICITY SUPPLY

Along with many stakeholders, including the affected utilities, the City and County actively supported the passage of Senate Bill 1547, a 2016 law requiring that Oregon’s large utilities supply 50 percent of all electricity from new renewable resources by 2040. This is a major extension and expansion beyond the previous requirement of 25 percent renewable electricity by 2025. The law also requires that the utilities phase out power from coal-fired plants entirely by 2035. To protect against cost burdens, the law also caps cost increases resulting from compliance at 4 percent in any year.

FINANCING ENERGY EFFICIENCY

Multnomah County and the Portland Development Commission launched PropertyFit, a new financing program that will make it easier for commercial, multifamily, and industrial building owners to invest in energy efficiency and renewable energy. PropertyFit uses commercial property assessed clean energy (CPACE), a financing mechanism that leverages the stability of the property tax system to enable low-cost, long-term loans for up to 100 percent of the costs. There are no up-front costs, and loan payments can be offset by savings from reduced energy use and the value of renewable energy generated. In addition, loan repayment is tied to the property, not the borrower, so the loan can transfer with a property sale. The innovative elements of this program help building owners overcome financial barriers that often discourage investment in energy retrofits.

RESTRICTING FOSSIL FUEL INFRASTRUCTURE

In 2015, the Portland City Council and Multnomah County Board took action to move the community away from fossil fuels by adopting resolutions opposing oil trains carrying crude oil from rolling through Portland and Vancouver, WA. The City also directed bureaus to identify how to use the City's authority to restrict the development and expansion of fossil fuel infrastructure (other than infrastructure to serve direct end users such as gas stations or natural gas pipes to new homes or businesses). City Council subsequently adopted zoning code changes to restrict the expansion of infrastructure whose primary purpose is transporting or storing fossil fuels through Portland or adjacent waterways. The City and County have also adopted divestment policies adding fossil fuel companies to the "do-not-buy" list of corporate securities.





SHARING BIKES

Portland’s bike share system, BIKETOWN, launched in July 2016. The system is one of the smartest and greenest large-scale bike share systems in the nation and consists of 1,000 smart bicycles and 100 stations across the central city and inner neighborhoods. In 2016, over 38,000 people rode BIKETOWN, taking 162,000 trips. Survey data demonstrates a 26 percent auto trip replacement rate. Most (62 percent) local users reported biking more since joining, with 20 percent are either considering or eliminating a personal car because of BIKETOWN. Through a grant from People for Bikes, the Portland Bureau of Transportation and the Community Cycling Center created the BIKETOWN for ALL program. Through partnerships with affordable housing and community organizations, it provides reduced-fare and cash membership options to Portlanders living on low-incomes. BIKETOWN for ALL members took over 700 trips in 2016.



FUNDING TRANSPORTATION IMPROVEMENTS

Portland voters made a strong statement about the importance of sidewalks, safe routes to schools and basic transportation maintenance by approving Portland’s first local funding source for transportation safety and maintenance, a 10-cents per gallon gas tax. This four-year investment will make a big difference in neighborhoods across Portland by helping to expand preventive maintenance that saves money and prevents potholes. The funding will also reduce fatalities on High Crash Corridors, make it safer for children to walk to school and make it easier for Portlanders to bike and walk to meet their daily needs by improving sidewalks, street crossings and bike routes.

PLANNING THE PORTLAND REGION'S FUTURE

Portland and Multnomah County's cornerstone land-use plans, including their Comprehensive Plans and the Transportation System Plans, were updated to achieve the vision of making the Portland region a place where most people can live healthy lives with access to good jobs, safe streets and bikeways, affordable housing, clean air and water, walkable neighborhoods, quality transit service and beautiful parks. The planning projects incorporated guiding principles and project evaluation criteria that prioritized economic prosperity, human health, environmental health, equity, resilience and carbon reduction.



PURSUING INCLUSIONARY HOUSING

The City and County actively lobbied for the 2016 adoption of Senate Bill 1533 to lift Oregon's preemption on inclusionary housing. This change means that local governments can harness the economic power of the private market to increase the supply of affordable housing. Inclusionary housing makes it easier for people of all incomes to reduce their carbon footprint by living in a mixed-use, walkable neighborhood, and benefit from living in high amenity climate smart communities. The City has adopted inclusionary housing programs and policies to produce much needed housing at 80 percent and 60 percent median family income levels, maintain income diversity in neighborhoods and to promote economic inclusion as the city changes.



REQUIRING DECONSTRUCTION AND SALVAGE

Portland adopted a requirement that projects seeking a demolition permit of a house or duplex must fully deconstruct that structure if it was built in 1916 or earlier, or is a designated historic resource. About 300 single-family homes are demolished each year in Portland. This produces thousands of tons of waste, a majority of which could be salvaged for reuse. With Council's unanimous approval of the ordinance, Portland became the first city in the country to ensure that valuable materials from demolished houses are salvaged for reuse instead of crushed and landfilled. Portland is currently working with community partners to offer training and certification for contractors interested in working on deconstruction projects covered by this new law.





CAR-FREE CROSSING OF THE WILLAMETTE

Tilikum Crossing: Bridge of the People, the largest car-free bridge in the United States, was completed in 2015. As the latest addition to our cityscape, Tilikum Crossing carries the Portland Streetcar, the MAX Orange Line, TriMet buses and cyclists and pedestrians. As part of the \$1.49 billion Portland-Milwaukie Light Rail Project, Tilikum Crossing makes it even easier for residents throughout the region to get to important destinations like Portland State University, Oregon Health Sciences University (OHSU), the Central Eastside Industrial District and the Oregon Museum of Science and Industry (OMSI). For decades, Portland has set itself apart from the rest of the country by emphasizing high-quality road, rail, bridge, bike lane and sidewalk projects. As a first-of-its-kind car-free bridge, Tilikum Crossing continues this tradition of excellence.



HELPING RESIDENTS SAVE MONEY

Nearly 1,500 people attended three free Fix-It Fairs, which connect community members with resources from 60 exhibitors to help implement carbon-reduction activities at home. Residents attended Repair Cafés at the fairs where volunteers fixed broken items participants brought from home (e.g., candelabras, watches, toaster ovens, shoes) diverting them from the landfill. Lunch and childcare, as well as Spanish-language workshops, bilingual staff, volunteer interpreters and translated materials were provided to improve access to all Portlanders. Of the participants who attended this year's fairs, 12 percent speak Spanish, 4 percent speak Chinese and 2 percent speak Vietnamese at home.

INCREASING RECYCLING AND COMPOSTING; REDUCING GARBAGE

Portland recycles or composts 70 percent of its solid waste. With the addition of weekly food scrap composting service and shift to every-other-week garbage collection in 2011, residential garbage taken to landfills has decreased by 33 percent, and curbside collection of yard debris and food scraps has more than doubled. In the past year, staff and volunteers engaged 500 businesses and 18,000 residents on recycling, composting and reducing food waste, among other topics. For the fourth year in a row, Portland has maintained or lowered the cost of residential garbage, recycling and compost collection. The decrease is due both to Portlanders throwing away less garbage and to garbage and recycling companies operating with increased efficiency.



GROWING FOOD AND COMMUNITY

The Malden Court Community Orchard was created on City-owned property through a partnership with the nonprofit Green Lents and neighborhood residents. Prior to this project, the land was covered by 8-foot tall Himalayan blackberries, and attracted trash and nuisance activities for decades. With assistance from the Oregon Department of Environmental Quality and Business Oregon, the property was completely remediated and transformed into a food forest of fruit-bearing trees, shrubs and native plants. In addition to food production, this safe and inclusive oasis includes a children's space and educational signage, incorporates best practices for watershed health, provides pollinator habitat, and sponsors on-site food knowledge and skills classes for a diverse community.



INCREASING ACCESS TO HEALTHY, LOCAL FOODS

Multnomah County, in partnership with Zenger Farms, has started an innovative community supported agriculture (CSA) program that is combating chronic illnesses among people whose access to fresh, healthy food is limited by geography or income. Clients at four participating County health clinics do not have to pay upfront for the entire season which can be a barrier to participating in traditional CSA programs. Participants can also use SNAP benefits and have their contributions matched by grant dollars to reduce costs. The program also provides education to clients about healthy recipes tailored to the produce available each month. Multnomah County has also worked with low-income populations and communities of color to access opportunities for healing and skill-building at the County CROPS farms. As a result, a diverse group of community members have contributed over 2,000 hours of service learning at the farm, helping to grow over 17,000 pounds of local organic food for Snow Cap Charities.





BRINGING NATURE INTO THE CITY

In partnership with Portland residents and schools, significant steps were taken to green the city through planting trees and other vegetation, removing invasive species (200 acres in Forest Park alone), improving watershed health and creating new wildlife habitat. The Urban Forestry Stewardship Funding grant program aided low-income homeowners with removal and replacement of dead or dangerous trees, and the Learning Landscapes program planted over 70 trees at nine school sites in low-canopy areas with the help of nearly 700 students and teachers. Approximately 50 educational workshops on maintenance and preservation of trees were held in 15 of Portland’s low-canopy neighborhoods, and tree inventory and outreach efforts were focused in East Portland.



BUILDING RESILIENCE TO A WARMING CLIMATE

Climate change is projected to bring hotter average temperatures and an increased number of heat waves to the Portland region. Some areas will see even higher temperatures due to a lack of tree canopy and higher percentage of buildings and roads (known as urban heat islands). Similarly, some individuals are more impacted by increased temperatures, such as children, older adults and people with pre-existing health conditions. Faculty and students at Portland State University have been working with the City, County and other stakeholders to develop interactive online maps detailing these factors and model the effectiveness of potential mitigation measures, such as planting more trees, to reduce localized urban temperatures.

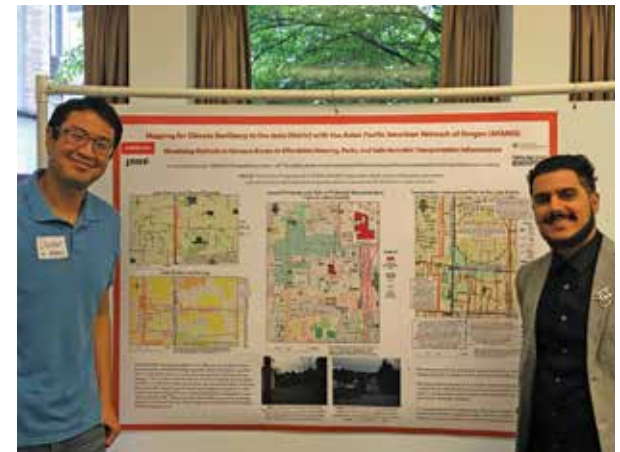


PROTECTING THE COMMUNITY

In 2015 the Multnomah County Health Department began using a new statewide data system to monitor emergency department visits for heat-related illness and initiated a harmful algal bloom advisory protocol. The Health Department also secured grant funding to partner with community based organizations to understand climate impacts among vulnerable populations, and calculated and mapped an index of vulnerability to climate change. During heat events in 2015 and 2016, Multnomah County activated its recently developed heat response plan, which included extended hours for senior centers and an education campaign targeting vulnerable populations (visit www.multco.us/help-when-its-hot).

BUILDING COMMUNITY CAPACITY

Through a partnership with Portland State University (PSU), and through a generous donation from the PSU Bookstore, 10 climate action-focused student interns were placed in community-based organizations that serve Portland's under-served and under-represented communities. Organizations included the Coalition of Communities of Color, Community Cycling Center, KairosPDX, OPAL Environmental Justice, City Repair Project, Ecumenical Ministries of Oregon, Asian Pacific American Network of Oregon, Rose Community Development and Wisdom of the Elders. These internships provided the organizations with additional capacity to make progress on addressing climate change issues, while also providing the students with an opportunity to gain valuable professional experience. A second round of internships is currently underway.



WALKING THE TALK

The City and County continue to implement sustainable best practices to improve the energy efficiency of government buildings and infrastructure and to reduce carbon emissions. By the end of 2016, 100 percent of the electricity used by City operations came from renewable sources, and 9 percent of that renewable energy is generated on-site through large biogas-fueled turbines at the wastewater treatment plant as well as solar arrays on City buildings and properties. Over 36,000 streetlights have been upgraded to LED lights, which is 75 percent of all City-owned lights of this style. Similarly, Multnomah County converted the 2,200 streetlights in the Mid-County Lighting District to LEDs. Of 125 vehicles identified in the City's fleet to convert to electric vehicles, 80 are already purchased and in service. Waste reduction efforts continue in both City and County buildings, and eight new City work sites were Sustainability at Work certified in the past year.



ELECTRIFYING TRANSPORTATION

In December 2016 Portland's City Council voted unanimously to adopt the City's 2017 Electric Vehicle Strategy. Increasing electric-vehicle awareness, expanding access to vehicle options and chargers, electrifying fleets and supporting electric vehicle-related innovation are among the key tenets of the Strategy. Reducing barriers and improving access to electric vehicles, particularly for many low-income people and communities of color, is a critical step for creating mobility solutions that are equitable. The City will also explore policy options to require new commercial buildings, including apartments and condominiums, to be built with cost effective charging infrastructure.



SUMMARY OF 2030 OBJECTIVES



BUILDINGS AND ENERGY:

Actions 1A through 3G

- Reduce the total energy use of all buildings built before 2010 by 25 percent.
- Achieve zero net carbon emissions in all new buildings and homes.
- Supply 50 percent of all energy used in buildings from renewable resources, with 10 percent produced within Multnomah County from on-site renewable sources, such as solar.



URBAN FORM AND TRANSPORTATION:

Actions 4A through 7F

- Create vibrant neighborhoods where 80 percent of residents can easily walk or bicycle to meet all basic daily, non-work needs and have safe pedestrian or bicycle access to transit.
- Reduce daily per capita vehicle miles traveled by 30 percent from 2008 levels.
- Improve the efficiency of freight movement within and through the Portland metropolitan area.
- Increase the fuel efficiency of passenger vehicles in use to 40 miles per gallon and manage the road system to minimize emissions.
- Reduce lifecycle carbon emissions of transportation fuels by 20 percent.



CONSUMPTION AND SOLID WASTE:

Actions 8A through 11G

- Reduce consumption-related emissions by encouraging sustainable consumption and supporting Portland businesses in minimizing the carbon intensity of their supply chains.
- Reduce food scraps sent to landfills by 90 percent.
- Reduce per capita solid waste by 33 percent.
- Recover 90 percent of all waste generated.



FOOD AND AGRICULTURE:

Actions 12A through 12E

- Reduce the consumption of carbon-intensive foods.
- Support a community-based food system.

URBAN FOREST, NATURAL SYSTEMS AND CARBON SEQUESTRATION:

Actions 13A through 13I

- Sequester carbon through increased green infrastructure (trees, plants, soil) and natural areas.
- Reduce effective impervious areas by 600 acres.
- Expand the urban forest canopy to cover at least one-third of the city, with a minimum canopy cover of 25 percent of each residential neighborhood and 15 percent of the central city, commercial and industrial areas.



CLIMATE CHANGE PREPARATION:

Actions 14A through 16I

- Reduce risks and impacts from heat, drought and wildfire by preparing for hotter, drier summers with increased incidence of extreme heat days.
- Reduce risks and impacts from flooding and landslides by preparing for warmer winters with the potential for more intense rain events.
- Build City and County staff and community capacity to prepare for and respond to the impacts of climate change.



COMMUNITY ENGAGEMENT, OUTREACH AND EDUCATION:

Actions 17A through 18F

- Engage communities, especially impacted under-represented and under-served populations, in the development and implementation of climate change-related policies and programs.
- Motivate all Multnomah County residents and businesses to change their behavior in ways that reduce carbon emissions.

LOCAL GOVERNMENT OPERATIONS:

Actions 19A through 19U

- Reduce carbon emissions from City and County operations by 53 percent from FY 06-07 levels.

IMPLEMENTATION:

Actions 20A through 20N

- Build City and County staff and community capacity to ensure effective implementation and equitable outcomes of climate action efforts.

APPENDIX: IMPLEMENTATION DETAILS FOR ALL ACTIONS

Acronyms for City bureaus and County departments are defined below. These references indicate the agencies that are actively implementing the efforts(s) being highlighted for any given action in this Progress Report. In many cases several other internal and external partners are involved with the implementation of an action and may not be listed here.

City acronyms

- BDS = Bureau of Development Services
- BES = Bureau of Environmental Services
- BPS = Bureau of Planning and Sustainability
- OGR = Office of Government Relations
- OMF = Office of Management and Finance
- PBEM = Portland Bureau of Emergency Management
- PBOT = Bureau of Transportation
- PDC = Portland Development Commission
- PP&R = Portland Parks and Recreation
- Water = Portland Water Bureau





County acronyms

- DCA = Department of County Assets
- DCHS = Department of County Human Services
- DCJ = Department of Community Justice
- DCM = Department of County Management
- DCS = Department of Community Services
- HD = Health Department
- MCEM = Multnomah County Office of Emergency Management
- MCSO = Multnomah County Sheriff's Office
- OS = Multnomah County Office of Sustainability







This appendix details the progress made to date by the City and County in implementing the actions contained in the 2015 Climate Action Plan.





The rating system used in this report places actions into four categories:

	Blue: The action is completed.
	Green: The action is on track for completion by 2020.
	Yellow: The action is in progress, but may face significant obstacles to showing achievement by 2020.
	Red: The action has not yet been started or little progress has been made toward achieving it.

ACTION STATUS SUMMARIES

PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
BUILDINGS AND ENERGY		
	1A Commercial Energy Performance Benchmarking — Implement energy performance tracking and annual reporting program for commercial buildings and explore options for multifamily buildings. Support improved access to utility data for building owners and managers seeking to improve energy and water performance.	In coordination with Portland utilities, annual energy performance benchmarking and reporting began in 2016 for over 400 of Portland's largest commercial buildings. An analysis of this first year of reporting was conducted by Portland State University, and a summary statistics report was released in September 2016. In 2017, the building size compliance threshold drops from 50,000 to 20,000s square feet — bringing the total to approximately 1,000 commercial buildings reporting energy performance annually to the City.
	1B Residential Energy Performance Ratings — Require energy performance ratings for all homes so that owners, tenants and prospective buyers can make informed decisions about energy costs and carbon emissions.	City Council adopted an ordinance in December 2016 requiring sellers of single-family homes to obtain an energy performance report for the home from a licensed home energy assessor and to include the energy information in real estate listings and to prospective buyers who visit the home. The new law takes effect in January 2018.
	1C Energy Partnerships — Establish long-term partnerships to coordinate equitable access to energy-efficiency resources, incentives, assistance, financing, outreach, education and other tools to residents and businesses. Support neighborhood efforts, including ecodistricts, to improve energy performance of buildings.	BPS continues to support Portland ecodistricts, including implementation of the Lloyd Ecodistrict Energy Action Plan and formation of the South of Market Ecodistrict's Energy Efficiency Working Group. Also in 2016, BPS initiated an Energy Reporting Help Desk to assist commercial building managers with policy compliance and connect them to energy-efficiency resources, incentives and free workshops offered by the Energy Trust of Oregon, Northwest Energy Efficiency Alliance and Portland General Electric.
	1D Operations and Maintenance — Work with partner organizations to promote building retro-commissioning and operation and maintenance practices that improve affordability, comfort, indoor air quality and energy efficiency in all commercial and multifamily buildings.	In August 2016, BPS and its partners including the New Buildings Institute, Earth Advantage, Energy Trust of Oregon and Portland State University received a grant from the US Department of Energy to bridge the gap between the City's Energy Performance Reporting data and BDS building permit information. This project will identify the characteristics of commercial buildings that have the greatest potential to improve energy efficiency through improved operations and maintenance.

 **COMPLETE**
 **ON TRACK**
 **IN PROGRESS**
 **NOT STARTED**

PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>1E Funding — Establish a clean energy fund to invest in energy efficiency and renewable energy projects. Develop and expand financing tools such as Enhabit and commercial Property Assessed Clean Energy that are broadly accessible to households and building owners, including rental properties, throughout the community. Remove financial barriers to building retrofits, including limiting property tax increases due to completed energy projects.</p>	<p>Multnomah County and the Portland Development Commission have launched PropertyFit, a commercial property-assessed clean energy financing program. PropertyFit offers qualifying commercial, industrial, and multi-family property owners affordable, long-term financing for energy efficient and renewable energy related building improvements. Financing is secured with a benefit assessment lien on the property that is akin to a limited improvement district assessment often used by local governments to finance sewer and road improvements. As such, the financing is attached to the property, not the owner, allowing for the unpaid balance of the assessment to be transferred with the building upon sale.</p>
	<p>1F Residential Retrofits — Partner with Enhabit, Energy Trust of Oregon, utilities and contractors to retrofit 1,000 homes and improve the efficiency of 1,000 multifamily units per year. Establish minimum standards for rental housing.</p>	<p>The County continues to support the Cully Wx 2.0 project, which focuses on addressing displacement through home energy, health and safety interventions. The County, City and a number of community partners have submitted an application to form a local Green and Healthy Homes Initiative (GHHI) chapter. A local GHHI chapter will allow the braiding of resources and service deliver across health, energy and safety programs to serve more low income households better. Enhabit has completed energy efficiency retrofits on 600 homes in Portland between June 2015 and July 2016.</p>
	<p>1G Small Commercial — Support energy efficiency improvements to small commercial buildings, especially in under-served communities. Ensure financial tools such as Commercial Property Assessed Clean Energy can be used by small commercial buildings.</p>	<p>Multnomah County and PDC jointly developed PropertyFit (CPACE program). It is available to small commercial buildings and will be a focus for pilot projects in 2017.</p>
	<p>1H Carbon Price — Support a statewide carbon tax or cap to generate new funding for carbon reduction while alleviating regressive impacts. If the state does not adopt a carbon price, the City will consider local adoption of a carbon pricing mechanism. Prioritize local investments that create jobs and benefit low-income populations and communities of color.</p>	<p>The City and County have included statewide action on climate change, including “capping and establishing a price for carbon pollution,” in its Legislative Agenda, and several bills to cap carbon emissions received serious consideration in the 2016 legislative session. The County is supporting community efforts to advocate for a just climate policy, through research and technical support, and has advocated for a strong environmental justice focus in the DEQ cap and trade study that will be completed in 2017.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	1I Weatherization Requirement — Explore removing the City Charter weatherization prohibition to allow requirements for energy efficiency improvements at the time of sale. Consider benefits and address burdens to low-income populations and communities of color in any future requirements.	The City has not convened a Charter Review Commission since the 2015 CAP was adopted. At the time a Charter Review process is initiated, staff intend to identify the restriction on weatherization as an issue to be considered in the process.
	2A Oregon Building Code — Continue participating actively in the process to revise the Oregon building code to incorporate performance that targets net-zero energy by 2030.	BPS and OS continue to track the State of Oregon's progress on updating the Oregon Energy Efficiency Specialty Code.
	2B Minimum Performance — Establish minimum energy performance targets for new construction and major renovations.	In 2017, Portland City Council will consider an update to the Central City Plan that includes a requirement for all new construction and major renovations to buildings greater than 50,000 square feet to register for green building certifications that increase energy performance.
	2C Net-Zero Energy Projects — Build market demand for net-zero energy buildings through incentives, education, demonstration projects, partnerships and recognition.	BPS advocates that projects pursue net-zero energy approaches when available. This initiative will be a focus of work in coming years.
	2D System Development Charges — As part of upcoming renewal of systems development charge methodologies, evaluate options that could promote housing affordability, reduce environmental impacts and fund capital projects that meet climate action objectives.	The City has not undertaken a broad review of SDCs since the 2015 CAP was adopted.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>3A Electricity Supply — a) Collaborate with Portland General Electric, Pacific Power, customers and stakeholders to reduce the carbon content in Portland’s electricity mix by 3 percent per year. b) Communicate with utilities and the Oregon Public Utility Commission on the critical importance the City and County place on reducing the carbon content of electricity delivered to the City, County and other customers. c) Mitigate potential cost burdens to low-income households principally through efficiency measures that reduce energy use and cost.</p>	<p>In 2016, SB 1547 was passed and signed into law, requiring that Oregon’s large utilities supply 50 percent of all electricity from new renewable resources by 2040. This is a major extension and expansion beyond the previous requirement of 25 percent renewable electricity by 2025. The law also requires that the utilities phase out power from coal-fired plants entirely by 2035. To protect against cost burdens, the law also caps cost increases resulting from compliance at 4 percent in any year. The City actively supported the bill together with many other stakeholders, including the affected utilities. The County continues to advocate for reducing carbon emissions while prioritizing reducing burdens on low-income households in related OPUC and legislative processes.</p>
	<p>3B Installed Solar and Solar Access — Add another 15 megawatts of installed solar photovoltaic capacity. Motivate and assist households and businesses throughout the community to install solar. Revisit City solar access policy and regulations, recognizing changing conditions due to the proliferation of residential rooftop solar energy systems.</p>	<p>Another 6 MW of solar were installed from the beginning of 2015 through the first half of 2016. BPS continues to work on streamlining permitting, planning and zoning procedures to help bring the soft costs of solar down. BPS has coordinated monthly meetings with BDS and Energy Trust to review solar program guides and to develop a clearer path to permitting commercial ballasted systems. The County has begun exploring ways to support solar PV installations on affordable housing as part of the statewide Clean Power Plan and other federal and state policies. In 2017, the County will focus on this area.</p>
	<p>3C Community Solar — Support the development of community solar projects that benefit all residents, particularly communities of color and low-income populations.</p>	<p>The City and County participated in Oregon Public Utility Commission (PUC) proceedings that resulted in a comprehensive set of community solar recommendations from the Commission to the Oregon Legislature in late 2015. The City and County advocated strongly in these proceedings for the inclusion of a target for low-income participation in the program. These recommendations were largely adopted into landmark legislation passed in 2016. The PUC has begun administrative rule making around community solar and a program is expected to launch by middle of 2017. The statute calls for 10 percent of customers in the community solar program to qualify as low-income.</p>
	<p>3D Renewable Energy Policy — Participate in statewide policy discussions to expand the market in Oregon for renewable energy, including solar, wind, geothermal, biogas and biomass, and remove barriers to widespread participation in renewable energy programs like community solar.</p>	<p>The City and County have participated in several relevant PUC dockets and legislative proceedings related to renewable energy policy. This includes PUC proceedings on community solar, solar incentive program design, voluntary renewable energy tariffs, resource value of solar and renewable portfolio standard (RPS) legislation (Clean Electricity and Coal Transition Act of 2016). The City and County have and will continue to advocate for a statewide community solar program that ensures low-income households are able to participate.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	3E Biogas — Continue to support development of local and regional biogas resources, including anaerobic digestion of food scraps, while minimizing disproportionate impacts on low-income populations and communities of color.	BPS is participating in Metro’s process to seek proposals for additional composting capacity in the region. This capacity could be in the form of anaerobic digestion. BPS will support increasing regional composting capacity and using an equity lens when making siting or operational decisions that could disproportionately impact low-income populations or communities of color.
	3F District Systems — Continue to support development and expansion of low-carbon district heating and cooling systems.	BPS continues to monitor and support efforts to develop or expand low-carbon district energy systems in Portland.
	3G Fossil Fuel Exports — Establish a fossil fuel export policy that considers lifecycle emissions, safety, economics, neighborhood livability and the environment; at the state level, oppose exports of coal and oil through Oregon.	In November 2015, City Council adopted Resolution 37168 that opposed “expansion of infrastructure whose primary purpose is transporting or storing fossil fuels in or through Portland or adjacent waterways.” The resolution also identified several exceptions, including infrastructure improvements in safety, efficiency or seismic resilience. The recently adopted Comprehensive Plan also included policy language to “limit fossil fuel distribution and storage facilities to those necessary to serve the regional market.” In December 2016, City Council adopted zoning code changes to implement the direction of Resolution 37168. The County completed a study of risks of oil by rail through Multnomah County and has adopted a policy to oppose oil by rail through Multnomah County, and any projects that support increases in oil by rail shipments. The policy also calls for completion of a Health Impact Assessment before approval of any oil transfer/storage permits by any state, regional or federal agency.

URBAN FORM AND TRANSPORTATION

	4A Multimodal Transportation Funding — Support a new state multimodal transportation funding source for transit, bicycle and pedestrian services and facilities. Advocate for including provisions that prioritize transit and multimodal designs for facilities.	The City is partnering with the Oregon Transportation Forum to advocate for additional funding for multi-modal transportation. Transportation Funding is expected to be a major issue in the 2017 legislative session and the legislature convened a Joint Committee on Transportation Preservation and Modernization, which has been working since May to identify statewide transportation funding priorities.
	4B State Transportation Funding — Support adoption of a road usage and fuel efficiency charge as a long-term replacement for declining gas tax revenue.	Portland continues to support ODOT’s OreGo pilot project for charging a road user fee. In addition, the Oregon Transportation Forum and Governor’s Visioning panel made recommendations for indexing the gas tax to inflation and loss of revenue from more efficient vehicles.



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>4C City Transportation Funding — Establish a stable funding source adequate to maintain the existing transportation system and to invest in transportation capital projects and programs that reduce carbon emissions and improve equity.</p>	<p>In May 2016, voters approved a temporary ten-cent per gallon tax on motor vehicle fuel for vehicles under 26,000 pounds. It is estimated that this new tax will generate an additional \$64 million for street repair and traffic safety projects over the next four years. Also, pedestrian, bicycle and transit access projects which will help meet carbon emission goals, will be completed. The specific project list also prioritizes important projects in under-served East Portland. In addition, City Council created a new Heavy Vehicle Use Tax that will generate \$10 million from vehicles over 26,000 pounds. Although the new taxes will generate \$74 million of additional transportation revenue for projects over the next four years, there is still a much larger ongoing need.</p>
	<p>4D Youth Transit Pass — Seek to provide transit passes to all youth, including securing funding for youth transit passes.</p>	<p>In the FY16/17 budget, the City allocated one-time General Fund to pay for the youth transit pass program. The City still needs to find an ongoing and sustainable source of revenue for this service. The County has initiated conversations around expanding the youth pass program to East County school districts and has included support for state funding for youth pass programs and a low-income fare in its 2017 legislative agenda.</p>
	<p>4E Urban Growth Boundary — Continue to advocate for growth within the existing Urban Growth Boundary: a) Prioritize elements of the Climate Smart Communities scenarios that have the greatest potential for reducing carbon emissions. b) Give priority to state and local goals for carbon emissions reduction and climate change preparation in the Urban Growth Report and Metro’s growth management decisions. c) Maximize benefits and consider impacts to communities of color and low-income populations when making Urban Growth Boundary decisions. d) Protect natural resources and increase access to nature and open space within the Urban Growth Boundary.</p>	<p>The City and County advocated for and Metro Council ultimately chose not to expand the Urban Growth Boundary in 2015 for the first time in a decade. PBOT identified transportation demand management (TDM), parking and bicycle improvements as key short-term actions. All major projects were evaluated for climate benefit in the TSP project list that was adopted by Council in June 2016; PBOT has applied for, and received, funding for several bike and multimodal projects likely to reduce vehicle climate pollution. TDM policy recommendations are included as part of the Comp Plan/TSP implementation package. In 2014, Metro adopted the Climate Smart Strategy for the Portland Metropolitan Region. One of Metro’s adopted Six Desired Outcomes is that the region is a leader in minimizing contributions to global warming. In 2016, the City and County supported Metro’s adoption of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion, which includes the development of a racial equity analysis and decision-support tool as a core component. This tool will help ensure that the needs and impacts on historically under-served populations will be considered in Metro decisions including those concerning the Urban Growth Boundary. In 2016, Metro adopted the Parks and Nature System Plan, which in part aims to create opportunities to enjoy nature close to home through a connected system of parks, trails and natural areas. In November 2016, voters decided to extend Metro’s Parks and Natural Areas Local Option Levy, which helps provide funding for connecting people with nature across Metro’s 17,000 acres of parks, trails and natural areas.</p>



PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	4F Orphan Highways — Work with the Oregon Department of Transportation, legislators and other stakeholders to identify appropriate strategies for orphan highways (e.g., Powell, 82nd Ave., Barbur Blvd., Lombard), including changes in operations, design, management and ownership.	Thanks to community advocates, state legislators, ODOT and the City of Portland, during the 2015 legislative session funding was allocated to implement safety improvements on portions of Outer Powell. The City of Portland will continue to advocate for additional resources for Outer Powell and other orphan highways in the 2017 state legislative session.
	4G 2018 Regional Transportation Plan (RTP) — Prior to the 2018 RTP, work with Metro and other local governments to: a) Establish a method for projecting the lifecycle carbon emissions of land use and transportation investments. Include consideration of embodied energy, operations and maintenance. b) Align regional mode share targets with carbon reduction targets and encourage the development of mode share targets specific to the varying community needs and transit infrastructure around the region.	The 2018 Regional Transportation Plan (RTP) update is underway. Metro will use the regional forecasting toolkit to assess system-level performance of plan investment alternatives, including reduction of carbon emissions from transportation. Current regional forecasting tools do not account for the lifecycle of carbon emissions. Metro will work with Portland staff and other partners to define the purpose and an approach for developing or acquiring lifecycle carbon emissions estimation techniques. Updated performance targets will be developed in 2017 as part of the RTP update. The County is working with Metro and regional partners to ensure that the 2018 RTP prioritizes investments in support of maintaining the current urban growth boundary, active transportation, health and equity.
	4H Regional Transportation Demand Model — Work with Metro to refine the regional travel demand model to improve projections of vehicle demand and non-auto mode share. Utilize forecasting tools and methodologies that identify investments that minimize carbon emissions.	The 2018 RTP investment alternatives will be subject to an emissions analysis in 2017. Metro constantly works to improve the validity and sensitivity of its forecast models. Data from multiple sources are used in this effort. Examples include the American Community Survey, Journey to Work data, the household travel behavior survey, observed travel time data (INRIX, HERE), traffic counts, transit patronage and bike counts (though limited). Metro recently upgraded the sensitivity of its bicycle submodel to the presence of bicycle infrastructure and has purchased two additional bicycle counters and are working in cooperation with City staff to deploy on key Portland bridges and other regional facilities in rotation to improve bicycle submodel validation. Travel demand forecasts supporting the RTP alternatives (investments) analysis will include metrics produced by the bicycle submodel. Metro is also collaborating with regional academics and practitioners on the potential development of a pedestrian demand estimation tool.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>4I TriMet Service Enhancement Planning — Participate in TriMet’s Service Enhancement planning project by providing technical assistance and detailed knowledge of local community development conditions and needs.</p>	<p>PBOT, with coordination and input by BPS, have participated in the development of several TriMet Service Enhancement Plans (SEP), including the completed plans for Southwest, Eastside and North/Central. The Southeast SEP is in the refined draft stage. Input and recommendations by City staff were informed by current ridership demand, future demand based on the Comprehensive Plan household and job growth scenarios for 2035 and equity considerations, including what areas of the City are less served by transit, where people who are more likely to depend upon transit live and where job opportunities exist or are anticipated to increase, particularly living-wage/middle-wage jobs. City staff is now working with TriMet on how to prioritize service enhancement implementation with the funding to become available over the next 10 years from the recent employee payroll tax increase that went into effect on January 1, 2016. It is forecasted that this new revenue will cover roughly one-third of the cost to implement all of the TriMet Service Enhancement Plans. Additional funding is needed to fully fund them. The County, through its role in the East Multnomah County Transportation Committee (EMCTC), has provided technical support and advocated for the needs of communities in East County in the final refined Eastside Service Enhancement Plan. The County is supporting the implementation of the Plan through the East Multnomah County Transportation Committee.</p>
	<p>4J Decision Making — Develop and use a transparent and inclusive decision-making framework designed to achieve climate, equity, safety, health and prosperity goals when making major infrastructure, transportation, land use, community development and project development plan and investment decisions. Consider existing systems, like STARS and MOSAIC, as models.</p>	<p>The draft Transportation System Plan (TSP) Major Projects Performance Report lays out in detail the process undertaken by PBOT staff in 2014 and early 2015 to develop and apply outcome-based criteria to evaluate the candidate major projects for the TSP update. This process was used to improve system performance and decision-making transparency, and to ultimately to produce a list of major transportation improvements that is better aligned with adopted goals and policies. Evaluation included criteria such as climate impact, equity, health, safety, neighborhood access and economic benefit. The County’s Equity & Empowerment Lens guides its planning and decision making process. Multnomah County applied the STARS framework on the design of the Arata Road project. Experience of using STARS has been incorporated into the County’s Transportation Capital Improvement Plan & Program (CIPP), which strongly prioritizes community health and livability. The values of the CIPP and the Equity & Empowerment Lens and have been incorporated into the County’s Title VI plan.</p>
	<p>4K East County Transportation System Plans — The County will advocate and provide technical support for including carbon emission reduction, health and equity criteria in local government Transportation System Plans.</p>	<p>The County provided technical support, including incorporation of climate, health, and livability values in the Troutdale TSP completed in FY15/16. And the Wood Village and Fairview TSP’s in FY16/17.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	4L Portland Transportation System Plan — In the update of Portland's Transportation System Plan, incorporate: a) Transportation-related carbon reduction and vehicle-miles-traveled reduction targets. b) A policy that supports criteria on climate, equity, economic benefit, health, safety and cost effectiveness for project evaluation, development and funding decisions and for performance monitoring. c) Improved City and regional level of service standards to reflect bicycle, pedestrian and transit needs and urban congestion thresholds.	In December 2016, City Council adopted the performance objectives for vehicle-miles traveled per capita and transportation-related carbon emissions from the Portland Plan. In June 2016 City Council adopted the Comprehensive Plan goals and policies that support evaluating the multiple outcomes listed in the action item. 2017 TSP work will consider additional performance objectives for consistency with the Regional Transportation Functional Plan (RTFP) and Comprehensive Plan goals
	4M Citywide Mode Share Targets — Adopt mode share targets that are consistent across City bureaus and plans and that respond to differing community needs and conditions in Portland's different areas.	2016 City Council adopted daily and commute non-single occupancy vehicle mode share objectives that reduce reliance on driving alone. In 2017 PBOT will evaluate refinements to the mode share targets to reflect recent modeling results.
	4N Planning Scenario Evaluations — Include estimates of carbon emissions in evaluations of major planning scenarios, Comprehensive Plan and Transportation System Plan decisions. Partner with Metro and regional jurisdictions to develop modeling tools for evaluating emissions impacts of land use and transportation decisions and monitoring carbon emissions.	City Council adopted the 2015 Growth Scenarios Report as part of Task 3 Periodic Review (Consideration of Alternatives) of the Comprehensive Plan update project. This report considered different ways to accommodate future growth, how these development patterns could help Portland move toward achieving community goals and the associated impacts these alternatives have on carbon emissions.
	4O Healthy Connected Neighborhoods — Continue to support the development of neighborhoods with walkable and bikeable access and connections to services, nature, transit and destinations, locally and across the city, by: a) Implementing the Portland Plan's Healthy Connected City strategy. b) Completing a Comprehensive Plan with supportive maps, goals, policies and projects.	More than half of the 39 actions identified in the Portland Plan's Healthy Connected City strategy are completed or on track to completion by 2017. Many more are in progress. City Council adopted the Comprehensive Plan for 2035 in spring 2016 which includes the Urban Design Framework (Policy 3.1). The Urban Design Framework serves as a guide to creating inclusive and enduring places. Other supportive goals and policies are included throughout the document, but particularly in Chapters 3 and 4 and infrastructure investments in the Transportation System Plan (TSP).
	4P Neighborhood Schools — Work with school districts to increase the number of students who can attend schools within safe walking or bicycling distance of their homes.	The Portland Public School (PPS) District has worked to incorporate safe routes criteria into its school boundary decisions so students are more likely to live closer to their school, or not have to cross busy arterials to get to school. PPS has incorporated some of this methodology into their most recent boundary change conversation and work continues on refining the methodology for future boundary change decisions.




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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>4Q Affordable Housing Access to Transit — Use regulatory and voluntary tools to promote affordable and accessible housing development along existing and planned high capacity transit lines, frequent transit routes and in opportunity areas identified by the Portland Housing Bureau. a) Identify additional affordable housing opportunities as part of the SW Corridor and Powell-Division high capacity planning projects. b) Evaluate needs for safe, direct bicycle and pedestrian access to transit in areas near affordable housing. c) Support legislation to repeal the State preemption on inclusionary zoning.</p>	<p>The Portland Local Action Plan was adopted in July 2016 by the City Council. This plan is Portland’s land use component and community stabilization set of actions for the Powell-Division Transit and Development project. With new funding tools—IZ, CET, lodging taxes, among others—the Housing Bureau will be able to fulfill the housing components of the plan, including 300+ affordable housing units over the next five years. With existing funding from grants and the general fund, City staff will continue to work on improving multi-dwelling standards with an eye towards affordability, especially in the high-capacity corridor and also continue to work on strengthening tenants’ rights protections. The City received an equitable housing grant from Metro. The project will identify targets for affordable housing in the SW Corridor, develop a short- and long-term financing strategy and organize the community to coordinate efforts and bolster support for additional funding opportunities for more housing units that are affordable to a broader range of households and incomes.</p> <p>PBOT has received two Transportation Growth Management grants for planning projects, Growing Transit Communities and Enhanced Transit Corridors. The Growing Transit Communities project is evaluating safe bicycle and pedestrian access to transit, along with transit priority treatments, in three corridors, each with substantial under-served populations. The Enhanced Transit Corridors project will also evaluate both bicycle/ pedestrian access to transit and enhanced/advanced transit priority treatments, in this case along high-frequency transit corridors.</p> <p>Inclusionary zoning (IZ) was a top legislative priority, and the City and County were heavily involved in pushing IZ legislation in Salem. Key players involved with lobbying for inclusionary zoning were the Portland Housing Bureau and the Office of the City Attorney, who helped with providing legal and policy advice on IZ legislation. The Office of Government Relations was also heavily invested in pushing legislation and was active in lobbying in Salem. SB 1533, which removed the preemption on inclusionary zoning in the state of Oregon, was passed in March 2016. The City had adopted an inclusionary zoning program that is set to be implemented in 2017. Multnomah County is actively partnering with APANO and other community partners to help address displacement pressures in the Jade District and areas of the County.</p>



PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	4R Better Multifamily Buildings — Improve design and development standards for multifamily buildings and driveways in East Portland to create more pedestrian-friendly environments. This could include landscaping and open space standards, building design and minimum lot size.	City staff have refined the scope and public involvement approach for the project and working on the project's Existing Conditions Assessment report, which will be used to identify issues and provide a starting point for the development of concepts and implementation tools. Next steps in 2017 include the establishment of stakeholder groups to help inform the project, public workshops on development concept options and a Concept Plan. Work on Zoning Code amendments will follow, with the legislative process and adoption anticipated for late 2017.
	4S Active Transportation — Continue sidewalk and bikeway construction and education projects that promote active transportation.	<p>Since 2012, PBOT has invested over \$46 million in pedestrian and bicycle infrastructure projects across the city. Including, over 7 miles of new sidewalks in East Portland. Missing Links is the Active Transportation Section's cost-effective program to fill in missing pieces and add miles to the bikeway network. In 2015, the program delivered 32 significant low-cost bikeway network completion projects, including intersection safety improvements, Neighborhood Greenway signage and improvement, Sharrows, and widening or adding buffers to existing bike lanes.</p> <p>The PBOT Active Transportation Section provides volunteer and staff outreach to support dozens of community events and campaigns. Notable accomplishments include: training and coordinating over 30 Active Transportation Ambassadors who contributed over 340 volunteer hours at 79 events, making over 42,000 contacts with Portland residents; distributed 163,000 walking and biking maps to residents, businesses and visitors throughout the year, including our Citywide bike map, pocket-sized folding map and our neighborhood bike/ walk family of maps. The County completed design work for sidewalk improvements on Sandy Boulevard between NE 201st and NE 207th and between NE 230th and NE 238th. The County also completed a complete redesign of Arata Road between NE 223rd and NE 238th that will dramatically improve safety and active transportation options for the surrounding community. Each of these projects will begin construction in 2017</p>
	4T Bike Sharing — Implement a large-scale public bike sharing program to support continued population and employment growth and mobility in the central city and adjacent neighborhoods. Explore opportunities to support bike sharing of cargo bikes.	The Portland bike share system, BIKETOWN, launched on July 19, 2016. The system is one of the smartest and greenest, large-scale bike share systems in the nation and consists of 1,000 smart bicycles and 100 stations across the central city area. A grant from People for Bikes will allow the Community Cycling Center to partner with local organizations and affordable housing providers to make reduced-fare BIKETOWN memberships available.
	4U Bike Facilities — Invest in a network of protected bike facilities in the central city to support growing bicycle mode share and provide access to key destinations.	The Central City Multi-Modal Transportation Safety Project will include a focus on protected bikeways in the Central City. PBOT is advancing this approach on other fronts using local funding.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>4V Separated Bike Facilities — Explore establishing separated bikeway facilities, particularly on high-traffic streets without the potential for bicycle facilities on parallel streets.</p>	<p>PBOT currently has 3.4 miles of protected bikeways and another six miles funded. PBOT is also setting the stage for more physically separated lanes in several ways: 1) policies and agency directives strongly lead to protected lanes, 2) interagency training (with BES, BPS and Fire Bureau), conducted by one of the best bikeway design consultants in the country, to address barriers to their implementation, 3) identifying corridors where high-quality protected lanes can be constructed as part of redevelopment and 4) internal development of protected bicycle lane guidance for all agency and city staff.</p>
	<p>4W Neighborhood Greenways — Seek funding to continue building 15 miles per year of neighborhood greenways across Portland.</p>	<p>PBOT’s neighborhood greenway program is currently three-pronged: 1) addressing poorly performing greenways based on our Neighborhood Greenway Assessment Report through locally-funded capital improvements, 2) constructing new greenways with funding from “Fixing Our Streets,” and 3) designing and building greenways using federal grants. PBOT is not yet at sufficient funding for 15 miles per year.</p>
	<p>4X Transit Coverage and Efficiency — Explore joint projects with TriMet to improve transit efficiency, reliability and service, including frequent service transit to the city’s many employment centers, and to prioritize benefits to transit-dependent residents.</p>	<p>A City-TriMet joint partnership to increase bus service on 122nd Ave to Frequent Service (bus every 15 minutes or better) and provide safety and access improvements in the corridor is underway. This will help improve north/south transit service in East Portland and access to jobs in the Columbia Corridor. TriMet has made some increases to service frequency on 122nd Ave. PBOT is in the process of designing and constructing roughly \$4 million of improvements in 2017. More improvements will be funded through the PBOT Fixing Our Streets program in the next four years.</p> <p>PBOT also has a planning process underway to complete a Growing Transit Communities Plan, that will identify and prioritize the most beneficial improvements that would make getting to the bus and using the bus, a safer and more convenient option along sections of TriMet bus lines 87, 77, and 20, predominantly in East Portland. Plan adoption is anticipated in early 2017.</p> <p>Lastly, PBOT in partnership with TriMet and ODOT, kicked-off the planning process to develop an Enhanced Transit Corridors Plan. The Plan will focus on TriMet Frequent Service transit lines. The goal is to improve transit reliability and capacity to better accommodate future growth and support Portland Comprehensive Plan goals. The plan will establish clear and objective operational performance measures and thresholds to define what success looks like for the most heavily used Frequent Service lines. These will be used on an ongoing basis by the City and TriMet to guide the prioritization of capital and operational investments in the newly-defined Enhanced Transit Corridors.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	4Y Improved Street Connections — Identify impediments to street and sidewalk connections through private development citywide. Explore options for City-initiated development of connections. Build on research conducted by organizations like the Oregon Public Health Institute.	Over the past four years, PBOT adopted three Neighborhood Street Plans for the Cully Neighborhood, Division-Midway in East Portland and Tryon-Stephens in Southwest Portland. These plans identified residential street deficiencies and existing constraints and opportunities to expanding street and sidewalk access within those neighborhoods. PBOT obtained funding in the FY16/17 budget to develop a Connected Centers Street Plan and facilitate enhanced street connectivity in growing Centers as development occurs. This planning effort will focus on Neighborhood Centers in East Portland and will be coordinated with the BPS multi-dwelling zoning project, Better Housing by Design.
	4Z Safe Routes to School — Continue to support Safe Routes to Schools programs. The County will support the expansion of the Safe Routes to Schools Program in East County school districts by working closely with schools to update and develop action plans and by considering action plan needs when prioritizing capital project lists.	The Safe Routes to School program has increased walking and biking to Portland schools by 35 percent since 2006. The program continues to expand into more Portland schools and boasts a K-8 school trip commute rate of 43 percent active trips to school, well above the national average. PBOT has received \$300,000 in one-time General Fund money to expand the middle and high school program and were also awarded a grant to do targeted outreach in David Douglas School District. The grant will fund a full-time Safe Routes to School coordinator to be shared between PBOT and the school district. In FY16/17, in partnership with East County cities, Multnomah County supported the development of Safe Routes to Schools action plans for each school in East County, and is working to secure resources to implement those plans. The County hosted an Americorps member to support needs assessment for all East County schools, and has secured additional Regional Transportation Options funding in 2017 to begin to implement the action plans.
	4AA Street Design — Adopt context sensitive street design standards for residential streets that make street construction less expensive and more practical, and biking and walking safer, especially in East and SW Portland.	Building upon the framework of the three recent Neighborhood Street Plans, PBOT is in the process of using context sensitive street design standards on a few pilot projects across the city: 1) bidding a test project on SW 19th; 2) in the design phase on a larger area wide project for Errol Heights in Brentwood Darlington (construction in 2017); and 3) preparing to begin design on another larger project in the Cully neighborhood (construction in 2017). Funding has been a challenge for this program, due to significant budget cuts a year after being allocated funding. The Errol Heights and Cully projects should be significant demonstrations of this type of design and construction and provide for watershed/ environmental health; access to transit, schools, parks and commercial areas for seniors and children; improve connectivity for cyclists and pedestrians; and provide access for people using mobility devices. The County's design for the Arata Road project was completed, successfully integrated the active transportation needs of low income residents in the surrounding area. This included working with state partners to achieve state support for alternative design standards.





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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>4BB Transportation Demand Management — Develop and implement comprehensive, culturally appropriate, transportation demand management (TDM) programs and best practices for new transportation capital investments, new development, schools, current and new residents, and employees. a) Integrate TDM standards into Comprehensive Plan code changes for institutional and commercial development. b) Encourage major employers, or groups of employers, with non-office work shifts and that are hard to serve by transit to develop shared van services for employees. c) Promote alternatives to personal vehicle parking, such as car sharing, bike sharing and financial incentives to reduce car ownership. d) Make data available to improve real-time information about transportation options.</p>	<p>SmartTrips is the family of programs designed to encourage active transportation choices in Portland. These programs continue to achieve excellent results, including: 1) In 2015, SmartTrips reached almost 40,000 new movers with active transportation messages by direct mail; 2) The program garnered a 7.4% reduction in drive alone trips and an increase of 6.2% in active transportation for all new movers in the last two years; 3) Efforts to partner with non-profit The Giving Tree NW to provide active transportation resources and support to low-income residents and residents with disabilities through the SmartTrips Connect project.</p> <p>PBOT is proposing to establish a new section in City Code Title 17, “Transportation and Parking Demand Management” to standardize TDM requirements for mid-to-large scale development. Additional details will be included in a new administrative rule developed and adopted in 2016. PBOT’s SmartTrips Business is an outreach program that promotes transportation options with employers, commuters, and customers.</p> <p>SmartTrips Business partners with Portland employers to promote commuting choices and to encourage neighbors to walk and bicycle to local businesses. In summer 2016, PBOT launched SmartTrips NW with outreach to businesses and other employers in NW Portland. The idea is that this program can become a model for other employment areas around the city, serving all types of employers and employees.</p> <p>With respect to parking, PBOT is proposing both a car ownership performance target for households in the mixed use zones and new parking permit zones in centers and corridors. City Council voted to allow shared parking in Northwest Portland and will consider expanding shared parking city-wide.</p> <p>In terms of data availability, the City’s Smart Cities Challenge application contained a number of strategies to advance the availability of real-time information about transportation options through the organizing concept of the PDX UB Mobile app and data cloud. While not funded through the Challenge itself, a number of key elements of the vision have subsequently been submitted to US DOT agencies for potential grant funding, as encouraged by DOT as a way to advance Challenge concepts.</p>
	<p>4CC Portland Parking Strategy — Link parking requirements to mode share targets. Develop parking management policies and programs, including shared parking, that reduce vehicle miles traveled and promote successful density within centers and along corridors.</p>	<p>Zoning code amendments have been developed in conjunction with BPS and the Mixed Use Zoning Project, and Central City 2035. A parking toolkit has been completed and changes to the Area Parking Permit Program are anticipated to be before City Council before the end of 2016.</p>



PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	4DD County Bridges — Identify opportunities for expanding pedestrian, bicycle and other multimodal transportation options on Willamette River bridges: a) Complete Greenroads certification for the Sellwood Bridge project and engage the community and industry peers on sustainability innovations and achievements on the project. b) Implement a strategy for reducing unnecessary idling during Willamette River bridge lifts.	The Sellwood Bridge is substantially completed and is on track to be the first Greenroads certified bridge in Oregon in FY 17.
	4EE Car Sharing — Partner with car sharing companies to increase access to vehicles, including electric vehicles, to all communities. Consider programs to expand use of car sharing among low-income households.	The Portland SmartTrips program provides all new movers the opportunity to receive information and a suite of resources about available transportation options. Car share is one such transportation option highlighted by SmartTrips. PBOT is developing an Autonomous Vehicles policy for City Council consideration in 2017 that will evaluate prioritizing shared ownership and multiple occupant trips.
	4FF Brownfield Remediation — Increase public investment and establish approaches to overcome financial gaps of brownfield redevelopment and strive for cleanup and redevelopment on 60 percent or more of brownfield acreage in Portland by 2035. Use health and equity criteria to inform site prioritization. Support community-led brownfield redevelopment proposals.	In FY 15-16 the Portland Brownfield Program made one loan and one grant from the Brownfield Revolving Loan Fund to assist the cleanup of high priority brownfields. The loan was made towards cleanup of a former drycleaner site in northeast Portland, selected in partnership with Oregon DEQ for its potential health impact. The grant was given to the nonprofit Dharma Rain Zen Center for cleanup of a former landfill on NE 82nd Avenue, now being transformed into a religious campus with substantial publicly accessible open space and restored native landscape. Additionally, this year, the program successfully applied for \$400,000 in new EPA funding that will be used to assess brownfields over the next three years, with a target area of East Portland. In FY16 Multnomah County Health Department developed an equity screen for prioritizing brownfield remediation projects in environmental justice communities. The tool is currently being piloted with community partners.
	4GG Regional Rail — Work with regional partners to continue to advocate for high speed rail, and collaborate and participate in alignment planning to improve regional connections to Seattle and Vancouver B.C. to the north and to Salem and Eugene to the south.	ODOT Rail recommended against a separated new high-speed rail in Oregon. The City will continue to monitor developments and participate in any future discussions on the topic.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>5A Freight Facilities — Protect existing intermodal freight facilities (rail, port, airport connections, etc.). Support centrally located and regionally significant industrial areas that may provide for future intermodal facilities and also enable efficient local deliveries.</p>	<p>The 2035 Comprehensive Plan includes Policy 6.38 Prime Industrial Land Retention, which prioritizes multimodal freight-hub industrial districts for long-term retention, and other policies, map changes and strategies to meet citywide industrial land supply needs to 2035. Implementation of these policies and map changes is underway in the Employment Zoning Project, including a new Prime Industrial Overlay Zone that prohibits quasi-judicial conversion (i.e., Comprehensive Plan map changes requested by property owners) of prime industrial land and reduces non-industrial use allowances in the overlay. City Council adopted these new policies and map changes.</p>
	<p>5B Freight Movement — Identify ways to improve freight movement, including: a) Provide systems that inform drivers of existing conditions and route alternatives. b) Collect and share truck trip routing data to identify where operational or infrastructure inefficiencies exist. c) Develop strategies for reducing community impacts from freight and look for ways to balance truck movement needs with those of other transportation modes. d) Improve Portland’s transportation system to better meet increased freight and goods movement demand, and recognize the role of goods delivery in supporting healthy, vibrant industrial districts, mixed-use centers and main streets. e) Improve safety for and reduce disproportionate impacts on low-income populations and communities of color.</p>	<p>PBOT has advanced several projects to improve freight movement within the city, including: 1) Published an updated Portland Truck Map that identifies weight restricted bridges and preferred city truck routes and preferred wide-load routes; 2) Initiated the Commercial Travel Study as a joint Metro-ODOT funded project to obtain input from commercial vehicle drivers who make trips in the Portland metro region; 3) Implemented Phase 2 of the St Johns Truck Strategy which directs through truck movements away from residential streets and onto designated truck routes in North Portland, including Burgard/ Lombard. Project construction for recommended traffic calming and safety improvements will begin in 2017.</p>
	<p>5C Sustainable Freight — Implement Portland’s Central City Sustainable Freight Strategy, including actions related to truck loading and parking, street design and zoning.</p>	<p>The Portland Truck Parking and Loading Plan is currently in process.</p>
	<p>5D Traffic Signals — Implement truck priority and smart pedestrian crossing technologies at traffic signals on key routes to improve the efficiency and safety of freight movement.</p>	<p>The pilot project at N Macrum/Columbia was completed. Significant discussion was completed on this topic with the unsuccessful USDOT Smart City Challenge Grant application. ODOT prepared ATCMTD Grant application to FHWA with PBOT in lead for traffic signals that would accomplish this goal. PBOT also led a Metro grant application that funded the project on N Columbia is scheduled for the next two years.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	6A Federal Fuel Standards — Support implementation of the federal fuel efficiency standards to achieve 54.5 miles per gallon by 2025 and strengthen standards for medium- and heavy-duty vehicles.	In August 2016 the federal government finalized new efficiency standards for large trucks, buses and other heavy-duty vehicles. Vehicles are required to achieve a 2.5 percent fuel efficiency improvement each year from 2021 to 2027. Standards to achieve 54.5 mpg for light-duty vehicles are in place, though recent consumer trends toward larger, less-efficient vehicles mean the overall fleet is not yet on track to achieve the 2025 goal.
	6B Intelligent Transportation Systems and Freeway Management — Explore options for managing freeways at optimum speeds and traffic flows.	PBOT works closely with ODOT and supports their freeway operations efforts to optimize speed and traffic flow.
	6C Mobile Transportation Services — Support and share information needed to create mobile and desktop applications to compare commute times by mode and route based on real-time traffic data. Encourage opportunities to advertise and alert people to transit options.	Portland was one of seven finalists for the USDOT’s Smart Cities Challenge, and its proposal featured an integrated data cloud and app (UBMobilePDX) that would provide exceptional functionality for Portlanders. The City and the many partners involved in the Smart Cities Challenge application are continuing to seek resources to accomplish this action.
	7A Electric Vehicles — Update the City’s Electric Vehicle Strategy, with the initial goal of adding 8,000 electric vehicles and plug-in hybrids, and evaluate opportunities to: increase the number of public access fast chargers, address barriers to charging for garage-free homes, install charging infrastructure integrated into streetlights, increase use of electric vehicles in car sharing programs, and support use of electric bikes and buses.	The update to the City’s Electric Vehicle Strategy, which includes the items listed as part of this action, was adopted by City Council in December 2016. PBOT is developing an Autonomous Vehicles policy for City Council consideration in 2017 that will evaluate prioritizing autonomous electric vehicles that have shared ownership and carry multiple occupants.
	7B Expand Electric Car Charging Stations — Support electric car charging stations in publicly accessible locations. Work with developers, building owners and managers and parking managers to add charging stations and consider electric-vehicle-ready guidelines and codes.	This work continues, including through a recent grant application associated with USDOT’s Smart Cities Challenge, which included programs and efforts to expand electric car charging stations. Although the City was not successful in receiving those funds, the partners involved with the application are continuing to seek funding to accomplish this work. Work to explore electric-vehicle guidelines and codes is included in the update to the City’s Electric Vehicle Strategy (see Action 7A).

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	7C Low-Carbon Fuel Standards — Advocate for the adoption and implementation of low-carbon fuel standards at the federal and state levels.	Oregon’s Clean Fuels Standard took effect January 1, 2016, following the 2015 adoption of SB 324 that allowed DEQ to implement the program. This requires a 10 percent reduction in the carbon intensity of transportation fuels over a 10-year period.
	7D Tar Sands — Encourage petroleum refineries to provide products that are not sourced from tar sands.	This action will be considered for implementation in coming years.
	7E Low-Carbon Fueling Infrastructure — Support the development of low-carbon transportation fueling infrastructure for fleets and the general public.	The City continues to support the deployment of electric vehicle charging infrastructure (see 7B). BES is currently developing a gas treatment system at the Columbia Boulevard Wastewater Treatment plant that will capture methane gas produced during the sewage treatment process for use as a renewable compressed natural gas alternative fuel for heavy duty vehicles. The project is currently in the design phase with an estimated completion date in 2018.
	7F Black Carbon — Pursue strategies at the local and state level to reduce the climate forcing and air quality impacts from black carbon sources such as diesel engines and wood stoves. Prioritize reducing diesel particulate matter on projects near sensitive populations and that advance environmental justice such as brownfields and Superfund remediation.	The County’s Office of Sustainability is supporting several initiatives to reduce diesel particulate matter (PM) in the region, including participating in the ongoing Senate workgroup, and working with regional partners to consider a clean diesel contracting policy for public projects. Multnomah County convened regional partners around the issue of air toxics, including diesel PM, in FY16/17, and will complete a study around the formation of a local air quality management district in FY17/18. The Health Department is considering strategies for reducing PM from wood smoke through education and other interventions. In partnership with other local organizations, the City and County have made progress in developing and piloting a clean diesel contracting policy for public works projects. This work will ultimately result in a potential clean diesel contracting policy for City Council and the County Board to consider for adoption.



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
CONSUMPTION AND SOLID WASTE		
	8A Sustainable Consumption and Production — Develop a sustainable consumption strategy to prioritize local government activities to support a shift to lower-carbon consumption patterns.	A Sustainable Consumption Strategy is part of the BPS workplan in 2017.
	8B Resourceful PDX Campaign — Use the Resourceful PDX campaign to connect residents to information and resources to get the things they need. Key strategies include: Buy smart (plan before purchasing, buy local, give gifts of experience, purchase durable goods); Reuse; Borrow, share and rent items; Fix and maintain.	<p>BPS engaged the Portland community using a variety of communications strategies including articles in the Curbsider, a blog and an online map of resources, social media, a presence at diverse community events, community partnerships and placed advertising. BPS also helped promote the repairing of household items by inviting Repair PDX to participate in BPS Fix-It Fair events.</p> <p>Indicators include: attended 20 community events and reached 18,000 contacts; Master Recyclers wrote 16 articles on thoughtful consumption featured in local papers and blogs that resulted in a readership of 35,000; 31 blog posts, including a new online map and video, achieving 17,000 page views; 14 organizations profiled through the ideas and tips blog; 142 attendees and 118 items repaired at Repair Cafés at three Fix-It Fairs; Placed Chinook Book ad with over 70,000 readers, as well as ads with PDX Parent for holidays and the AOR conference booklet.</p> <p>Both editions of the Curbsider went to 178,000 households and featured resourceful actions in their top stories. The winter 2015 edition story focused on New Year’s resolutions and the spring 2016 edition focused on community efforts such as repair cafes, swapping events and tool libraries.</p>
	8C Product Stewardship — Participate actively in the process to develop state and federal product stewardship programs and legislation. Support opportunities for producers to develop responsible manufacturing, product and package design and reuse of recovered materials.	The City is an active stakeholder engaged in a Metro-led workgroup on extended producer responsibility for household hazardous waste. The workgroup will develop product stewardship strategies and statewide policies.
	8D Materials Management — Continue to work in partnership with public agencies including Metro and the Oregon Department of Environmental Quality to implement the Materials Management in Oregon: 2050 Vision and Framework for Action.	BPS continues to provide input and participate in workgroup meetings with Oregon DEQ to develop administrative rules that will enable DEQ and local governments to implement elements of the 2050 Vision. Key actions of the Framework have been incorporated into BPS priority projects, including increasing food scrap recovery from businesses.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	8E Rehabilitation and Adaptive Reuse — Promote rehabilitation, adaptive reuse and energy and seismic upgrades of buildings to conserve natural and historic resources, reduce waste and improve public safety.	BDS revised existing code language to require demolition delays and neighborhood notification for all houses and duplexes. The broader application of the delay and notification increases opportunities to explore alternatives to demolition such as relocation or rehabilitation. BPS staff have been working with PBEM on programs to advance the seismic upgrade of unreinforced masonry (URM) buildings. The URM Policy Committee recommended adopting phased requirements for seismic upgrades and advancing a state seismic rehabilitation tax credit during the 2017 legislative session. The proposed draft of the Central City 2035 Plan includes an enhanced incentive for seismically upgrading historic resources through revenue earned by the transfer of unused development rights. The County will consider integrating seismic retrofits into the CPACE program being developed in partnership with the Portland Development Commission.
	8F Space-Efficient Housing — Continue to work with regional and state partners to promote space-efficient housing options such as Accessory Dwelling Units (ADUs). Review possible barriers and disincentives and identify any needed changes.	BPS continues to work closely with regional and state partners and stakeholders to encourage the construction of space-efficient housing. The second Build Small LIVE LARGE conference was held in fall of 2015. BPS was a sponsor and several staff presented at the conference. BPS also revised the zoning code to allow increased flexibility for the siting and design of ADUs.
	8G Performance Metrics — a) Partner with the Oregon Department of Environmental Quality to identify metrics to analyze and track the carbon intensity of the goods and materials produced in Multnomah County. b) Explore tools, strategies and performance measures to quantify economic, equity and environmental benefits of services that displace the need for new goods through reuse, repair and sharing. c) Continue to work with the Oregon Department of Environmental Quality on inventorying consumption-based carbon emissions for Multnomah County.	BPS participated in the development of the Urban Sustainability Directors Network report on “Sustainable Consumption and Cities: Approaches to measuring social, economic, and environmental impacts in cities.” Portland was featured as a case study. It is estimated that Portland’s reuse, repair, and rental sectors: generate approximately \$1.1 billion in gross sales; directly employ an estimated 9,150 people; result in savings of over 418,000 metric tons of carbon. The report did not explore the equity impacts of encouraging more reuse, repair, and renting. Work with DEQ will continue in 2017 and another consumption-based carbon emissions inventory will likely be completed again prior to the 2020 update of the Climate Action Plan.



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	9A Food Waste — Prevent food waste: a) Encourage strategies that reduce the volume of food waste generated such as proper food storage and meal planning. b) Support gleaning and donation of unused and excess food to organizations that feed hungry people.	BPS encouraged proper food storage and meal planning through a variety of strategies including e-communications (blog, resources pages, and social media), an article in the Curbsider, attendance at diverse community events and building community partnerships. Indicators include: attendance at 17 community events reaching 78,500 people; 24,000 page views on the website and blog; four partners providing web content and community participation opportunities; the winter Curbsider featured the article <i>Take the Challenge to Reduce Food Waste</i> . BPS is assisting Metro in determining the supply of, and demand for, salvageable excess food, as well as best practices for collection and recovery.
	9B Composting — Expand participation in Portland's composting program: a) Continue to encourage Portland residents to "Include the Food" in their green Portland Composts roll carts. b) Increase voluntary participation in commercial food scrap collection by identifying businesses that face barriers to participation and providing direct outreach and assistance. c) Implement mandatory commercial and voluntary multifamily food scrap collection. d) Ensure low-income populations and communities of color are not disproportionately burdened by localized impacts such as odor or truck trips.	The Be Cart Smart program continues to encourage Portland residents to compost food scraps (see Action 11D). Sustainability at Work (SAW) advisors assisted 85 businesses with food scrap collection, including addressing common barriers and concerns: composting tips, printable posters to label workplace collection areas and a blog addressing compostable service ware. Online content on such topics received over 1,000 unique page views. A proposal to require food scrap collection by large commercial generators is underway. BPS worked with haulers, property management and residents to identify multifamily (MF) sites for participation in a voluntary food scrap collection program. BPS distributed a new property manager guide, web resources and resident educational materials, phone consultations, presentations for residents and property managers, and coordinated with garbage and recycling companies. Indicators include: responded to 60 inquiries and placed 20 orders for resources and assistance; responded to 12 requests for on-site assistance and presentations. Challenges remain, however as the number of MF sites with reported food scrap collection accounts has decreased by 27 percent down to 65 sites.
	10A Waste Prevention — Increase awareness of and participation in targeted waste-prevention practices, and research and encourage strategies for reducing use of paper, plastics and other materials.	Waste prevention practices are always covered when BPS works with businesses or residents. Recent outreach efforts have targeted food-related topics, and research on new strategies for paper and plastic will follow in the future.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>10B Deconstruction and Salvage — Promote alternatives to traditional building demolition such as relocation, deconstruction and salvage, including identifying and removing barriers and disincentives.</p>	<p>BPS convened a Deconstruction Advisory Group to assist in developing recommendations to increase deconstruction activity. In response, BPS established a deconstruction grant program with a total fund of \$100,000. Individual grants are awarded to residential deconstruction projects that meet certain criteria. In addition an ordinance requiring deconstruction of pre-1917 houses and duplexes, as well as historic houses and duplexes (regardless of age), was unanimously approved by City Council and took effect October 31, 2016.</p>
	<p>11A Technical Assistance — Through the Sustainability at Work program, provide technical assistance and resources to at least 500 businesses per year to improve waste prevention and toxics reduction practices and to meet the requirement to recycle paper, metal and glass. Prioritize and customize technical assistance to benefit under-served and under-represented business owners.</p>	<p>BPS’s Sustainability at Work (SAW) program assisted 410 businesses on the topic of waste prevention, including: providing 244 businesses with 8,500 boxes for workplace recycling collection, distributing 1,350 posters to label collection areas and having 1,800 unique page views to SAW’s print-your-own-poster webpage. SAW covered waste prevention and related content in the program’s blog and featured these articles in an e-newsletter sent to 4,100 recipients. Assistance to benefit under-served and under-represented business owners is underway (see Action 18E).</p>
	<p>11B Construction and Demolition Debris — Provide technical assistance and resources to contractors to meet Portland’s construction and demolition debris requirements, giving priority to salvage and reuse activities.</p>	<p>Content specific to deconstruction (salvage and reuse) has been added to the BPS website as an additional resource. BPS developed and coordinated a deconstruction training and certification program for fifteen contractors who plan to provide services covered under the new ordinance.</p>
	<p>11C Portland Recycles Plan — Review and update the Portland Recycles Plan, incorporating a focus on reducing the upstream impacts of the materials and goods produced and consumed locally. When developing recovery programs, consider the full lifecycle to identify the best end-of-life options for materials, particularly those with high impacts. Identify options to reduce waste and increase recovery from residential, multifamily and commercial sectors.</p>	<p>BPS has reviewed the progress made through implementing the Portland Recycles! Plan and identified priorities for future focus. BPS is developing an update of the Portland Recycles! Plan to bring to City Council and is pursuing approaches to improve recovery in the commercial and multifamily sectors.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>11D Be Cart Smart — Promote recycling and composting through the Be Cart Smart campaign. Customize communications and engagement strategies for audiences including large families, residents with limited English proficiency, renters and landlords to ensure that they have equitable access to information and services.</p>	<p>BPS utilized a variety of communications and outreach strategies including a direct mailer of the Curbsider, website, blog, presence at community events and customer service and hauler assistance in delivering messages and providing feedback. Communication and engagement strategies focused on larger families, residents with limited English proficiency, renters and landlords, to ensure equitable access to information and services.</p> <p>Twice a year 178,000 households receive information on rates and the curbside guides are translated into 10 languages. Staff attended 24 community events (reaching 18,000 people), posted 26 online blog posts and had nearly 400,000 page views of web content. Haulers were provided with educational collateral for customer distribution, 4,000 people signed up for automated reminders about garbage day and staff fielded nearly 12,000 calls and emails into the Curbside hotline. Finally, staff attended eight landlord trainings and contributed to the training manual's solid waste and recycling chapter.</p>
	<p>11E Commercial Recycling — Work with Metro to identify commercial garbage loads with a high level of recyclable materials and work with haulers and businesses to strengthen recovery programs.</p>	<p>Following a DEQ led waste composition study, additional data on commercial garbage composition will be available in 2017. Further analyses of the data will inform target materials, business sectors and potential outreach strategies.</p>
	<p>11F Multifamily — Provide technical assistance and resident waste reduction resources to multifamily property owners, managers, maintenance workers and on-site staff to reach 50 percent of multifamily households annually. Prioritize and customize outreach efforts to engage under-represented and under-served populations. Evaluate on-site multifamily recycling collection setups and identify ways to increase program performance. Continue to ensure compliance with garbage and recycling and tenant education requirements.</p>	<p>BPS maintained resident educational materials and site signage that is highly visual and available in seven languages. Delivered requested materials to properties through a contract with Community Environmental Services (CES). Delivery options included door-to-door, door-to-door with resident conversations (English and Spanish) or through property management.</p> <p>Efforts focused on East Portland, previously under-served communities, affordable housing and non-profit housing communities. Materials were distributed to 21,300 households, including recycling information in seven languages. Over 500 sets of indoor posters, and 300 sets of outdoor durable sign sets were provided as well as 2,000 individual magnets, and 11,700 door bags (includes brochures and magnets). By geography, assistance was provided to: East Portland (east of I-205) (16%), North (12%), Northeast (25%), Northwest (6%), Southeast (25%) and Southwest (15%).</p>


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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>11G Local Recovery Infrastructure — Support efforts to maintain and develop local markets and to improve the recovery rate at material recovery facilities. Explore options for ensuring Portland’s discards are sent to facilities that have taken action to improve social equity and achieve fair labor conditions.</p>	<p>BPS is an active member on the Metro Subcommittee on Material Recovery and Conversion Technology Facility Regulatory Changes. This group is proposing operational improvements to material recovery facilities to ensure higher quality materials leading to greater recovery rates and marketability. Exploration of options to ensure facilities have taken action to improve social equity and achieve fair labor conditions will begin in 2017.</p>

FOOD AND AGRICULTURE

	<p>12A Outreach and Education — Include healthy, low-carbon food choices and food waste in public and business outreach efforts. Work with partners to support efforts to encourage plant-based diets, including Meatless Monday campaigns.</p>	<p>BPS has shared information about low-carbon food choices and food waste in several outreach efforts, including those outlined in the status update for Action 9A. These concepts were also covered in various presentations given to local community groups and university and college classes.</p>
	<p>12B Partnerships and Engagement — Create collaborative partnerships with community-based organizations and affinity groups, including low-income populations and communities of color, to: Promote healthier, low-carbon diets. Encourage local food production. Support affordability and access to healthier foods through neighborhood food buying clubs and co-ops. Reduce food waste.</p>	<p>The City provided a \$30,000 grant to Friends of Zenger Farm to support a Nutrition Education and Food Access Project, cooking workshops for over 2,000 youth and adults, and help pilot the area’s first Prescription Community Supported Agriculture program that enables health clinic staff to prescribe fresh produce to low-income residents. BPS leased a city-owned property to the non-profit Green Lents and provided technical support to create the Malden Court Community Orchard, a food production and gathering space in a low-income neighborhood. BPS also leased Sherrett Street, a second property for use as a food forest. Food waste presentations were provided to three Master Recycler classes and outreach materials were developed for volunteers to use at public events.</p> <p>Multnomah County secured a grant to support the purchase of an additional food collection truck at the Oregon Food Bank that will collect 575,000 pounds of food annually for individuals and families in need, that otherwise would have been disposed of by supermarkets. Multnomah County and a wide range of community partners have come together to form the Multnomah County Child Hunger Coalition, which seeks increase access to fresh healthy food for families living in poverty with a focus on communities of color. As part of that coalition, Multnomah County’s Schools Uniting Neighborhoods (SUN) program has continued to build on its school based food pantry program to provide healthy, fresh foods to low income students and their families. The County CROPS farm grew over 17,000 pounds of organic produce for Snow Cap Charities in 2015.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	12C Planning and Metrics — Integrate sustainable food system issues that affect climate into land-use planning processes and, where practical, incorporate quantitative goals and metrics.	Healthy food policies were included in the Comprehensive Plan (4.85-4.88, 6.12, 7.9, 8J, 8.44). Work will continue to identify other opportunities to integrate sustainable food system issues into land-use planning efforts. Multnomah County's land use plans/policies prioritize preservation of regional farm land, including through limitation of the Urban Growth Boundary.
	12D Policies and Programs — Develop policy and equitably provide programmatic resources to: a) Increase the production and consumption of home-grown and locally sourced food by supporting farmers markets and community supported agriculture. b) Create policies and practices to encourage the purchase of healthy, low-carbon and minimally processed foods for public meetings, events and facilities. c) Expand opportunities for food production and neighborhood-scale distribution including community gardens, especially for low-income populations and communities of color. d) Increase the use of public and private land and roof-tops for growing food. e) Increase the planting of fruit and nut trees in appropriate locations. f) Leverage the purchasing power of public and private institutions to source low-carbon and local foods including County jails.	<p>BPS provided technical assistance to farmers markets, including web listings and an interactive map for all Portland farmers markets. BPS also hosted an Oregon Department of Agriculture grant to the Portland Area Community Supported Agriculture Coalition. The Bureau provided administrative support services, collaborated on a marketing plan, created an interactive CSA map and economic impact report, and assisted with a CSA Share Fair that was responsible for \$75,000+ in subscription sales. BPS began researching municipal food purchasing best practices to create a model purchasing policy for city food purchases made with taxpayer dollars. The project will commence in fall 2016. BPS continues to provide ongoing technical advice and assistance to neighborhood groups and individuals to create small-scale food production sites.</p> <p>In 2016 PP&R opened the Crossroads Community Garden adjacent to Stephens Creek Crossing, a low-income housing development. Over the next two years, PP&R plans to open three additional gardens in low-income neighborhoods where more than 40% of the residents are people of color. Malden Court Community Orchard opened September 2016 and Sherrett Street was leased for community food production. The Sabin Orchard (on PBOT Right-of-Way), the Malden Court Community Orchard, and the Sherrett Street site all have increased their planting of fruit and nut trees and work cooperatively with the Portland Fruit Tree Project.</p> <p>Multnomah County, in partnership with Zenger Farms, has started an innovative CSA program for clients of four County health clinics that is combating chronic illnesses among people whose access to fresh, healthy food is limited by geography or income. Clients access the benefits of participating in a local organic CSA, but do not have to pay upfront for the season. In addition, participants can use SNAP benefits with client contributions matched by grant dollars to reduce costs, and produce is delivered to the clinics to reduce transportation barriers. The program provides education to clients about healthy recipes tailored to the produce available each month. Multnomah County continues to work with its food service provider at its jails to prioritize the purchase of healthy, fresh, local foods.</p>

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	12E Skills Development — Equitably promote educational opportunities for residents to gain skills in organic gardening, fruit production, food preservation and cooking and affordable, healthy eating.	The \$30,000 Zenger Farm grant increased food skills (See 12B), and fruit tree care and pollinator classes are regularly held at the Malden Court Community Orchard, Sabin Community Orchard, and are planned for the Sherrett Street site. Multnomah County hosts cooking demonstrations at County health clinics to encourage healthy, low cost eating, and uses local produce harvested from the County CROPS farm. The CROPS farm helps feed people in need by growing organic produce for Snow Cap Charities. The farm is also a space to engage with vulnerable youth and adults about healthier eating and living, while helping them learn new skills and build confidence. Over 2,000 hours of community time was spent contributing and learning at the farm in 2015.

URBAN FOREST, NATURAL SYSTEMS AND CARBON SEQUESTRATION

	13A Tree Programs — Continue tree planting and expand tree preservation and maintenance programs and incentives. a) Focus on low-canopy neighborhoods and neighborhoods with populations at higher risk of adverse outcomes of urban heat island effects. b) Explore options for public and private partnerships to help reduce or share the cost of tree planting and maintenance.	PP&R’s Urban Forestry Stewardship Funding grant program aided low-income homeowners with removal and replacement of dead or dangerous trees in low-canopy neighborhoods. In FY15/16, the Learning Landscapes program planted 72 mostly large form trees at nine school sites in low-canopy areas of the city, with the help of nearly 700 students and teachers. PP&R sponsored 49 educational workshops on maintenance and preservation of trees in 15 low-canopy neighborhoods in FY15/16, and focused tree inventory and outreach efforts in East Portland to build community support for tree planting and maintenance. The City provided training and staff support to the Community Tree Care Program, which led neighborhood volunteers in young tree structural pruning in low-canopy neighborhoods. Title 11 increases preservation of high quality trees on private lands and in development and the permitting system implemented with Title 11 requires mitigation for all trees removed, incentivizes large canopy trees to mitigate removal of larger, healthier trees. An amendment to Title 11 (May 2016) increased required mitigation for large (20” DBH or greater) trees in development, in order to incentivize preservation. Managing the costs of tree planting and maintenance remains a challenge. Property owners in Portland are responsible for tree planting and maintenance, including all expenses, on their own properties and the adjacent city right-of-way. Permit system implemented by urban forestry requires permittees to fund required planting and maintenance. Tree Planting and Preservation Trust fund established by Title 11 and funded by tree mitigation payments was used in last half of FY 14-15 and FY 15-16 to plant 2,652 trees. Multnomah County partnered with the City of Gresham to conduct a tree inventory in the Rockwood neighborhood in FY 16, ahead of a tree planting campaign in FY 2017.
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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>13B Canopy Targets — Revisit urban forest canopy targets: a) Take into consideration goals for carbon sequestration, resiliency to climate change impacts, and equitable distribution of tree-related benefits across the city. b) Address tree age, species diversity and tree distribution, in addition to expanding overall canopy coverage.</p>	<p>PP&R completed an inventory of Portland street trees to establish baseline data for the tree population. PP&R updated and implemented approved street tree planting lists, which encourage diverse species and promoted best urban forest management practices through permits, public programs including street tree inventory, neighborhood tree stewards and neighborhood tree teams.</p> <p>The Citywide Tree Project Data Report for year one of implementation of Title 11 was released in March 2016. The report assessed long-term canopy impacts of permitted tree activity, including impacts to canopy coverage, species, and functional diversity of forest based on permitted plantings and removals. The City plans to revisit this topic with the update to Urban Forest Management Plan in FY 2017-18. Multiple City bureaus worked in partnership to address tree canopy needs and other aspects of urban forest management in the draft Central City, Comprehensive and other city plans.</p>
	<p>13C Tree Code — Fund and implement the new Tree Code (Title 11, Trees) and other code and customer service improvements adopted through the Citywide Tree Project to emphasize the preservation of healthy trees, sustain the urban forest over time, encourage native and climate resilient trees and increase canopy in tree-deficient areas. Monitor tree canopy changes due to development, including in infill areas, and determine if policy and rule changes are needed.</p>	<p>PP&R Urban Forestry received two permanent Development Services Technician II (“Tree Technicians”) and 2.5 Tree Inspector positions to increase Parks Urban Forestry’s capacity for initial Citywide Tree Project implementation. PP&R added an additional Tree Tech and supervisor permanent position in FY15/16, and a temporary tree inspector and administration staff were also added in FY15/16 in order to handle workload increases exceeding current staffing levels, funded primarily by permit fees. The Citywide Tree Project Data Report for year one of implementation of Title 11 was released in March, 2016, and identified canopy impacts of permitted tree activities in development and non-development situations. The report also identified current gaps in data collection for tree removals in development situations and need to monitor size and species of trees being planted/preserved/removed when development occurs.</p>
	<p>13D Natural and Green Infrastructure — Protect and enhance local natural resources that provide multiple benefits including: carbon capture; reduce flood, landslide, stormwater and heat island impacts; cool and purify water and air; and improve public health and biodiversity. These include water bodies, flood plains, healthy soils, natural areas, vegetated areas and corridors, as well as green elements of the built environment, ecoroofs and green streets.</p>	<p>During FY15/16, BES acquired 1.2 acres in the Stephens Creek Subwatershed, 2 acres in the Johnson Creek Watershed, and 10 acres in the Columbia Slough Watershed as part of the Grey to Green and Johnson Creek Willing Seller Programs. (total = 13.2 acres). BES also constructed 79 vegetated surface water facilities. PP&R continues to manage over 8000 acres of natural area for their ecological functions. Activities include invasive species removal, native vegetation plantings, and placement of habitat structures.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>13E Natural and Green Infrastructure Funding — Evaluate and pursue stable, innovative funding sources, financing strategies and incentives to accelerate and sustain green infrastructure implementation and maintenance (e.g., capital dollars, carbon credits).</p>	<p>BES has requested \$30 million for ecosystem restoration projects in the Willamette, Slough, and Hwy 43 through the Water Resources Development Act (WRDA).</p>
	<p>13F Designing with Nature — Promote and require urban design and redevelopment approaches that incorporate natural systems and green infrastructure into site improvements, rights of way, green corridors and other infrastructure facilities. Consider adopting ecoroof targets in land use plans.</p>	<p>City Council adopted Resolution 37034 directing City bureaus to seek opportunities to incorporate bird friendly building design into City plans and projects. BPS partnered with the Audubon Society of Portland to develop a proposed draft. This draft includes glazing treatment standards designed to decrease the risk of bird-to-building collisions. The standard will apply to new development and major renovations in parts of the Central City expected to have the highest risk of bird strikes. The next steps include refining the proposed standards through the Planning and Sustainability Council (PSC) and City Council.</p> <p>The Central City 2035 plan calls for the development of the “Green Loop,” a six-mile linear park for walkers, joggers and cyclists of all ages and abilities. BPS’ Urban Design Studio has produced a Green Loop Concept Report, convened several concept refinement meetings with partner agencies, as well as countless speaking events and activities for public outreach to the community. Partners include BPS, PBOT, PP&R, BES and the CC2035 Stakeholder Advisory Committees, among many more. The next steps include working with PSC and City Council to adopt an ordinance authorizing the Green Loop (as part of CC2035).</p>
	<p>13G Comprehensive Plan — Update Portland’s Comprehensive Plan to recognize the importance of natural systems and the urban forest in sequestering carbon and improving resiliency, and to call for preservation and enhancement of these resources and their functions in future land use plans, regulatory updates and infrastructure and watershed restoration investments.</p>	<p>The Comprehensive Plan for 2035 includes several goals and policies recognizing the importance of natural systems and resiliency. These include Goals 3.B (a climate- and hazard-resilient urban form), 4.D (urban resiliency) and 7.C (resiliency); and Policies 4.79-4.84 (hazard-resilient design) and 7.1-7.18 (improving environmental quality and resiliency), among others. In particular, Chapter 7 (Environment and Watershed Health) recognizes the city’s impact on global climate change and offers specific policies to help reduce carbon emissions and sequester carbon.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	13H Public-Private Partnerships — Explore and develop innovative, participatory outreach strategies and partnerships with public utilities, businesses and diverse community organizations to protect and enhance natural systems and green infrastructure, reduce impervious area and provide information on the human health and ecological well-being benefits of such actions.	The BES Community Watershed Stewardship Program awarded 13 stewardship grants in FY15/16, totaling \$100,000, and engaged local community members in natural area restoration, stormwater management, community gardens, pollution prevention and watershed awareness. 993 volunteers contributed over 4,342 hours.
	13I Ecosystem Services — Research, evaluate and integrate the economic, social and ecological benefits (ecosystem services) of natural resources and green infrastructure in land use and infrastructure planning, programs and projects. Prioritize areas with historical and current underinvestment.	Progress continued during FY15/16 on Stormwater System Planning (SWSP). SWSP will use an asset management framework to guide stormwater management investments and ensure decision-making reduces risks in an efficient, effective and equitable manner. SWSP integrates watershed science with engineering practices and protocols, data inventories, regulations, prioritization methodologies, and economic analysis; is based on assessing risks to public health and safety and watershed health due to inadequate stormwater management services; and will help identify areas where less advantaged communities face disproportionate risks related to stormwater.

CLIMATE CHANGE PREPARATION






	14A Decrease Urban Heat Islands — Decrease the urban heat island effect, especially in areas with populations most vulnerable to heat, through strategies such as revegetation, tree preservation planting and maintenance, depaving and porous pavement, green infrastructure like bioswales and ecoroofs and site development performance standards.	Portland continues to utilize strategies to help minimize urban heat island impacts such as planting trees, restoring natural areas and providing incentives for ecoroofs. Additional research and modeling is being conducted by Portland State University to evaluate the potential effectiveness of various mitigation measures in specific Portland locations. The findings from this research will help inform future policies, programs and investment priorities.
	14B Urban Heat Island Maps — Utilize current science, best practices and updated maps of urban heat islands and populations most vulnerable to heat to help inform decisions and priorities about projects and programs that help to cool the urban environment.	In partnership with Portland State University, research is underway to finalize updated versions of Portland's urban heat island maps, including an assessment of how the heat profile changes over the day (morning, afternoon, evening) and to identify where populations most vulnerable to heat live. This information is being compiled and posted to the web via an online tool that will make the information available to City and County staff, as well as the public. Portland State University and MCHD published their methodology for analyzing urban heat in <i>Preventing Chronic Disease</i> in September 2016.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	14C Resilient Infrastructure — In infrastructure project design, consider plantings and infrastructure specifications and materials that will be resilient to heat-related climate change impacts and be cost-effective over the lifetime of the asset.	BES avoids planting species that are not expected to be hardy in the climate we anticipate they will experience at maturity. A few years ago, BES tested a number of evergreen oaks and other species that might do well in our anticipated warmer, drier summers. PP&R’s Hoyt Arboretum planted and is monitoring a variety of tree species from southern Oregon and California to better understand their adaptation to the PNW soils and climate in order to suggest trees that will do well in hotter, drier summers. BES is experimenting in green street projects to determine the best conditions to promote plant survival under hotter/drier conditions.
	14D Health Impacts of Extreme Heat — Minimize health issues caused by extreme heat days and associated poor air quality, especially for populations most vulnerable to these impacts by improving the preparation for and response to heat by health, community service, public safety and emergency response staff and services.	Multnomah County has worked with health care and community based organizations to increase awareness of the risks of heat related illness, including how to recognize and what to do in the case of heat stress or heat exhaustion. PBEM actively collaborates with Multnomah County during responses to high heat days and shares information with public safety partners. In 2016, Multnomah County implemented a new Standard Operating Procedure for responding to extreme heat. It includes monitoring emergency department visits for heat-related illness.
	14E Cooling Centers — Coordinate operations of readily accessible and culturally appropriate cooling centers, and develop early warning and response plans and systems that alert community members, especially those most vulnerable to heat, when projected heat conditions or poor air quality days pose a health risk.	Multnomah County has developed a heat response mobilization strategy to reach vulnerable residents during a heat event, including a targeted information campaign, and extended hours at senior centers to provide cool spaces for older adults. County Libraries serve a similar purpose for other populations. PBEM explored opening cooling centers at Parks Community Centers and found that to not be feasible. PBEM continues to share information on cooling centers with partners in public safety and initiated an update of the City’s Alert and Warning plan, to include multi-language notifications and formalized relationships with community leaders.
	14F Detention Facilities — Ensure detention facilities are capable of adequate cooling during extreme heat events and that public safety staff are properly trained to recognize and respond to physical and behavioral signs of heat-related illness.	The County has not yet started this effort.
	14G Water Supply — Increase the resilience of Portland’s water supply to drier summers by expanding the capacity of the groundwater systems and ensuring water is used efficiently by homes, businesses and in public facilities.	Water efficiency programs are ongoing and expansions of the groundwater system will be considered as part of the upcoming Supply System Master Plan.



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	14H Bull Run Watershed — Continue to assess the potential impacts of climate change on the Bull Run watershed.	Climate impact assessment for the Bull Run watershed is a long-term effort. Analysis is ongoing, including assessments of effects on water volume and water temperature.
	14I Natural Systems and Increased Temperatures — Increase the resilience of natural systems to respond to increased temperatures, drought conditions and shifts in seasonal precipitation by: a) Keeping natural resource areas, especially urban streams, cooler by increasing the width of vegetated areas along streams and wetlands and maintaining upland tree canopy. b) Ensuring existing and new rules support healthy riparian zones, wetlands and surface water temperature needs. c) Increasing the ability of plantings (natural areas, restoration sites, street and park trees, green streets, ecoroofs, etc.) to withstand drought conditions. Research and experiment with different plant palettes as appropriate.	<p>Through the Environmental Services Tree Program, BES has planted 45,000 trees between 2008 and 2016. Through a contract with Friends of Trees, about 1,000 trees are pruned each year. In addition, approximately 11,500 trees were planted across the city's five watersheds through the Watershed Revegetation Program. PP&R continues to plant and maintain riparian areas on natural areas, and manage the upland forest.</p> <p>The Central City 2035 plan, 2035 Comprehensive Plan, and RICAP 2016 update all contain policies addressing the resilience of natural systems. The 2016 update to the Stormwater Management Manual and Source Control Manual also support protection of receiving waters through development controls and compliance programs. Activities driven by the Salmon-Safe Certification also support the health of natural resources. BES avoids planting species that are not likely to be hardy in the climate we anticipate they will experience at maturity.</p> <p>A few years ago, BES tested a number of evergreen oaks and other species we suspect might do well in our anticipated warmer, drier summers. (see 14C). Also, BES is experimenting in green street projects to determine the best conditions to promote plant survival under hotter/drier conditions.</p>
	14J Streamflow Temperature — Evaluate the cumulative effect of actions to protect and maintain existing cool streams and demonstrate progress toward meeting temperature requirements by 2030 in at least 50 percent of rivers and streams that do not meet water quality standards.	The Portland Area Watershed Monitoring and Assessment Program (PAWMAP) is a coordinated long-term monitoring effort designed to measure the city's current and changing ecological resources. The program systematically measures changes in habitat, water quality and biological communities over time, and includes temperature monitoring. By tracking change over time with Watershed Report Cards, the City can see what's improving and where we need to do more.
	14K Invasive Species — Implement invasive species control programs including Integrated Pest Management, Protect the Best, Early Detection and Rapid Response and public and private invasive species control.	PP&R continues to manage over 8,000 acres of natural area for their ecological functions. Activities include invasive species removal, native vegetation plantings, and placement of habitat structures. In Forest Park, 200 acres of invasive species were treated.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>14L Habitat Connectivity — Protect and connect floodplains and other diverse habitats that support biodiversity, including birds and other wildlife species needing to alter their range.</p>	<p>BES focuses planting efforts on city right-of-way, so the trees help provide connectivity at multiple scales from the individual block to the neighborhood to the city as a whole. In addition, BES is participating in the Oregon Solutions Lents Stabilization Project. The Lents Stabilization and Job Creation Collaborative will build a foundation for improving community stability, equity, natural resource restoration and economic growth in flood-prone areas of the Lents and Powellhurst-Gilbert neighborhoods. PP&R completed the white paper for Ecologically Sustainable Landscape Initiative that will be used for adding habitat patches into developed parks.</p>
	<p>14M Urban-Wildland Interface Fires — Manage the risk of wildfires as a result of drier summers, especially in areas where homes and businesses are next to natural and forested areas by: a) Reviewing the feasibility of adopting nationally recognized codes to strengthen building standards in wildfire risk areas. b) Completing an assessment to characterize high-priority wildfire risk areas and developing recommendations to reduce risks in and around these areas. c) Implementing the 2011 Multnomah County Community Wildfire Protection Plan. d) Increasing and improving the quality of vegetated corridors and buffer areas around wildfire-prone areas. e) Prepare public health agencies and health care providers to address health impacts of wildfire smoke.</p>	<p>Multnomah County and regional partners are in the process of developing a County Natural Hazards Mitigation Plan that will incorporate strategies for wildfire risk, including additional risk due to climate change. MCHD is working to develop organizational community capacity to mobilize harm reduction strategies in the case of risk of exposure to wildfire smoke. Multnomah County adopted an updated Comprehensive Plan in FY16/17 that considers climate risks, including increased risk of wildfire, as a variable in development and land use decisions.</p> <p>PBEM, PP&R and Fire are collaborating to update the forested wildland interface plans, including for Forest Park, including planning for evacuation of campers and long-term ecological considerations in firefighting. The effort will include a review of the Wildland Fire Risk Assessment from 2008 and Community Wildfire Protection Plan from 2011.</p>
	<p>14N Bull Run Wildfire — In a co-management role with partner agencies (Oregon Department of Forestry, U.S. Forest Service, local fire departments), respond to fires in and near Bull Run watershed.</p>	<p>Water Bureau actively collaborates with partners to ensure preparedness and to coordinate response to fire incidents. The USFS is in the lead for federal land; ODF is in the lead for city-owned land and adjacent private land.</p>
	<p>15A Floodplains — Increase community and ecological resilience by working with local, state and federal partners to update floodplain data, maps, policies and programs to reflect climate change projections and variability and improve floodplain function.</p>	<p>Research is underway to look at potential flooding impacts along the Willamette River in downtown Portland under different climate change scenarios. The City continues to follow and contribute to discussions with state and federal partners related to updating floodplain data and maps in a way that considers future climate projections. The newly updated Comprehensive Plan contains numerous policies related to flooding and floodplains (See especially 3.78, all of Chapter 7, Goal 8F and associated policies 7.76-7.80.).</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	15B Managing Stormwater Naturally — Protect and restore streams, wetlands and floodplains, reduce paved surfaces, utilize green infrastructure, update stormwater plans, manuals and drainage rules and prepare to manage increased stormwater runoff.	A new Stormwater Management Manual (SWMM) was adopted in 2016 to continue to address and improve these issues.
	15C Private Property — Encourage or require private property owners and developers to implement climate change preparation measures, including limiting or reducing impervious area at site-specific and district or area scales.	The newly adopted SWMM (see action 15B) contains may related requirements.
	15D Disease Risk — Manage the increased risk of disease from vector populations like mosquitoes by managing their habitat and by working with the community to reduce health risks. Strengthen education and outreach efforts in culturally appropriate and accessible ways to help the public understand, prevent and respond to vector-borne diseases.	Multnomah County has a robust vector program that regularly tests for and tracks new and emerging mosquito species and diseases. Vector Control works to reduce mosquito habitat. The City's PP&R and BES continue to work with Multnomah County Vector Control on managing vector populations throughout the area.
	15E Vector Control Coordination — Enhance the coordination between local natural resource agencies and vector control programs to ensure vector populations are managed in a way that protects human health and ensures ecological integrity and vitality.	BES, Multnomah County and PP&R have been cooperating on vector control, additional opportunities remain to increase coordination.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>15F Landslide Risk — Manage the increased risk of landslides due to increased winter rainfall by: a) Incorporating landslide and hazard risk reduction polices into the updated Comprehensive Plan. b) Identifying, mapping and monitoring landslide hazard areas with agency partners. c) Incorporating landslide hazard reduction approaches into infrastructure planning projects, land use policies and city codes. d) Providing outreach and education on reducing landslide risks to private property owners.</p>	<p>The updated Comprehensive Plan includes several policies specific to reducing landslide risks (e.g., 4.79 Natural Hazards and Climate Change Risks and Impacts; 4.80 Geologic Hazards). In 2015, DOGAMI was awarded a FEMA grant to complete LiDAR based landslide susceptibility planning within the City, which will result in accurate mapping that can be used as the basis for updates to land use and building code requirements. The Statewide Landslide Inventory Database of Oregon (SLIDO) and the City draft landslide database will be merged into one dataset. The SLIDO database can be accessed online by the general public. The City has added the current landslide inventory maps to the Portlandmaps.com online hazards page with the rollout of the portlandmaps beta version this past year.</p> <p>BDS has drafted a new Code Guide for requirements and acceptance standards for slope hazard evaluations. It is currently in review with the city legal team. BES is including landslide hazard information into the ongoing Stormwater System Planning effort. Multnomah County and regional partners are in the process of developing a Natural Hazards Mitigation Plan, that will incorporate strategies for landslide risk, including additional risk due to climate change.</p> <p>Multnomah County adopted an updated Comprehensive Plan in FY16/17 that considers climate risks, including increased risk of landslides, as a variable in development and land use decisions.</p>
	<p>16A Emergency Management — Strengthen emergency management capacity to prepare for and respond to heat, floods, landslides and other emergencies in culturally appropriate ways. Develop response plans that minimize impacts on populations most vulnerable to weather-related emergencies. Increase the capabilities of volunteer and service organizations and safety net providers to help respond.</p>	<p>PBEM implemented a new public notification system that can send notifications in Portland’s 10 safe-harbor languages and are developing a strategy to publicize registration in the system. PBEM is updating the Alert and Warning Plan to include formal engagement with community leaders from Portland’s under-served and under-represented communities.</p>
	<p>16B Community Resilience — Improve community capacity, especially populations most vulnerable to climate change impacts, to understand, prepare for and respond to flooding, extreme heat, respiratory-related illnesses and mental health impacts.</p>	<p>PBEM applied an equity lens to the update of the citywide Natural Hazard Mitigation Plan, including a tool to prioritize projects that serve vulnerable populations. PBEM also hired a full-time coordinator to run the BEECN program, which places a cache of emergency supplies within walking distance of every Portlander.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	16C Vulnerable Populations — Ensure the participation of and benefits to populations most vulnerable to priority climate change impacts such as extreme heat, floods, landslides and wildfire.	Research is currently underway to define vulnerability to climate change impacts, beginning with extreme heat, and to then map where there are concentrations of those populations in the community. The methodology used in this research will help inform efforts to identify populations that need to be prioritized in climate adaptation efforts. MCHD secured grant funding to partner with community organizations to understand climate impacts among vulnerable populations. MCHD calculated and mapped an index of vulnerability to climate change.
	16D Adaptive Building Techniques — Support an adaptive building demonstration project that considers affordability, comfort, safety and strategies to achieve net-zero energy, water and waste.	In August 2016, BPS was awarded funding to demonstrate an emerging retrofit technology, a thermal break sheer wall assembly, that is designed to deliver significant improvements both in energy efficiency and seismic resilience. Carried out in partnership with Earth Advantage, the funding will retrofit an affordable housing building in NE Portland.
	16E Asset Management — Recognize climate variables as a risk in how the City and County manage infrastructure, including conventional facilities and green infrastructure.	The Water Bureau's upcoming Supply System Master Plan will evaluate climate effects on water demand and on water supply. BES is in the process of developing a resiliency plan for stormwater and sewer infrastructure with an explicit look at vulnerabilities due to climate change. The City's Asset Management Group is also looking at a process for identifying critical assets and the vulnerability of those assets to impacts such as flooding. Multnomah County has begun incorporating climate variability into planning for major projects, including the Multnomah County Courthouse and the Sellwood Bridge. Climate change is being studied as a consideration in the Levee Ready Multnomah Project.
	16F Monitoring and Data Collection — Improve monitoring and data collection to track climate change-related trends in streamflows, temperature, natural resource condition, storms, river levels, landslides, condition of infrastructure, heat-related illness, air quality, recreation trends, migration and population shifts, etc. Use results in updating plans and programs as appropriate.	Many of these metrics are being collected by various City and County departments, but they have not been assessed for use in tracking climate change-related trends. An effort to begin doing so will be undertaken in 2017. Multnomah County has begun regularly monitoring air quality conditions, heat risk, health data post heat and air quality events,
	16G Climate Migrants — Monitor migration trends and research the potential for accelerated regional population growth beyond current projections due to national or global changes in the climate.	City and County staff participated in a workshop at Portland State University to begin exploring this topic and to identify priority research needs. The City and County will remain engaged in the research efforts of demographers and population experts at PSU and other universities, and will use the findings from subsequent research to inform planning efforts in the future.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>16H Improving Understanding of Local Impacts — a) Support monitoring programs and climate research to improve the understanding of local climate change impacts and support climate change preparation efforts. b) Encourage and support new research around climate-related diseases, air quality and allergens, population shifts, food systems, economic impacts, energy systems, etc.</p>	<p>The City is partnering with PSU and other organizations to improve the understanding of local climate change impacts. For example, a research project is underway to look at the potential impacts climate change may have on flooding along the Willamette River in downtown Portland. Another research project is mapping the region’s urban heat islands, air pollution and populations most vulnerable to those climate impacts. The Water Bureau continues to work with the Climate Impacts Research Consortium (which includes Oregon State University, University of Washington, and University of Idaho) to develop and refine tools and methodology for climate impact assessment, focusing on water supply.</p> <p>Multnomah County has worked to expand use of the State’s ESSENCE program that monitors Emergency Department visits after a heat or air quality event. The County has supported the air quality monitoring work of Portland State University through technical support, leveraging its community partnerships, and through direct financial contribution. The City and County have been participating in scoping discussions related to several of these factors, including climate-related diseases, air quality and population shifts.</p>
	<p>16I Mainstreaming Climate Preparation — Institutionalize climate preparation planning and best practices in City and County operations, land use programs and decision-making, and monitor effectiveness of climate change preparation actions.</p>	<p>Climate change preparation is being integrated into many aspects of the City’s land use planning and asset management programs. Initial steps are being taken to bring new research (e.g., maps and data about Portland’s urban heat islands) into decision-making processes. Some bureaus, such as BES, are dedicating resources to doing a risk assessment and developing a resiliency plan that will inform capital project planning, and the Water Bureau continues their ongoing efforts related to assessing potential impacts of climate change on water supplies. Multnomah County recently adopted an updated Comprehensive Plan and Transportation System Plan that prioritize climate resilience as a guiding value. MCHD secured grant funding to implement part of its 2013 Climate Change and Public Health Preparation Plan.</p>



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IN PROGRESS







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PROGRESS ACTION TITLE AND DESCRIPTION

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COMMUNITY ENGAGEMENT, OUTREACH AND EDUCATION

	<p>17A Alignment with Community Efforts — Identify and seek resources to support community-based initiatives, especially from low-income areas and communities of color, that align with climate change preparation priorities, carbon emission reduction efforts and low-carbon lifestyles.</p>	<p>Through the Portland Climate Action Collaborative, a partnership between BPS and PSU, several interns were funded and placed in community organizations to help with climate action-related projects. Community organizations included APANO, City Repair, Coalition of Community of Color, OPAL, Community Cycling Center, Ecumenical Ministries, Rose Community Development and Wisdom of the Elders. This internship program continues to be implemented. In FY15/16 Multnomah County secured three state/federal grants to support community based and community service initiatives aligned with the Climate Action Plan.</p>
	<p>17B Healthy, Connected Communities — Build partnerships to support community projects, campaigns and events that engage residents around healthy, connected low-carbon communities.</p>	<p>In addition to some of the efforts outlined in Action 17A above, the City continues to build partnerships to support community projects, campaigns and events, including the Let's Talk Climate monthly speaker series organized by local residents. Multnomah County has prioritized partnership building with environmental justice communities and is working to support community led climate related engagement activities.</p>
	<p>17C Expand and Deepen Engagement — Broaden and diversify community engagement, particularly in East Multnomah County and with public school families and students, by partnering with community organizations and leveraging community-based programs such as libraries, SUN schools, and health clinics.</p>	<p>This effort has not yet started.</p>
	<p>18A Portland CAN! (Climate Action Now) — Expand climate-related community engagement by providing individuals and community networks with quality information and how-to resources using interactive approaches that may include competition, feedback and recognition.</p>	<p>BPS refreshed the Portland CAN (Climate Action Now) website to include new language focused on four categories Your Home, Your Stuff, Your Food, Getting Around. The web content includes resources and tools through local partners to help people take action. A new category was created called Your Community. This category will focus on ways that people can join existing community efforts in climate for the four categories or create their own projects within their own neighborhoods or communities. City staff are currently working to build relationships with these potential existing community efforts. After much research and feedback from equity listening groups, the competition, feedback and recognition part of this goal seemed both expensive and possibly less effective than hoped. BPS is exploring connecting more with Northwest Earth Institute to provide this aspect through the Eco Challenge.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	18B Community Events — Revise the Portland CAN! campaign to create a culturally relevant presence at community events and leverage the Master Recycler volunteer corp.	The Portland CAN! campaign motivates and supports Portlanders to take sustainable and low-carbon actions and focuses on five areas (see Action 18A). Master Recyclers attended 17 events sharing this information, which resulted in connecting with 78,532 residents.
	18C Fix-it Fairs — Conduct three Fix-it Fairs annually to engage under-served residents in carbon-reduction activities in the four areas of home, stuff, food and transportation choices. Provide materials and resources in commonly spoken languages of those neighborhoods and include a track of Spanish-language workshops at one of the fairs each year.	In 2015, three Fairs took place at Parkrose High School, Ron Russell Middle School and George Middle School. Nearly 1,500 people attended from diverse surrounding communities. 60 exhibitors provided information on home, stuff, food and transportation choices. 40 volunteers from the three school communities helped with outreach, language interpretation and staff assistance at the fairs this season. Univision was a sponsor. A Spanish-language track of workshops took place at the third fair, but exhibitors were encouraged to include bilingual staff and printed materials for all fairs. Students from the school are invited to volunteer as interpreters at each fair so that the most commonly spoken language of the area have some interpretation in the exhibit hall. 12 percent of this year’s participants speak Spanish at home, 4 percent Chinese and 2 percent Vietnamese. The events take place at schools in low-income communities to provide better access. Lunch and childcare are provided to remove barriers to attendance.
	18D Your Sustainable City — Continue to convene sustainability programs from multiple City bureaus under the “Your Sustainable City” umbrella campaign to inform and engage diverse residents in sustainable choices.	The Your Sustainable City campaign staff attended and tabled at several community events, including the MLK Day Celebration, Latino Homebuyer Fair, Good in the Hood, NAYA Homebuyer fair, African American Homebuyer fair, Asian & Pacific Islander Community Improvement Alliance Homeownership Fair, resulting in 5,000 contacts with residents.
	18E Business Technical Assistance — Increase the adoption of sustainable practices by Portland businesses: a) Provide free technical assistance and resources to 1,000 Portland businesses annually. b) Prioritize and customize technical assistance to minority-owned businesses and their property managers. c) Provide recognition for business achievements through Sustainability at Work certification.	BPS provided free technical assistance and resources to 789 businesses; 284 of those received on-site assistance from a Sustainability Advisor. A total of 213 businesses were certified by Sustainability at Work (SAW) and over 20,000 employees work in a SAW certified workplace. BPS also promoted SAW services and resources with communities of color, including attendance at 35 events with a combined audience of over 3,000 and attended over a dozen individual meetings with six organizations serving entrepreneurs of color. BPS launched a pilot with Micro Enterprise Services of Oregon (MESO) to ensure MESO clients are making resource-efficient and cost-effective equipment and leasing decisions, and that available green incentives are accessed.



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	18F Neighborhood Metrics — Establish climate action metrics by neighborhood, including measures such as household energy use, vehicle miles traveled, walkability and bicycle commute rates that also reflect community priorities such as safety and accessibility. Publicize metrics in culturally appropriate ways.	Work on this action has not yet started, however initial discussions exploring the possibility of PSU conducting some of this work have taken place.

LOCAL GOVERNMENT OPERATIONS




	19A Financing Energy Efficiency — Identify internal and external funding sources to finance energy-efficiency upgrades in City and County facilities. Explore “climate bonds” as one funding mechanism.	The City issued its first green bond in November 2016 to finance the conversion to LED streetlights. City bureaus received over \$536,000 in funding from Energy Trust of Oregon in FY15/16 as incentives for 36 distinct efficiency measures. In addition, PBOT and BES have secured funding from ODOE’s Energy Incentive Program for street lighting, alternative fuel vehicle fleets, and alternative fuel vehicle infrastructure projects, respectively. The projects will be completed by end of 2017. Multnomah County awarded an Energy Service Performance contract in FY16/17, but decided to pay for the project from the general fund rather than finance the project.
	19B Efficiency Projects — Improve energy efficiency of City and County operations: a) Implement all cost-effective (simple payback of ten years or less) resource-efficiency projects in City-owned buildings and facilities. b) Reduce energy use from City and County operations by 2 percent each year through capital projects and operational improvements.	The newly formed Strategic Planning team in OMF Facilities completed an Opportunity Register to identify and prioritize resource efficiency projects in City owned buildings. PP&R, Water Bureau and BES continue to identify and complete resource efficiency projects through their respective energy committees. The City Energy Use Report for FY15/16 was completed in October 2016 and overall energy use increased 4.6 percent from the prior year. Weather played a key role in the past year’s jump in energy use; a warmer than average summer coincided with an increased frequency of storm events in the fall and winter. The result was a large increase in groundwater pumping, irrigation needs and stormwater processing. Warmer summer temperatures and increased frequency of intense rain events are projected local impacts of climate change. As this becomes the “new normal,” the need to consistently maintain and improve the energy efficiency of the City’s infrastructure will take on increased importance.
	19C Equipment Upgrades — Continue converting water pumps, water treatment and other energy-intensive operations to more efficient technologies and change operational practices to improve efficiency.	Water Bureau continues to evaluate opportunities to improve the energy efficiency of both equipment and operational practices and the focus is on pump station upgrades. Energy is considered as one of a suite of factors, including water quality.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>19D Resource Management — Develop and implement utility performance tracking for all City- and County-owned buildings and facilities. Develop and implement a countywide strategic energy management plan.</p>	<p>City Facilities implemented utility tracking software that provides performance tracking and reporting functions for energy, domestic water, sewer, compost, recycling, and waste. City Facilities and Multnomah County are active participants in a shared cohort of Energy Trust’s Strategic Energy Management program. Multnomah County has developed tracking infrastructure and a Strategic Energy Management planning process has been initiated.</p>
	<p>19E Lighting Upgrades — Implement energy-efficient outdoor lighting, including light emitting diodes (LED) and dimming technologies when appropriate. Complete the conversion of all streetlights to LEDs. Use Dark Skies best practices when possible to reduce light pollution and minimize bird strike hazards.</p>	<p>As of June 30, 2016, PBOT has installed over 36,000 LED cobra head street lights, or approximately 75% of all City-owned lights of this style. The street lighting project (100% LEDs) is expected to be completed in 2017. Multnomah County has completed the conversion of the 2,200 streetlights in the Mid-County Lighting District to LEDs using the 2014 Dark Sky standard.</p>
	<p>19F Renewable Energy — Purchase or generate 100 percent of all electricity required for City operations from renewable sources, with at least 15 percent of all electricity for City operations from on-site or district renewable energy sources such as solar, biogas, in-pipe microhydro and biomass. a) Expand recovery and use of biogas at the City’s wastewater treatment plant. b) Investigate third-party ownership and alternate financing models to expand the number of solar electric systems at City-owned facilities.</p>	<p>The City completed renewable energy purchases for to meet its FY15/16 electricity demand with 100% renewable energy. The City generated 7 percent of its electricity from on-site renewable energy systems including solar, micro-hydro turbines and a co-generation system. The local electric utilities provide 15 percent of their supply from renewable resources. Renewable Energy Certificates (RECs) were purchased to offset the remaining electric utility supply. BES is in the design phase of a gas treatment system at the City’s wastewater treatment plant that will enable the plant to expand recovery of biogas to 100 percent by 2018 and enables the use of biogas as a transportation fuel. The City was awarded a competitive grant from Pacific Power’s Blue Sky renewable energy program for the design and installation of a solar array at the North Police Precinct. The project is scheduled to be completed in early 2017.</p>



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	<p>19G Waste Prevention and Recovery — a) Reduce total waste from City and County operations 12.5 percent below FY 09–10 levels. b) Recover 76 percent of all waste generated by City operations. c) Increase material salvage for City-owned full and partial building demolitions.</p>	<p>The City conducted two waste prevention campaigns: 1) Piloted personal microfiber hand towels at 12 workspaces in 9 bureaus as an alternative to paper towels, and 2) ran a no-waste lunch competition. The City’s updated Sustainable City Government web site was launched in November 2015 and is divided into public and employee-only sections. The public section provides current data, projects and policy details. The employee-only section provides contact information for bureau green teams and City of Portland specific resources.</p> <p>BPS provided 35 new in-depth evaluations to the following bureaus: Fire, Water, PBOT, BDS, BES, Police, and PP&R. 8 new work sites were Sustainability at Work certified, including 2 within Water, 2 within PBOT, 1 within Fire, and 3 within BTS. All applicable bureaus participated in annual waste recovery data reporting in FY 15–16. In lieu of an annual report to City Council, staff updated program objectives and published a poster and web materials. Recycling coordinator workplan and budget have been set and is reflected in the FY16/17 Metro and Local Governments Annual Waste Reduction Work Plan.</p>
	<p>19H Green Building — Target net-zero energy use by implementing the City and County’s green building policies for new buildings and major retrofits. Support this work with dedicated staff time, and consider project location and contracting practices where the benefits are shared by low-income populations and communities of color.</p>	<p>No new City construction or major renovation projects occurred in FY15/16. The Portland Building reconstruction project was approved by City Council in October 2015 and the Design-Build contractor was selected in July 2016. The project team is targeting net-zero energy use by implementing the City’s green building policies, and expects to exceed the City’s MWESB requirements for subcontracted services. Multnomah County’s two major building projects underway, the Courthouse and the Health Department Headquarters are fully complying with the County’s Green Building policy, and prioritizing MWESB and apprenticeship participation is a priority.</p>
	<p>19I Energy Performance Tracking — All City and County-owned buildings greater than 20,000 square feet will annually calculate energy-use intensity (kBtu per gross square foot) and eligible City and County-owned buildings will calculate an Energy Star score using the U.S. Environmental Protection Agency’s Portfolio Manager.</p>	<p>As part of the City-wide annual energy performance tracking and reporting requirements that began in 2016, energy use intensities and Energy Star scores were calculated for 10 City-owned buildings and 11 County-owned buildings greater than 50,000 square feet. Starting 2017, annual energy performance tracking will also begin for applicable City and County-owned buildings between 20,000 and 50,000 square feet. Tracking for Multnomah County buildings is underway.</p>

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	19J Low-Carbon Fuels — Prioritize low-carbon fuels for fleet vehicles, including biodiesel, compressed natural gas, liquid natural gas, propane and electricity where appropriate.	The City continues to use biofuels and electricity (all electric and plug-in hybrid) for fleet vehicles when possible. BES is designing a gas treatment system at the City’s wastewater treatment plant that will enable the plant to use biogas from the anaerobic digestion sewage treatment process to generate renewable natural gas vehicle fuel for both City and private fleet vehicles. BES has secured grant funding from Oregon Department of Energy to incentivize the conversion of fleet vehicles to natural gas in 2016 and 2017. Multnomah County will convert its main diesel fueling station to 100 percent renewable diesel when it comes back online in FY16/17.
	19K Fleet Fuel Efficiency — Reduce carbon emissions from City and County fleet vehicles and equipment. a) Ensure that the average age of the City’s fleet is less than 10 years old. b) Develop a County fleet strategy that incorporates carbon emission reduction, electric vehicle and low-carbon transportation fuel goals.	The County has initiated a process to develop a Sustainable Fleet Strategy that will guide future vehicle selection, prioritizing carbon emissions reductions and alternative fuel vehicles. The City continues to prioritize low-carbon and high fuel-efficiency vehicles and works to right-size the vehicles/equipment to the required use to minimize emissions and fuel consumption. Many projects and programs are in place to lower carbon emissions from City vehicles and equipment.
	19L Electric and Hybrid Vehicles — Purchase electric, plug-in hybrid and hybrid vehicles whenever they meet the user’s needs. Include installation of electric charging stations where appropriate.	Of 125 City vehicles identified to convert to electric vehicles, 80 are already purchased and in service. Thirty-four electric charge stations have been installed and BIBS/BDS working to install at least 40 more chargers at the 1900 building. The County has initiated a process to develop a Sustainable Fleet Strategy that will guide the integration of future vehicle selection, including the use of electric and hybrid vehicle purchases.
	19M Low-Carbon Purchasing — Conduct a carbon emissions inventory of City and County purchases. Based on the results, prioritize efforts to reduce carbon emissions associated with procurement decisions. Make the findings publicly available.	Multnomah County has completed a scope 3 emissions assessment of purchases within the Department of County Assets. Carbon emissions inventory for City purchases is currently underway.
	19N Sustainable Procurement — Advance the practice of including the sustainable practices of prospective vendors, contractors and service providers as evaluation criteria in procurement decisions.	Multnomah County continues to implement its Sustainable Purchasing Policy, including building capacity of County staff and prospective vendors to support the goals. Evaluative questions related to the sustainable practices of proposers are standard for all of the City’s Requests for Proposals, and Procurement Services continues to try different evaluative questions and make changes as feedback is received.



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	190 Emerging Technology — Accelerate use of emerging low-carbon products and services by City bureaus through an “early adopter” program.	PDC piloted a program to pair emerging technologies with City bureau needs. While the pilot did not become a full-scale program, PDC continues to support City bureaus searching for technological and other efficiency-based solutions.
	19P Sustainable Wood — Support the use of regional, sustainably sourced wood products for City-owned building and landscape projects, including training design contractors.	The City has not yet started work on this action.
	19Q Teleconferencing — Establish video and/or web conferencing capability in all major City and County facilities and train staff to leverage these tools to reduce travel.	The City now has an Office 365-integrated and teleconferencing solution in Skype for Business. Staff are in the process of fully adopting and supporting the software and developing training. All new City laptops now include cameras to facilitate teleconferencing, and BTS staff also encourage bureaus to add teleconferencing hardware (wall-mounted displays, conferencing phones) to meeting rooms. Multnomah County IT continues to add video and web conferencing abilities, including expanded use of conferencing abilities with the Google Apps platform.
	19R Sustainable Jails Project — The County will continue to implement the Sustainable Jails Project to maximize energy and resource efficiencies.	Multnomah County entered into an Energy Service Performance Contract that will significantly reduce water and energy use in two of its justice facilities. The County Sheriff’s continues to support and is on track to meet the goals of the Sustainable Jails Project.
	19S Telecommuting — Update the City’s telecommuting policy to foster increased utilization of this commute option whenever it meets City business needs.	Several bureaus are now piloting telecommuting with specific projects and programs. BTS has instituted an optional telecommuting policy in the last year, and many other bureaus are following suit. The policy, however, has not yet been updated.
	19T Divestment — The City will establish policies to hold no financial stake in fossil fuel companies with monies directly invested by the City, and will encourage the State of Oregon to do the same. The County will continue the practice of doing the same.	In September 2015, City Council adopted Resolution 37153 that added fossil fuel companies to the City’s Corporate Securities do-not-buy list, committing the City to hold no financial stake in the 200 largest fossil fuel firms. Multnomah County has formally adopted and continues to follow a policy of divestment.
	19U Sustainable Stormwater — Make progress on managing 50 percent of stormwater from City-controlled impervious surfaces with sustainable stormwater strategies by 2030.	Approximately 44 percent of City-controlled impervious surfaces are currently managed via sustainable stormwater strategies and ongoing efforts are underway to increase that percentage.


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IMPLEMENTATION

	<p>20A Community Capacity — Foster ongoing and deep community engagement, with additional emphasis on communities of color and low-income populations, to advise on equitable policy development, program design and implementation of climate-related actions.</p>	<p>The City and County continue to seek opportunities to further community engagement, especially with under-served and under-represented communities, in policy development, program design and the implementation of climate actions more broadly. An example of such work includes the engagement of low-income homeowners to inform the development of the proposed Energy Performance Rating policy (see Action 1B).</p> <p>Multnomah County Office of Sustainability and Health Department are prioritizing developing lasting relationships with communities on climate justice. The County’s Office of Sustainability hosted an EPA supported equitable development workshop on the Rockwood neighborhood, and secured EPA technical design assistance for projects in the Jade District.</p> <p>That being said, more work remains for the City and County to continue building partnerships and community capacity in a way that does not over burden organizations that serve communities of color and low-income populations.</p>
	<p>20B Collaboration — Facilitate cross-agency and cross-disciplinary collaboration, engagement, information exchange and peer-to-peer learning related to climate action efforts.</p>	<p>The City and County have collaborated in a variety of arenas, including on a project to define human vulnerability to heat and air pollution that will help inform policy and program efforts to mitigate those impacts. City staff from multiple bureaus meet regularly to share information and do peer-to-peer learning around issues related to climate change preparation. Multnomah County Office of Sustainability has begun to work with the City of Gresham to encourage partnership around Climate Action Plan goals, and are actively working in concert to expand greenspace in the Rockwood Neighborhood.</p>



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	20C Staff Capacity — Support the development of data, tools, best practices and training for innovative, effective and equitable implementation of climate-related policies and projects.	Work is underway to finalize the Climate Action Plan Implementation Guide, which will be a key resource to help implement climate actions in ways that result in more equitable outcomes. An online tool is in development to enable staff easy access to data and maps related to the Portland region’s urban heat islands and populations most vulnerable to heat. Various research projects through the Portland Climate Action Collaborative (a partnership between BPS and PSU) is helping staff gain access to data, tools and information to build their capacity to address climate change. All staff at the Multnomah County Department of County Assets is undergoing a two-hour training on climate change, including climate justice. The Health Department is working to build knowledge of health practitioners within and outside the County on health/ climate connection.
	20D Workforce Development — Create cross-bureau initiatives to support workforce development that build upon existing social equity contracting programs, policies, and resources to strengthen the capacity of firms owned by people of color and nonprofits serving under-represented and under-served adults and youth to help implement Climate Action Plan actions.	The City and County continue to pursue opportunities to partner with and support businesses owned by people of color and nonprofits serving under-represented and under-served communities. One example includes the Prime Contractor Development Program (PCDP). The PCDP creates prime contracting opportunities for state-certified Minority, Women and Emerging Small Businesses (MWESB) with the City. Contractors are provided technical assistance and educational opportunities in different areas of work, including sewer and water, street and park improvement, and building construction and alterations. A deconstruction training for PCDP contractors in support of the City’s recently adopted deconstruction policy was held in July 2016 (see Action 10B).
	20E Career Development — Maximize career development opportunities, especially for low-income populations, communities of color and youth, in the fields of energy, green building, transportation, brownfield and Superfund remediation and redevelopment, planning and natural resources.	The City has supported career development opportunities in areas related to climate action through the Urban Sustainability Directors Network Equity Fellowship program, as well as the PSU Climate Collaborative internship program (see Action 17A). Additional efforts are underway to improve recruitment processes for entry-level positions and internship in the field as well.
	20F Budget Performance Measure — Explore options for a climate action performance measure to be incorporated into the City’s annual budgeting process where appropriate.	The City’s Budget Office references the Portland Plan indicators, including carbon emissions, as key considerations for budget decision-making.

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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	20G Community Benefits — Support use of tools and strategies to engage impacted communities, minimize harms and hazards and ensure economic, social and environmental benefits are shared by low-income populations and communities of color.	Efforts to engage impacted communities is ongoing and will benefit from more structure. The finalization of the Climate Action Plan Equity Implementation Guide will assist staff in furthering this goal. Existing efforts of note include the internship projects through the Climate Collaborative program (see Action 17A), the training of MWESB contractors to do deconstruction work (see Action 20D) and the involvement of low-income homeowners in the policy energy performance rating policy (see Action 1B). CPACE program pilot exclusively partnered with local DMW firms to implement projects. Multnomah County and Portland Development Commission jointly funded technical support team to help ensure DMW firms success in the pilot.
	20H Government Partnerships — Partner with other local, regional and tribal governments to inform local, state and federal climate policy activities.	Portland and Multnomah County continue to identify climate change as a priority in their federal and state legislative agendas and to work with other public agencies to identify opportunities to advance climate action at all levels of government.
	20I Regional Partnerships — Encourage Metro to: a) Update and maintain a regional carbon emission inventory. b) Include a focus on climate change preparation in its climate-related planning, policy and program work.	Metro adopted the final Climate Smart Strategy in December 2014 and is proceeding to implement the strategy, which is designed to reduce the region’s per capita carbon emissions from cars and light trucks 20 percent by 2035.
	20J Academic Partnerships — Partner with Portland State University and other universities and local colleges to apply emerging research and innovative approaches to preparing for climate change and reducing carbon emissions.	BPS and PSU’s Institute for Sustainable Solutions have established a Climate Action Collaborative that pairs university faculty and students with City needs for applied research to carry out the Climate Action Plan. The initiative received funding from the Bullitt Foundation and from PSU and has carried out several projects in 2015 and 2016. The County is engaging with this effort and the partnership looks to expand to other City bureaus.
	20K Nonprofit Partnerships — Partner with nonprofit organizations, such as the Intertwine Alliance, to advance the Regional Conservation Strategy.	The City continues to partner with non-profit organizations, including working with the Intertwine Alliance on many aspects of conservation throughout the region and with Xerces Society on pollinator studies, habitat and protection.
	20L Metrics — Develop comprehensive qualitative and quantitative climate action metrics to measure progress in the areas of consumption, food and agriculture, climate change preparation and others that incorporate an evaluation of benefits and burdens to low-income populations and communities of color.	Some groundwork for the development climate action metrics has been done. Implementing this action will be a focus area in 2017.



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PROGRESS	ACTION TITLE AND DESCRIPTION	STATUS
	20M Progress Reports — Provide annual progress reports on the implementation of the Climate Action Plan, including an updated emissions inventory and progress toward broader environmental, health and equity goals.	The Year One Progress Report contains information on the implementation of the CAP, including an updated emissions inventory. Future progress reports will incorporate greater details related to progress on broader environmental, health and equity goals.
	20N Plan Updates — Update or modify the actions in the Climate Action Plan every five years.	This effort will begin in 2019, in preparation for the updated plan in 2020.

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翻訳または通訳

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Turjumida ama Fasiraadda

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